

The School Magazine

OF THE

McCABE  
COMMERCIAL  
SCHOOL  
MAIDSTONE



*Vol. 1. No. 3.*

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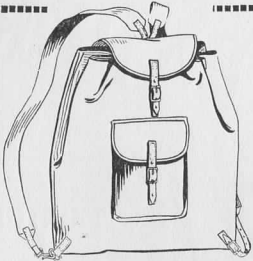
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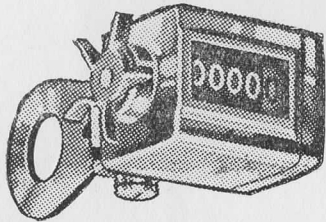
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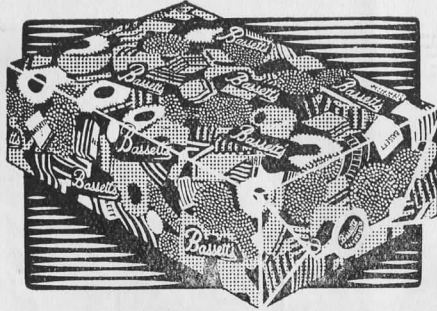
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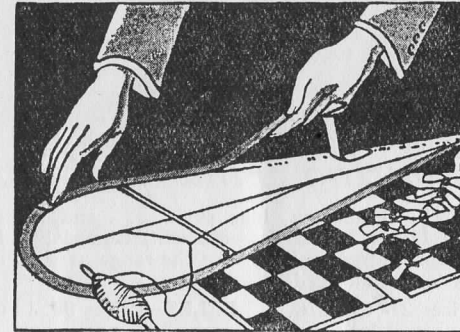


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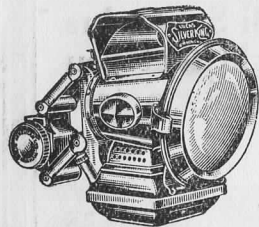
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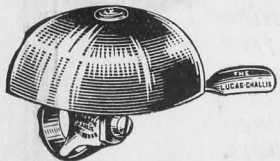
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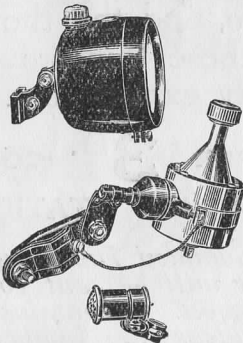
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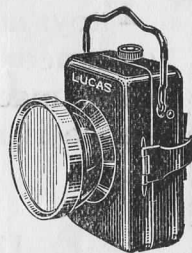
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# LUCAS

**"KING OF THE ROAD" CYCLEALITIES**

# McCABE COMMERCIAL SCHOOL MAGAZINE

VOL. 1. No. 3.

JULY, 1931.

## SCHOOL HISTORY.

The School Calendar is as follows:—

Wednesday, 16th September.—Christmas Term begins.  
Monday, 2nd November.—Half-Term.  
Friday, 18th December.—Christmas Term ends.  
Wednesday, 13th January.—Easter Term begins.

\* \* \* \*

Four boys left school at the end of the Easter Term to take up various posts. They are as follows:—

G. Lynn, who has gone into Mr. Ashby's business.

R. E. Bushby, who is preparing to enter a solicitor's office.

F. W. Walkling, who is becoming an engineer.

H. A. Bradford, who has taken a temporary post before being apprenticed to the electrical engineering.

\* \* \* \*

We have a good list of new boys for the term. They are:—

No. 67.—M. F. E. Betts, Form III.

No. 68.—A. G. Baxter, Form Vb.

No. 69.—E. C. Austin, Form III.

No. 70.—W. F. Tucker, Prep.

No. 71.—N. A. Ashton, Prep.

No. 72.—R. J. Randall, Form III.

No. 73.—B. W. Westover, Prep.

No. 74.—P. D. Fulljames, Prep.

No. 75.—D. R. Croucher, Prep.

Each of these boys has started very well in the school. We wish them every success and hope that future issues of the magazine will record some notable achievement for the credit of the school and of themselves.

\* \* \* \*

Four certificates have been obtained this term for Pitman's Shorthand. S. Reynolds has obtained his Theory

Certificate—an examination requiring 98 per cent. of accuracy. T. C. George, F. H. Tolputt and W. Beale have obtained the Elementary Certificate. We hope that Reynolds will be ready for his speed examination by Christmas and that George, Tolputt and Beale will be ready for the theory.

\* \* \* \*

On looking through the past records of the school we find that 181 outside examination successes have been obtained by the school since 1904, an average of nearly seven a year. The record years were 17 in 1912, 15 in 1915, and also in 1916, 14 in 1909 and 13 in 1905. The examinations include London Matriculation, Senior Cambridge, College of Preceptors, Senior and Junior, various Trade examinations, Bank entrances and Pitman's Shorthand (all grades). Two pupils are sitting this year for their first Typewriting examination and two pupils for music examinations. These latter are innovations in the school. We must not forget the eleven candidates at the July Oxford Local examinations this year. The best of luck to all of them! We want 1931 to beat the record of 17 successes in 1912.

\* \* \* \*

The work of the school has undoubtedly improved this year, both in quality and quantity. Mr. Wallace has been untiring in his efforts to get the best results for the examination work. Miss Stubbs speaks well of the music and also of the way the Preparatory boys have worked. Mon. Ardontz has taken an extra French class on Saturday mornings and Miss Filmer reports that the typewriting pupils are making good progress.

