

Fifth Year.—First class—(Grand), Richard Longford Theroold; Cuento, Raphael West; and second, Philip Santo (equal). Second class—P. O'roy, Barry Key; Bolton, Kenneth William Gray, and Collins, William Kendall (equal); K. O'yer Leslie James; McNeil, John; Wallmann, Douglas Robert. Third class—McGlew, Phyllis Dorothy; Linn, Leslie Wilmore; Wilson, Laurence, and Gurney, Olin (equal). Recommended for the Dr. Chas. G. Ross Medal in Ophthalmology—Bolton, Kenneth William Gray. Recommended for the Eminent Scholarship—Grant, Richard Longford Theroold, and Cuento, Raphael West (equal).

FACULTY OF SCIENCE.

Applied Mathematics (33).—Division I. (in order of merit).—Reichstein, Lance Eric Harold; Smith, James Wearing; Duncan, Keith Sinclair. Division II. (in order of merit).—Koerner, Carl Frederick; Collins, Arnold, William; Cant, Harry Leonard; Naylor, Robert Leslie; Dawkins, Albert Norman. Division III. (in alphabetical order)—Emery, George Herman; Hall, Arthur Gilmore; Knolly, Alexander Theodore; Morrison, Robert James; Mowson, Keith Santo; Paull, Alec Gordon.

Applied Mechanics III. (80).—Division I. (in order of merit).—Anderson, William Moffat, and Cartledge, Herbert Henry (equal); Leahy, Ernest Albert. Division II. (in order of merit).—Hall, Arthur Gilmore; Mowson, Keith Santo; Sariman, Ernest James. Division III. (in alphabetical order)—James, Wesley Hughes; Longbottom, Hugh Montgomery.

FACULTY OF ARTS.

English Language and Literature.—Recommended for the John Howard Clark Prize—Adrian Lynda Lapp.

Advertiser 26.11.18.

THE UNIVERSITY SENATE.

Among the principal business to be done at a meeting of the University Senate, convened for to-morrow, is the framing of regulations to govern the course for the degree of bachelor of dental surgery. Provision will also be made for founding the A. M. Simpson Library of Aeronautics, for which purpose Mrs. Simpson paid to the University £500, in memory of her late husband. It is proposed to set aside annually the interest on the endowment for the purchase of books on aeronautics, which will be available for study to all persons on the same conditions as are other books in the University Library. An amendment of the statutes is contemplated, setting out that no person shall be admitted to a degree examination in which he has already passed at the University of Adelaide, except by special permission of the council. Another proposed new regulation is:—"On the advice of the appropriate faculty or board, the council may make special provision for any candidate for a degree or diploma who has been engaged in war service, by altering the conditions prescribed for entrance on his course of study by altering the fees and by adjusting the curriculum, provided that the whole curriculum be substantially fulfilled before the degree or diploma is conferred." It is intended that in future candidates for the Angas engineering exhibition must be not more than 19 years of age on December 31 in the year in which the examination is held. Notice has also been given of slight alterations in the rules relating to the ages of candidates for the Tennyson medals in English literature. Revisions and additions are proposed in connection with the regulations concerning the University diploma in applied science, and the fellowship of the School of Mines and Industries. It is also proposed that students who at the higher public examination have distinguished themselves in physics, inorganic chemistry, biology, botany, or mathematics (including geometry and algebra with trigonometry), shall be exempted from lectures, practical work, and examination in the corresponding compulsory subjects for the degree of bachelor of science.

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OVER THE LINES.

AN AIRMAN'S EXPERIENCES.

INTERVIEW WITH MAJOR SNOW.

Back home after three years of active service with the Royal Flying Corps on the Western front, Major Wilfrid R. Snow, D.S.O., M.C., who is spending a furlough in South Australia, finds that there is a tendency on the part of the public almost everywhere to regard the aviators as supermen. "That is a notion," he told an interviewer on Monday, "that ought to be knocked on the head. It is quite a wrong idea to think a man must be a little tin god before he can get into the Flying Corps, or that any special credit attaches to him while he is there. The actual flying of the machine is no harder than driving a motor car. The airman had their job to do, like any other branch of the army, and however difficult and dangerous it might have been on occasions, they had an infinitely better time than the man in the trenches. There is no airman worthy of his salt who fails to take off his hat to the infantry.

It was the good old foot sloggers who had to bear the brunt of the war, endure most of its discomforts, and do the hardest fighting. With the present methods of training and the latest patterns of machine, almost anyone can learn to fly. The biggest fool on earth can hardly go wrong."

But were not casualties among airmen very high? he was asked.

