

## CURRENT TOPICS.

**MR. ARTHUR GREENWOOD** is a remarkably clever speaker, and last night displayed considerable mental agility in that use of language to conceal thought to which the proposer of the toast referred—in a quotation.

Of course it is just a little awkward for a Socialist Minister to address an organisation the president of which had quite recently made an eloquent plea for national economy.

### BUT WHERE IS THE MONEY?

"My view of economy," said Mr. Greenwood, "is that we should get twenty shillings of value for every pound spent."

That is a quite admirable sentiment—if the pound is available. But if one is spending a pound when one only possesses fifteen shillings, the fact that one may receive twenty shillings-worth of value is chilly comfort.

### HAMPERING INDUSTRY.

The complaint is not that we are not receiving value for money—though in many cases we are not—but that we haven't the money to spend, and that what is being taken from us is driving us into debt and hampering our progress, industrial and commercial, in every direction.

There was not from beginning to end of Mr. Greenwood's speech the slightest indication that he realised the country's plight, or that there would be even an effort to curtail expenditure.

He is a very good speaker, with a ready command of fluent and even musical English, and everyone enjoyed his speech. But as the utterance of a Minister of the Crown at a grave crisis in the nation's history, it would hardly bear serious analysis.

### TRAFFIC COMMISSIONERS.

We learnt yesterday the very interesting news that Alderman Thraves is likely to be invited by the Sheffield City Council to allow his name to be put forward as one of the Traffic Commissioners under the new Road Traffic Act.

As far as we can gather, the Sheffield Tramway Committee was asked to make a nomination, and selected Alderman Thraves, chiefly because, as Chairman of the Watch Committee, he has had a good deal to do with traffic control. But we learn also that there is a section which thinks that the present Lord Mayor, who, until this year, was Chairman of the Tramways Committee, should have been selected.

Possibly both names may be put forward, but at present we have no information as to the decision finally reached. The actual appointment, of course, rests with the Minister of Transport.

### WHAT WILL HAPPEN?

Nor do we know whether this nomination would be for one of the salaried posts.

We understand there will be three Traffic Commissioners for Sheffield and that the Chairman, who will be appointed for five years, will receive a salary of £1,000 a year during that period. That does not necessarily mean that he will vacate office at the end of that time. The appointment might be renewed.

If it should be a salaried post, and Alderman Thraves should consent to become a candidate, regarding which we have no information, several rather interesting questions may arise. Will he be able, for example, to remain a member of the City Council or would there be a vacancy on the Aldermanic Bench? And, again, would Alderman Thraves be able to retain his position as Trades Union official?

No doubt these matters will be fully explained should the question come before the City Council at its meeting next Wednesday.

### WOMEN AND WHO'S WHO.

In the "Who's Who in Sheffield" series that is now appearing daily on this page, there have been quite a large number of women. This is significant, for in the earlier "Who's Who in Sheffield," published 25 years ago, there were only three women. One of the three was Mrs. Frank Saltfleet, who appears in the new series this morning.

### THE HUNTER ARCHÆOLOGICAL SOCIETY.

The new volume of Transactions of the Hunter Archæological Society has for its



The "Iris" office in Hartshead over a century ago, now part of the site of the "Sheffield Telegraph" offices.

main article an exhaustive study by Mr. Leslie Armstrong of the recent discoveries on the site of Sheffield Castle.

One notices, also, a paper by Mr. J. R. Wigfull on "His Majesties Manor of Ecclesall," and contributions by Canon Odom, the Rev. Henry Lawrance, Mr. John B. Wheat, and Mr. G. P. Jones of the University Staff.

The Society's strength has been reduced of late by the deaths of several members, and it is hoping to enrol others who will carry on its very valuable work of exploring the past of Sheffield and its neighbourhood. Practically the whole of the Society's income is devoted to this work, for all its officers give their services voluntarily.

### THE SWINTON PLAYERS.

There is going to be a theatre in Swinton if the Swinton Players accomplish their ambition, and we are told that they intend to accomplish it before the season is out. This enterprising body has a prominent part in the notable dramatic activity that prevails in South Yorkshire, a prominence that is maintained even when the Society is not successful in the keen dramatic competitions that are a feature of the district. Its aspiration after a theatre of its own is one that deserves the heartiest good wishes.

During the coming season the Swinton Players are giving a play by Masefield, one by Granville Barker, and a new play by a new author. These are all bold undertakings, but the Players have never been afraid of risks.

### BUSES, TRAMS, AND TUBES.

The Municipal Transport Conference at Harrogate spent a considerable part of this week discussing as to what is going to be the future of local transport. The general opinion is that the future lies with the motor-bus, but the tramways, so often denounced nowadays as obsolete, had their defenders.

One speaker maintained that what was the matter with tramways was lack of enterprise. That may hardly be thought to apply to Sheffield, but this speaker held that trams could be made to travel at sixty miles an hour. This would hardly do for street traffic. Even in this age of familiarity with high speed, a tram hurtling down the Sheffield High Street at a mile a minute would assuredly cause a panic.

Another speaker was all for Tubes. No doubt Tubes afford the means of carrying the largest number of people from place to place in the shortest time, and they leave the roads clear for other traffic. But the expense of making Tubes is so prodigious that they are only suitable for the very largest cities.

### SEPTEMBER.

Meteorologically, this has been a season of hope deferred. When the July torrents were pouring, it was said that August would make amends. But August, apart from one hot spell, did not make amends. So people looked forward hopefully to September, the most settled month of the year. Well, we all know what September has been like.

And now there are courageous expectations of a balmy and mellow October. If October should fail us as September has done, will the British spirit of optimism be dismayed? No; it will anticipate a fine frosty old-fashioned Christmas. However bad the weather may be—and it has been uncommonly bad—hope