\* \* \* \*

On Thursday, 26th March, a party of nearly 50 visited the Pavilion to see Cherry Kearton's Film, "In the Land of the Lion." Mr. Kearton, who lives at Loose, came on the platform and gave a thrilling description of each incident as it was depicted on the screen. The antics of his chimpanzee, "Mary," were immensely enjoyed. The whole performance, without doubt, was one of the finest pictures of animal life ever shown on the screen, and proved far more entertaining and realistic than any other film of African fauna and flora that we have seen.

\* \* \* \*

Thanks to the kindness of Mr. V. C. Haslewood, a party of about 40 boys was conducted over the very extensive Medway Brewery belonging to Messrs. Style and Winch.

The organization of the brewery, the efficiency of the plant and the cleanliness of the premises formed an impressive object-lesson to the boys taking part in the visit.

\* \* \* \*

The provision of new shelves in the Preparatory classroom has enabled us to display the school Library to advantage. We have about 170 volumes, but new ones will be welcomed to replace worn-out books. In addition to the boys library, there is Mr. Piper's private library, consisting of about 1,500 books on various educational subjects. This fine collection of books is the amalgamation of Mr. Piper's own library, Mr. McCabe's library and that of Mr. Morris, whom the boys remember on the occasion of a short visit just prior to his death last December. Boys are privileged to consult this library upon obtaining special permission. The volumes deal with a wide field of scholastic subjects, but languages, science and mathematics form the nucleus. In addition the 13th edition of the Encyclopædia Britannica is available as well as the usual standard reference works.

\* \* \* \*

Books have been presented to the school library by the following:—J. Barker, W. Tucker, Mr. H. Piper, A. Baxter, W. J. Steer (an old boy), B. Westover, J. Piper, Miss Stubbs, E. Bowler, K. Whibley, J. Maskell, and J. Pearce.

\* \* \* \*

P. Hinton and W. Beale have acted as librarians. W. Beale has been the school prefect and W. Beale and J. Piper have acted as janitors.

\* \* \* \*

The visits to the baths this term have proved exceedingly popular. The boys are actually taught to swim by qualified and competent instructors. G. Burgess, R. Bodiam, S. Reynolds, A. Baxter, A. Harman, J. Beale and E. Locke have all learnt to swim this season. Before the end of the summer the following should also be able to swim:—R. Wood, J. Piper, K. Morgan, L. Morgan, P. Randall, G. Haywood, and W. Jones.

\* \* \* \*

Next term we shall have our Physical Exercises again. This is a valuable part of a boy's training and should not be missed by any boy except by doctor's orders. Situated, as we are, in a very healthy part of the country, it should be an easy matter for boys to keep in first-class physical condition. These classes teach you how to do it—and then ten minutes every morning directly you jump out of bed!

We hope that time will be found to organize a school concert at Christmas. We have several singers, one or two violinists and quite a number of pianists in the school as well as several who should be able to recite.

\* \* \* \*

We have the Challenge Cup for the Town v. Country matches every season. With the coming term this idea will be developed. Every boy in the school will be assigned either to Town or Country. Football, Cricket and Swimming contests will be arranged and also other competitions added as time goes by. At present we shall be content with Town and Country, but immediately the number of boys in the school becomes sufficient a third House will be introduced.

\* \* \* \*

Mr. Piper asks the school to accept his best thanks for the gift of a clock on 10th July. A clock is a very acceptable and appropriate birthday gift. May it tell many successful hours in the life of the school and also to those who so kindly presented it!

\* \* \* \*

The usual collections for the West Kent General Hospital and for the R.S.P.C.A. have been made. The boxes have not yet been opened, but they feel a good deal heavier than usual. The tin-foil box is full and overflowing. Our special thanks are due to Betts who brought in a huge quantity. Several others have also brought good amounts.

\* \* \* \*

We wish all our readers a very pleasant holiday, fine weather and success in all holiday expeditions.

F. H. TOLPUTT.

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### CRICKET.

At the beginning of the season A. Harman was elected captain, W. Beale, vice-captain, S. Reynolds, secretary, and R. Ashby and P. Hinton on the committee. Harman was unable to play in a number of games and resigned the captaincy in favour of Beale.

Difficulty in obtaining a suitable pitch was experienced and finally we made use of a pitch in Lushington's Park. A number of enjoyable games have been played and four matches with outside teams have resulted in one victory, two losses and a draw. The draw was a virtual victory, for the school had declared at 100 runs with one wicket in hand, and

then dismissed the opponents for the same score. Had the other team batted first the probability is that we could easily have secured the extra run necessary.

### RESULTS.

1st June.—Boxley Scouts, away, match abandoned through rain.

4th June.—Alcomb's XI, home, lost, School—15, Alcomb's XI—39.

14th June.—Boxley Scouts, away, won, Scouts—17, School—31.

4th July.—St. Michael's Chair, home, draw, School—100 for 9 (dec.), Choir—100.

11th July.—St. Peter's Choir, home, lost, School—67, Choir—91.

We still have fixtures arranged for games with Boxley and St. Michaels.

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### THE TOWER BRIDGE.

The Tower Bridge is perhaps one of the most wonderful bridges in the world. It cost over a million of money to build and no other country can show anything resembling our Tower Bridge, the last under which the Thames flows before reaching the sea.