"Certainly," was the reply, "but what about the bad time the men were having down below? There they were plunging about in the wet and mud and filth for weeks together. We had good meals and baths, while they fed as best they could, and seldom took their clothes off. Members of the Flying Corps went up for four or five hours a day, and the rest of the time they could spend as they chose, riding on horseback, playing tennis or billiards, and visiting people. Compared with the lot of the men in the trenches, who always had a chance of a horrible death, it was just like a holiday with a bit of flying thrown in. The airmen by way of contrast, had to risk a clean, gentlemanly sort of death. They got an abundance of genuine thrill and sport along with their work, and the maximum of comfort. The fellows in the fighting squadrons had the most strenuous time."

Major Snow, who is the second son of Mr. Francis H. Snow, of Aldgate, gave up his business in Sydney and went to England in 1914. He is a bachelor of engineering of the Adelaide University, and is only 25 years of age. He would not talk about his rapid promotion or his distinctions. They were nothing out of the way, he said—some men were lucky, and he was one of them. He did mention incidentally that out of two squadrons (there were 24 machines in a squadron) he and six others comprised all who were not casualties. Practically the whole of his work was artillery observation, varied with night bombing raids.

"Observing for the guns," said Major Snow, "is wonderfully interesting. When you get up in the air the wireless apparatus on the machine enables you to call up the whole of the heavy artillery in the corps, or the direct fire of any one battery on to any active target. You may, for example, when a couple of miles up, see a hostile battery shelling our front lines or billets. All you have to do is get its exact location and buzz on the wireless, and in five minutes one of our batteries starts to blow it out of existence. One watches the shells creep up to and wipe out the battery. At another time an ammunition dump may go up with a thundering explosion, or a trench gets rubbed out of existence. I remember once calling up one of our long range guns to silence a Boche heavy, mounted on a railway, that was shelling one of our headquarters at a range of 15 miles. As luck would have it the second British shot, fired from something like 12 miles away, scored a direct hit. It set the whole gun and train on fire, and the flames were still visible when I left the lines two hours later."

The British aerial observers attracted a great deal of unfriendly attention from the Huns, and Major Snow acknowledges having been attacked by hostile fliers "any number of times." It was quite the usual thing. The German airmen usually attacked in superior numbers, even when they had the advantage in machines. What to do in the circumstances largely depended on one's own machine. If it were a slow old "bus" the wise course was to "beat it" out of the way, with a nose spin down to destroy the other fellow's aim. If the machine were as good as the German the policy was to stand up to him and have a scrap. Then he would usually break off.

When the Canadians took the Vimy Ridge Richtofen and his "circus" were very busy in that part of the line. Major Snow gave a vivid description of them circling round in the light of a setting sun in machines colored blood-red or black and with devils painted on them. Richtofen was a clever fighter, and for a long time had the advantage in machines. Later it was only a matter of stand up scrapping against him, and a number of the British aces were just as good. Immelmann was shot down by a mere novice, a man with whom Major Snow had learned aviation, and who had done only 30 or 40 hours' flying. He was lucky enough to get the German at the right moment, dive on to his tail, and "pip him off."

"Night bombing," Major Snow went on to relate, "was capital sport. We used to take it on as a sort of side line. Night flying is another proof of how easy aviation has become and how the machines have been perfected. Sometimes it was impossible to see a hand in front of your face, and we charged into the dark, flying entirely by luminous instruments. The journeys were planned beforehand. We used to drop high explosives on the enemy billets or incendiary bombs on his aerobrones, and it was easy to note the results. The developments that have taken place in flying since 1915 are almost incredible. In

that year we had machines of from 50 to 60 horse-power, doing perhaps 60 miles an hour. When I came away the machines had from 300 to 350 horse-power and, flying level, could do up to 140 miles an hour. When I first went to France everything was done with one class of machine. In 1916 they began to specialise, and to-day there are five main classes—fighting single-seater scout, artillery observation, long distance reconnaissance, night bombers, and day bombers. One cannot use an artillery observation 'bus,' for instance, for long distance work or fighting, because it is heavily weighted with equipment, comparatively slow, and not quickly manoeuvred. In 1915 and part of 1916 the British, although using only one type of machine, had undoubted superiority. We used to chase the old Hun all over the sky, and did things in our tubs of machines that make one's hair rise now to remember. Early in 1916 the Germans produced the Fokker single-seater scout, and we had a bad time for a while. A great many of our machines were downed and we lost our superiority, but our reply came quickly. I think it was in May, 1916, that we began to use various types of new machines, and in a little while we practically blew the Boche right out of the sky. After that it was good-bye to his superiority."

Review 26.11.18

PUBLIC EXAMINATIONS.

From "MORBITHEEN."—I have heard it suggested that the University authorities should publish the candidates' numbers this year when the results come out, and this paper would be saved. This year the candidates have had to sit under the most trying of circumstances, and they certainly deserve as much consideration as possible when the papers are marked. Most of the papers set this year have made heavy demands on the mental capacity of the candidates, and many are naturally upset, because they have not done as well as they might have under normal conditions.

Advertiser 27.11.18

**UNIVERSITY OF
ADELAIDE.**

BOARD OF COMMERCIAL STUDIES.