It was built to relieve the traffic crossing the celebrated London Bridge, half a mile higher up the river. A bridge being required lower down the river, it was a problem how to construct one beneath which big ships could pass into the Pool of London to discharge cargo.

Ships had penetrated as far as London for a thousand years and an ordinary low-span bridge would hold them back and so cause tremendous dislocation to the river traffic.

It is an easy matter to build a bridge to swing open in order to allow the passage of shipping, but the new bridge had to be one which would not delay the foot-passengers of London.

The Tower Bridge was accordingly designed with a roadway which would split and lift together with a roadway over which pedestrians could travel.

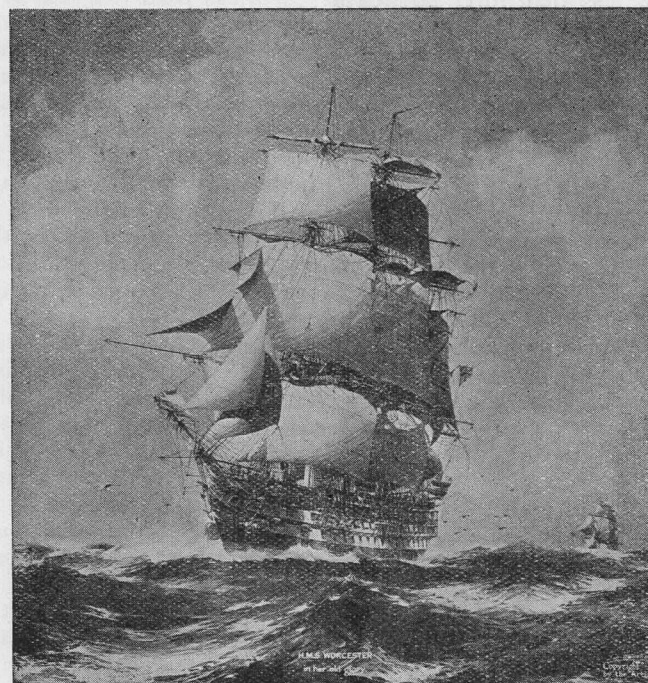
A. T. CROUCHER.

## THE SCHOOL ROLL.

The following list of boys who have passed through the school is taken from the old admission registers. Many changes of address have taken place since their entry into the school. A record is being kept as far as possible of recent addresses, and any who can furnish particulars in any instance are kindly asked to send details to the school.

Admission No.	Name.	Address on Entry.	Date of Admission.
1	Price, William	95 High St.	May, 1901
2	McCabe, Colin	43 Douglas Rd.	" "
3	Price, Cecil	95 High St.	" "
4	Hinton, William	67 King St.	" "
5	Martin, Herbert	27 Albion Pl.	" "
6	Gowen, Edgar	Reginald Rd.	" "
7	Hinton, Henry	67 King St.	" "
8	Avery, Edward	2a Douglas Rd.	Sept., 1901
9	Tanton, William	Fant Holme	" "
10	Dann, Horace	Brewer St.	Oct., 1901
11	Halls, Hugh	Upper Fant Rd.	Dec., 1901
12	Halls, Jack	Upper Fant Rd.	Jan., 1902
13	Weedon, Walter	147 Union St.	" "
14	Weedon, Edgar	147 Union St.	" "
15	Hurst, Henry	Bower Mount Rd.	" "
16	Hurst, Leigh	Bower Mount Rd.	" "
17	Keeley, Kenneth	28 Ashford Rd.	Mar., 1902
18	Keeley, Brian	28 Ashford Rd.	" "
19	Walter, Charles	13 Upper Stone St.	Sept., 1902
20	Walter, Henry	83 Upper Stone St.	" "
21	Mitchell, Stephen William	25 Kingsley Rd.	" "
22	Filmer, Arthur Douglas	14 Lower Stone St.	" "
23	Turner, Bert	26 Muir Road	" "
24	Boakes, Charles	24 Melville Rd.	" "
25	Horton, Arthur William	Station Hse., Snodland	" "
26	Gilbert, Harold	18 St. Luke's Av.	" "
27	Gilbert, Rodney Stuart	18 St. Luke's Av.	" "
28	Avery, Bert	2a Douglas Rd.	" "
29	Bing, Charles	Tottington Farm, Aylesford	" "
30	Solman, Wilfred John	Grove Green Farm	" "
31	Solman, Wesley	Grove Green Farm	" "
32	White, Ernest	98a Week St.	Nov., 1902
33	McCabe, Stanley	43 Douglas Rd.	" "
34	Eley, Walter Robert	75 King St.	Jan., 1903
35	Eley, Leonard Frank	75 King St.	" "
36	Cicognani, Herbert Robert	31 Florence Rd.	" "
37	Wood, William Henry	57 High St.	" "
38	Monckton, Ewart George	Fant Rd.	" "
39	Palmer, Harold Owen	"Alcove," Muir Rd.	Feb., 1903
40	Beale, Wallace	21 Brewer St.	May, 1903

## Careers for Boys.



### ROVING THE SEA IN SHIPS.

[Based on information kindly supplied by Captain F. A. Richardson, D.S.C., A.I.N.A., and Mr. F. H. Stafford, O.B.E., A.I.N.A., Secretary H.M.S. "Worcester."]

Some months ago we asked the captain of a famous transatlantic liner whether he intended putting his boys into the Merchant Service.

"Certainly not," he replied. "The life is extremely hard, much of the work is dull, and home-life for the sailor hardly exists. Unless my sons show an absolute craving for the sea, they shall take up some other profession."

"But suppose they do not have the 'absolute craving' that you mention," we replied, "but are, shall we say, keenly interested in everything connected with the sea, What then?"

The Captain was terse: "You can buy excellent sailing boats that can give you most of the thrills the sea can offer."



Second-hand, they cost less than a hundred pounds. Using them at week-ends and during the summer holidays should cost less than forty pounds a year—less than the cost of a car. That's the way to enjoy the sea."

This is an unusual view of the problem, but one that deserves keen consideration. Some boys are born sailors, born artists, born writers, born engineers. By this we mean they have a strong urge to do one of these things. But it is not always wise to do them *professionally*. There may be disadvantages in the pursuit, shall we say of Art, that outweigh the advantages. The wise boy with a definite urge to do some particular thing should be quite ruthless in the weighing up of the disadvantages. If they appear considerable the possibility of giving expression to his urge by means of a *hobby* should certainly be considered.

There are certain obvious disadvantages in the Merchant Service discussed in this article. The cost of training is rather more than is warranted by the salaries obtainable; the work necessitates cutting adrift from home and friends for long periods at a time; the modernization of ocean-going transport tends to strip the sea of much of the romance associated with the sailing vessels of a generation ago.

These disadvantages, together with any others that may be personal to the boy seeking a profession, should be most carefully considered; and the possibility of enjoying many of the delights the sea has to offer at week-ends and during the summer holidays should most certainly be taken into account.

### **Some Advantages.**

But the born sailor will very likely dismiss the disadvantages mentioned above with contempt. He will have the smell of the sea in his blood, and nothing will prevent him adopting it as a profession. This article will tell him how best to achieve his purpose.

The demand for recruits is never ceasing in a service so vast as the British Mercantile Navy.

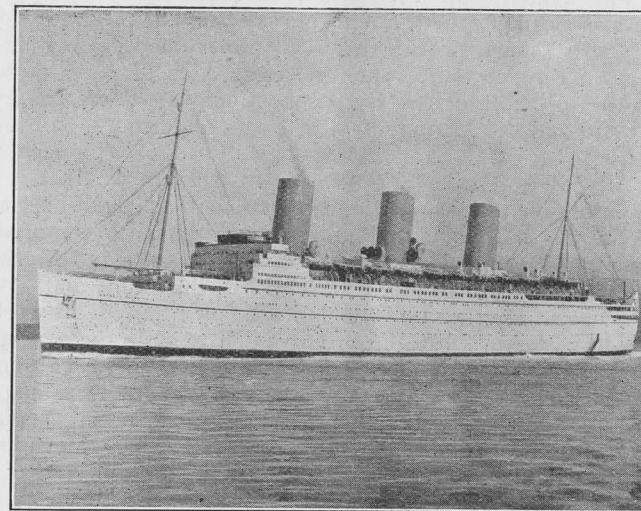
It is the healthiest life a boy can adopt. Not only is it a life led in the open air, but those in authority nowadays take the greatest care to preserve the good health of officers and men in the Mercantile Marine. The days of sailing ships and the rigours of Cape Horn, with their small pay and indifferent food, are past. In their place we see the Mercantile Marine officer well fed—he generally dines in the saloon—moderately well paid and comfortably quartered.

There are two classes of Mercantile Marine officer: there are the officers on the small coastal steamers and the dingy

tramps; and there are the officers on those great ocean liners that carry their thousands of passengers under every luxurious condition money and brains can buy. To command such liners is the objective of every boy entering the Mercantile Marine through the recognized training centres.

### **The Training.**

We will assume that you have carefully considered both the advantages and disadvantages of the Mercantile Marine. Posts on the coastal steamers and tramps can be obtained without intensive training, but are of very little use to the



THE EMPRESS OF BRITAIN.

The very latest transatlantic liner. Compare this picture with that at the head of this article!

ambitious youth with brains and initiative. You have decided that the Mercantile Marine is the job for you and want to train for the best jobs it can offer. (We will indicate a form of inexpensive training later in this article.)

The Mercantile Marine Association has acquired—principally from the Admiralty—a number of vessels that have finished their period of service in the British Navy. These ships have been transformed into training centres for cadets studying for admission into the Royal Navy and Mercantile Marine.

Applicants for admission to these ships must be British born, and approximately between the ages of 13 and 17 at the time of joining. They must furnish certificates of ability and health.

### **Form of Education.**

The scheme of education is both general and technical in its character. Many of the subjects found in the ordinary school curriculum are included, together with the technical subjects required for the navigation of ships, for the handling of ships, and for general seamanship.

The Seamanship instruction includes all branches of Practical Seamanship (knots, splices, heaving-the-lead, and so forth), chart work, Nautical Instruments, Wireless Direction Finding, and other Wireless Aids to Navigation. Also the principle of the Gyroscope Compass, Meteorology, First Aid and the Management of Boats under oars, sail and power.

All cadets receive Engineering Instruction whether it is their intention to become Engineer Officers or not. This instruction is both manual and theoretical, and comprises lectures in Freehand and Mechanical Drawing, and Marine Engineering; with lectures in Naval Architecture and Ship Construction for those wishing to take up this type of work.