**EXAMINATION FOR THE DIPLOMA IN
COMMERCE.**

—November Pass List (in alphabetical order).—

—Accountancy.—

Division III.—Moyes, Cecil Clarence.

ECONOMICS.

—Second Year.—

Division I.—Miller, Gavin Robert.

Division II.—Mengersen, Norman Victor; Moyes, Cecil Clarence; Rooney, Patrick William.

Division III.—James, Charles Kingsley.

BANKING AND EXCHANGE.

Division I.—Chaplin, Eric Stanley; Rooney, Patrick William.

Division II.—Francis, Ainslie de Lacey; Holdsworth, Hilda Maude; Painter, Edward Webdale; Thyer, Walter Vernon; Whitridge, Gladstone Keith.

Division III.—Braybrook, Clive; Brown, Thomas Roderick; Gent, Hazel Marjorie; Higgins, Harry Coote; Jerdan, George Gilbert; McCarron, Philip Bernard Alphonse; Miller, Clifford William Littlejohn; Padget, Dora Janet; Pitcher, Ronald Samuel; Smith, Isaac Francis.

COMMERCIAL GEOGRAPHY.

Division I.—Marshall, Alma Kathleen; Painter, Edward Webdale.

Division II.—Daniel, Claude Alfred Vaughan; James, Charles Kingsley; Lorimer, Robert William; Painter, David.

Division III.—Adamson, Harold Stanley; Andres, Roy Stanley; Applesby, William Frederick; Barlow, Charles Walter William; Bayly, Ernest Edward; Bayly, William Lawson; Davis, Marjorie Muriel; Holdsworth, Hilda Maude; Kinnish, Florence Maud; McCarron, Philip Bernard Alphonse; Sellars, Norman Lionel; Thyer, Walter Vernon.

Recommended for Fisher Medal.—Patrick William Rooney.

FACULTY OF ARTS.

ELEMENTARY ORGANIC CHEMISTRY (51 and 53).

—B.A., B.Sc., Non-Graduating and Dental.—

Division I.—Moore, Arthur Paris Reading.

Division II.—Hand, Jeffery William.

Division III. (in alphabetical order).—Francis, Leonard James; O'Donnell, John Andrew; Stoate, Theodore Norman.

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DR. ENNIS.

REPORTED RESIGNATION.

It is understood that the Director of the Conservatorium (Dr. M. J. Ennis) has tendered his resignation and that the matter will be considered at the meeting of the senate of the University this afternoon. For some time past the health of the director has been far from satisfactory.

Dr. Ennis was born at Dover in 1864, and for many years after leaving school he was a Civil servant in London. When he first began the study of music he had no idea of adopting it as a profession, but under the tuition of Donmyvullier he be-



Dr. Ennis.

came so much interested in the subject that it gradually claimed more and more of his attention, and in 1892 he graduated a Bachelor in Music. A few years later he took the degree of Doctor, being the first candidate to pass in four consecutive years the examinations presented for the degree by the London University. He came to Australia in 1900 to take a position at Christ Church, St. Lawrence, New South Wales, and in February, 1902, he came to South Australia as Elder Professor of Music at the Conservatorium. A couple of years before he came to the Commonwealth Dr. Ennis took an important part in the incorporation of an association of music graduates to prevent trafficking in degrees, the founder of which was Sir John Stainer. Dr. Ennis was also a lecturer and examiner at the Virgil Piano School. He is a clever organist and an accomplished pianist.

Advertiser 28.11.18

CHANGES AT THE UNIVERSITY.

Important amendments to the statutes of the Adelaide University were approved by the University Senate on Wednesday. They give the council wide powers to make necessary adjustments in the cases of students who return from the war, establish a new course to begin next year, for the degree of Bachelor of Dental Surgery, and add two extra subjects, civil engineering and architectural engineering, to the applied science courses. In relation to the first of the three matters mentioned, the following new clauses were added to the statutes:—"No person shall be admitted to a degree examination in which he has already passed at this University, except by special permission of the council. On the advice of the appropriate faculty or board, the council may make special provision for any candidate for a degree or diploma who has been engaged in war service, by altering the conditions prescribed for entrance on his course of study, by altering the fees, and by adjusting the curriculum, provided that the whole curriculum be substantially fulfilled before the degree or diploma is conferred."

SIMPSON LIBRARY OF AERONAUTICS.

The Senate of the Adelaide University, at its meeting on Wednesday, had before it new statutes providing for the allocation of the endowment made in memory of the late Mr. A. M. Simpson. It was decided to establish a new library, to be known as the Simpson Library of Aeronautics. The endowment, which is by Mrs. Simpson, is £500. It is specified that interest on the endowment at the rate of 5 per cent. per annum shall be annually set aside for the purchase of books on aeronautics, and that they shall be available for study to all persons on the same conditions as govern the perusal of other books in the University Library.