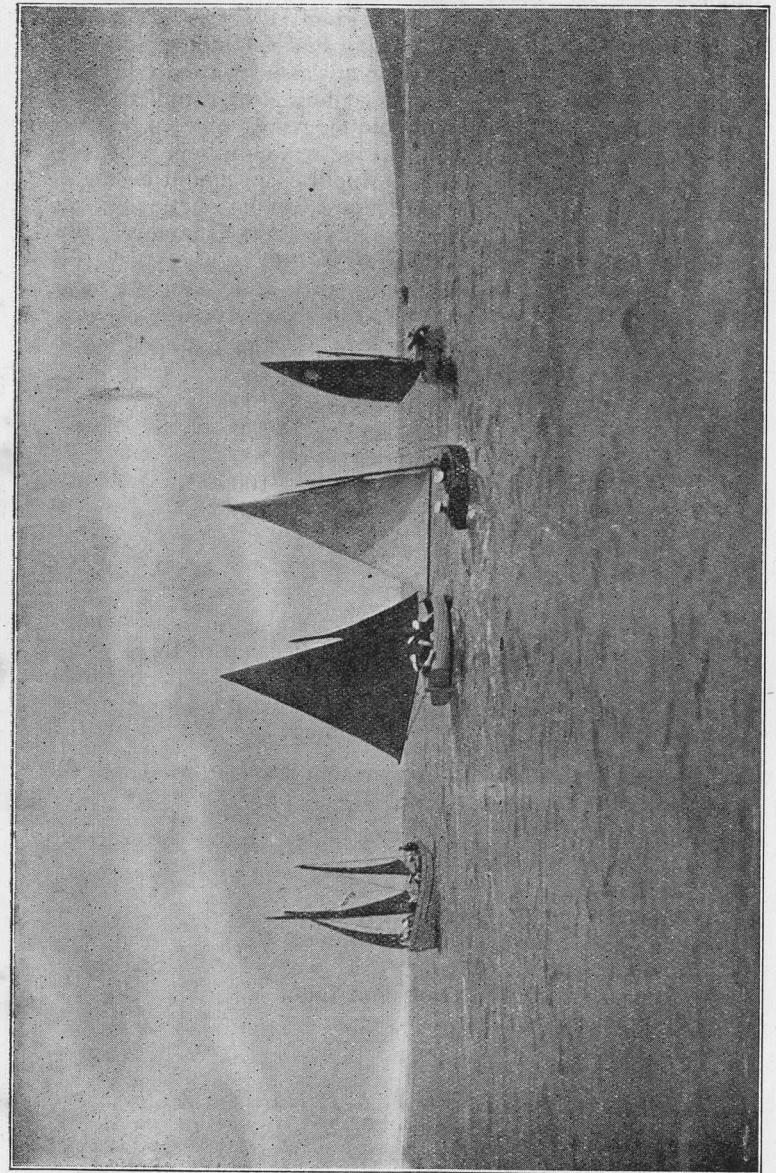
The system of Education is framed to take the average boy two years to complete. Boys who join these Training Ships under 16 years of age are advised to make a longer stay, since much of their time must necessarily be occupied in learning the ordinary school subjects, *e.g.*, Geography, History, Arithmetic, etc.

### **Cost of Training.**

The average fees on these Cadet Training Schools are £120 per year. This includes tuition, food, medical attendance and tools. Cadets must purchase their own uniforms and personal equipment.

The annual fee of £120 is subject to reduction in certain circumstances, and, in view of recent falls in the cost of living, may be expected to diminish in the near future.

The Canadian Pacific Steamships, Ltd., give a limited number of Scholarships of the value of half the fees, tenable on board for two years, on condition that the holder undertakes to enter the Canadian Pacific Line on completion of the training and to remain for a period of at least five years.



Cadets from a Merchant Service Training ship learning Practical Navigation.

Applications for these scholarships should be made to Captain J. Gillies, C.B.E., Managing Director, Canadian Pacific Steamships, Ltd., 8 Waterloo Place, London, S.W. 1.

The P. & O. Shipping Company also awards a limited number of scholarships to boys willing, on completion of their training, to take up appointments as officers in the Company's service. The competitive examinations for these scholarships are held in June. Application should be made early in September. Full particulars can be obtained from the Secretary, P. & O. Steam Navigation Company, 122 Leadenhall Street, London, E.C. 3.

The following companies also offer from time to time cadetships in one or other of the training centres:—

Lloyds	...	...	...	...	£200	over two years
China Steam Navigation Co.	...	...	...	...	100	„
Worshipful Company of Clothworkers	...	...	...	...	100	„
„	„	„	„	„	100	„
„	„	„	„	„	200	„
„	„	„	„	„	100	„
„	„	„	„	„	100	„

### Pay and Prospects.

On completion of the period of training in one of these Training Ships cadets serve an apprenticeship of three years in a good Steamship Line as Midshipman or Cadet, and it is desirable that his name be entered with a Line at the beginning of his second year of training.

The principal Companies to whom application should be made are as follows:—

- The Alfred Holt Co. (Blue Funnel Line).
- The Anchor-Brocklebank Line.
- The Booth Line.
- The Canadian Pacific Steamships, Ltd.
- The Clan Line (Messrs. Cayzer, Irvine & Co.).
- The City and Hall Line.
- The Commonwealth and Dominion Line.
- The Elders and Fyffes Line.
- The Ellerman Lines.
- The Glen Line.
- The Harrison Line (Messrs. T. & J. Harrison & Co.).
- The Lamport and Holt Line.
- The New Zealand Shipping Co.
- The Pacific Steam Navigation Co.
- The P. and O. Branch Line.

- The Royal Mail Steam Packet Co.
- The Shaw, Savill and Albion Line.
- The Union Castle M.S. Co.
- The White Star Line, and others.

The terms of these Companies vary. While some charge no premium, others require a deposit of £40 or £50, which is returnable on satisfactory completion of the apprenticeship. Practically all of them give a small salary, varying from about £18 during the first year to £42 for the third and final year. All food is of course provided.

Although pay in the Mercantile Marine does not compare favourably with other professions in which the cost of training is on a similar level, conditions of service show a great improvement since before the war.

A Junior Officer with a Second Mate's Certificate now starts with about £120 to £150 a year and all found except clothing. This is equivalent to at least £175 to £215 in a profession where food and shelter is not provided.

At the other end of the scale the pay may be anything up to £1,500 a year, and even higher; most of the Companies have their own Pension Scheme, with compulsory retirement at the age of 60.

### Some Training Schools.

Before dealing with the inexpensive method of becoming a Deck Officer in the Mercantile Marine, we will discuss the schools where intensive training such as has been described above can be obtained.

Two years' training on board either H.M.S. *Conway* (Mersey) or H.M.S. *Worcester* (Thames) training ships, or at the Nautical College at Pangbourne is counted as one year's sea service for the purpose of the Board of Trade Second Mate's examination. The addresses of these Training Schools are as follows:—

- Thames Nautical Training College (H.M.S. *Worcester*),  
72 Mark Lane,  
London, E.C. 3.
- H.M.S. *Conway* School Ship,  
22 Water Street,  
Liverpool; and
- The Nautical College (Pangbourne),  
84 Leadenhall Street, E.C. 3.

It should be clearly understood that none of these colleges will consider boys with defective eyesight.

### **The Inexpensive Method**

We have dealt at some length with the training afforded by certain Colleges because those who are able to afford it will find certain obvious advantages by the training supplied. Shipowners certainly give them preference, and the examinations set by the Board of Trade will be more easily passed by those fortunate enough to have been coached by specialists in the Maritime craft.

There is a form of Apprenticeship, however, that may be used where the funds necessary for intensive training are not available. It is possible to be apprenticed to a shipowner at the age of 15 or thereabouts. Most shipowners have discontinued their former practice of requiring sums of money (premiums) on apprenticeship, and this modification makes it possible for boys whose parents might not have been able to place their sons as apprentices, to do so now.

It would be absurd to claim that prospects of employment in the Mercantile Marine are good at the present moment. The world is passing through the worst period of trade depression since the Industrial revolution.

The Shipping interests have felt the effect of the slump in such trades as Cotton, Iron and Steel, Coal, etc.; when the demand for goods declines, the demand for ships to carry them naturally declines also. But Britain normally carries in her ships a very large proportion of the world's goods. As soon as general trade improves, the usual healthy demand for recruits for the Merchant Service will return.

When deciding what profession to adopt, the present state of unemployment in most professions should not be taken too seriously. Present conditions are abnormal, and the chances are that those first beginning these studies will find trade conditions very much improved by the time they are ready to seek employment in the profession of their choice.



### **IS THE COUNTRYSIDE BEING SPOILT?**

This is an argument which has to be looked at from several points of view. First of all let us take the country lover, he looks upon these new electric cable standards as an enemy to the countryside, but we find it necessary to have these changes as civilization advances. The engineer looks upon them as a thing of beauty. The person who is only an onlooker thinks it a change and may also take either the country lover's or the engineer's side which ever he fancies. It may happen that in years to come these standards may be looked upon in the same way as telegraph posts are to-day.

F. VIDLER.

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### **THE WILD CHERRY.**

In Cambridgeshire there is a festival called Cherry Sunday when everyone visits the cherry orchards and on a payment of sixpence may eat as many cherries as he pleases.

For some unknown reason the cuckoo has always been associated with the cherry tree. An old proverb says, "The cuckoo never sings till he has thrice eaten his fill of cherries." Country children still play a delightful game in which he has a part. Joining hands, they dance round a cherry tree and sing:—

"Cuckoo, cuckoo, cherry tree,  
Come down and tell to me  
How many years I have to live."

Then each child shakes a branch of the tree and the number of years he has to live is shown by the number of cherries which fall. If five or twelve fall he has five or twelve more years to live, and so on.

Cherry trees are often visited by a cunning little bird called the woodpecker. He is seeking for insects which live upon the bark of the tree. If you listen you can often hear his bill, peck, peck, pecking, on the tree as he picks up his food.

F. E. M. BETTS.

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### **PAPER MAKING.**

The first step in paper making is to obtain the material, which is wood, esparto grass, or rags. Rags make the best paper, but wood is chiefly used, being cheaper. The logs

of wood are sawn into planks, which are ground by a sort of coarse grindstone into a paste.

This paste is flattened into boards about three feet square by  $\frac{1}{4}$  inch thick. Usually, this operation is done wholesale at saw-mills, and the wood pulp transported by barge, etc., to the paper-mill. When it reaches the paper-mill it is thrown into water and beaten up by a sort of fan, so that it again becomes wood-pulp, but it is still too coarse, and has to be beaten again and again, while being slowly pushed along in a long bath, until all the fibres are separated.

When this is so, china clay is mixed with it, to fill up spaces between the fibres and help hold the paper together.

Then the result, a thin pulpy mess, is squeezed out through a guage and on to an endless wire netting, which is running at a great speed over rollers, so that a lot of the water drops through the holes in the netting. Nearly at the end of the belt of netting is a vacuum, which sucks out still more water. Here the pulp reaches a rubber belt and is dried still further by rollers which squeeze more water out.

The last stage of drying is by running the paper through two lines of about fifty rollers, one on top of the other, so that the paper goes over the top one, round, and under the bottom one.

Under the rollers, hot air is blown upwards, so that when the product comes out at the end of the line of rollers, it is paper, which is finished, unless a glossy appearance is desired, then it is driven through hot rollers which are close together, thus making it glossy.

P. HINTON.

### WISE AND OTHERWISE.

Daddy had placed a new clock in John's bedroom.

"Well, sonny, is the clock going?" he enquired next morning.

"No, dad," replied John, "it is just standing still and wagging its tail."

\* \* \* \*

Which is the softest nut to crack?  
A dough nut.

K. WILLS.

A beggar approached an elderly gentleman and began in a mild tone of voice, "I say, mister, can yer make any suggestions to a feller who ain't able to raise enough money to get himself a shave with?"

"Yes," answered the other, hastening on, "grow a beard."

\* \* \* \*

First Farmer: "It is a bad season, my corn isn't an inch high."

Second Ditto: "That nothing, the sparrows have to kneel down to eat mine."

G. H. STONE.

A clothes-horse for sale by a washerwoman with iron hinges.

\* \* \* \*

Paint required by a builder all colours.

\* \* \* \*

Why should a British soldier never sit down?  
Because he belongs to a standing army.

\* \* \* \*

Why did the match box?  
Because it saw the garden fence.

J. PIPER.

A grocer bought a pound of meat from a butcher, and on getting home found that it only weighed 14 ounces. He accordingly returned to the butcher with the meat. "Well, that's strange," said the butcher, "I weighed it with a pound packet of tea from your shop."

\* \* \* \*

A footballer was having a hair-cut, and the barber enquired pleasantly, "Right back, sir?" "No," replied the other absent-mindedly, "centre-forward."

\* \* \* \*

Joan: "Mama, I don't feel very well."

Mother: "That's too bad, dear. Where do you feel worse?"

Joan: "In school, mama."

J. BEALE.

## THE HOLIDAYS.

The summer holidays will soon be on us now and the school will be closed and left in silence for seven weeks. All our boys will each spend their holidays in different ways such as our purses will permit. It is to be hoped that we have fine weather for the holidays so that we may spend all our time out in the country or by the seaside.

All the boys have worked well this term and, I think, we all deserve a good holiday. We all wish Mr. Piper and Mr. Wallace and Miss Stubbs a real good time.

J. A. MASKELL.

## VOLCANOES.

A volcano is sometimes termed a burning mountain, but it is really nothing of the kind. It is really a giant mound of earth and rock, full of molten rock, called lava, which sometimes overflows the crater in which it is contained.

The world's largest volcano is Aconcagua, which is over 23,000 feet high. Very often, just before or just after an earthquake there is an eruption of a volcano.

Of the European volcanoes the most famous four are Etna, 10,780 feet, Vesuvius 4,000 feet, Stromboli 2,000 feet and Heckla in Iceland 5,000 feet.

Long ages ago, probably about 72 million years, the earth was well covered with volcanoes, which were discharging fire and lava. On the surface of the moon there are extinct volcanoes with craters that would stretch from London to Brighton.

In the year 79 A.D., an eruption of Vesuvius destroyed Pompeii and Herculaneum covering these two cities with a layer of lava and ash over 1,000 feet in depth. Some of this has been removed and remains of streets, shops, houses, and people have been unearthed just as they were 1,852 years ago.

E. SHAW.

## FLIGHT.

On 17th December, 1903, Wilbur Wright mounted his flimsy biplane and flew—the first person to fly with wings. Blériot, six years later, electrified the world when he piloted his small monoplane across the channel.

In the short time that has elapsed since then, the aeroplane has developed into a vehicle of transport

Aeroplanes have crossed the Atlantic in squadrons, a girl has flown to Australia, the Poles have been flown over;

and from many air ports, swift planes take their cargoes over half the world. Many types of plane are made by mass production, as the D.H. Moth, the most popular light aeroplane.

G. BURGESS.

## CAUSES OF FAILURE.

The causes of a person's failure may be any one of this dozen of little things that after all are not little things.

1. He may forget that his worth is manifest by what he produces.

2. He finds excuses for *not doing*, instead of finding ways to *do* what should be done.

3. The world goes ahead in almost every direction, and he keeps on the humdrum turnpike, where somebody will have to pay the tolls.

4. He is not observant, accurate, or thoughtful.

5. He is sailing by the broken compass of chance.

6. He flatters himself by viewing himself in his own mirror, instead of measuring himself with others that have passed him in the race.

7. He thinks nobody notices that he has fallen behind.

8. He does not love his work as he expected when he began; and therefore his enthusiasm has been lost.

9. He puts off too many things until to-morrow.

10. He is unconscious of being idle much of his time, and lets the day go by, lacking the results he could have attained.

11. His lack of thoroughness blocks leadership.

12. However honourable, he fails to realize that his example affects others.

## SOUND.

Like light and heat, sound is the result of wave motion. One difference between light and heat vibrations, and sound vibrations is that the former are transverse (crosswise), while the latter are longitudinal (lengthwise). Sound is a laggard compared with light. It travels 1,089 feet a second in air at 32 degrees F., the speed increasing about one foot a second for every degree rise in temperature, while light travels at 186,000 feet a second.

Because sound is produced by waves, it can be refracted, focused, and reflected, like light.

In the dome of St. Paul's Cathedral, London, and other similar buildings, sound is so focussed that a whisper at one end can be distinctly heard at the other.

R. BODIAM.

## THE MODERN FAMILY DOCTOR.

(A conductor of a trolley-bus on the Barming route has discovered the following manuscript. It is evidently a dictionary of diseases and their treatment. We understand the conductor is now out of hospital).

*Inkism.* This is a very prevalent trouble. The patient first shows the symptoms on the fingers. Thence it spreads to his neck and face and often to his neighbour's ears. Has even been known to break out in arithmetic books. The only cure is to boil the patient and keep him in a glass case.

*Swotteritis,* will attack children of all ages but boys of 13 to 16 are most liable. Certain people are quite free from this disease. The victim is attacked all over, but especially in his homework books. There is no real cure. In advanced cases bumps of knowledge appears on the head, shoulders, and upper limbs.

*Spearmintonomy,* is a painless but disgusting disease. It will attack either jaw and is often mistaken for lockjaw. Generally causes softening of the brain. The disease can be taken out at night and stuck on the bed-post ready for use next morning.

*Jabberitis,* also known as Chinwag, Monkey's Madness and Junior Jawjaw. This is due to an overgrowth of the tongue. It is highly infectious and very distressing to witness. The only certain cure is to tie it in a knot, cut it off and throw it away.

*Totology* is an illness to which budding mathematicians are especially liable. It is injected as a cure for troubles of the tongue and cheeks. Usually breaks out in large patches of twelve. Can be cured by hard work.

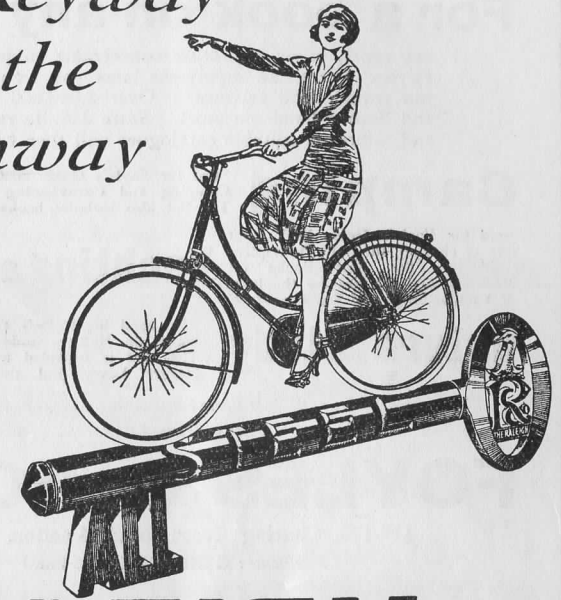
*Inflammation of the Seat of the Trousers,* is a usual complication after the operation of "walloping." The only known remedy is to grin and bear it. The old method of trying to ward off an attack by applying a poultice of exercise books merely delays and eventually increases the severity of the attack.

M. D.

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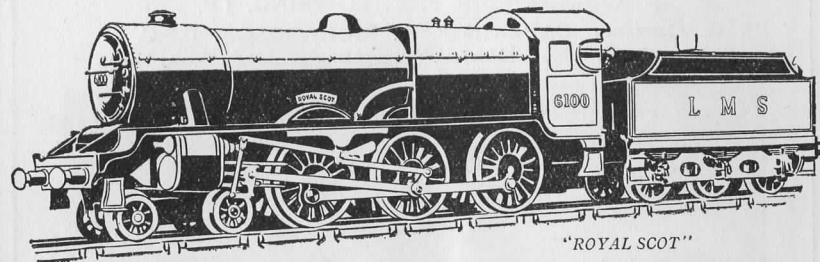
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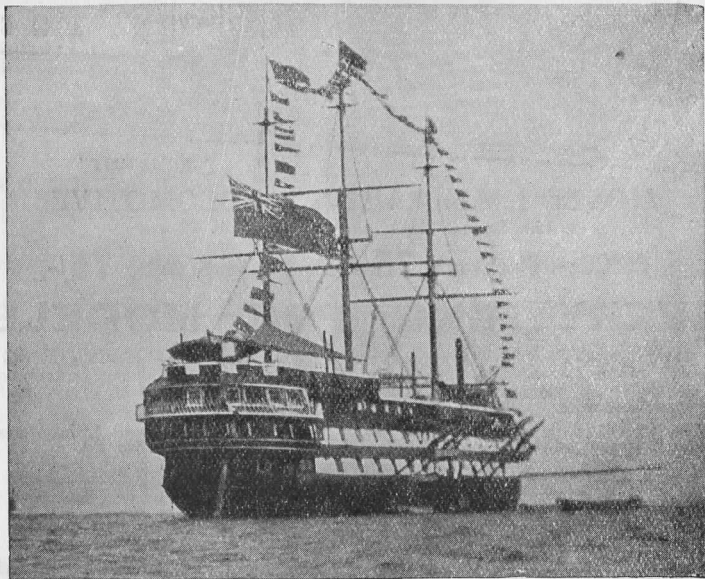
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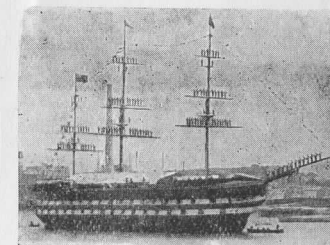
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