

The School Magazine
OF THE
McCABE
COMMERCIAL
SCHOOL
MAIDSTONE



Vol. 2 No. 4

XMAS DOUBLE NUMBER

1/6 NET

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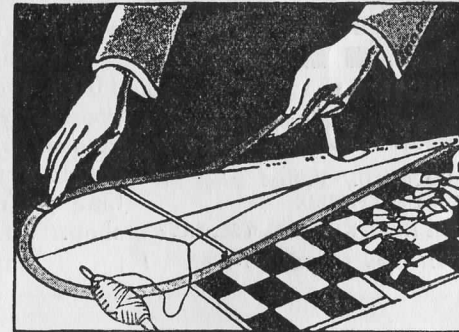
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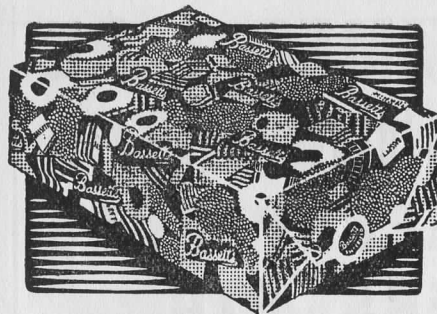
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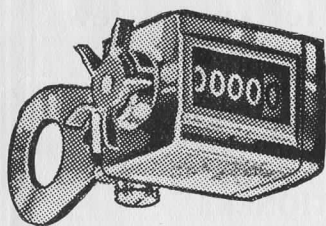
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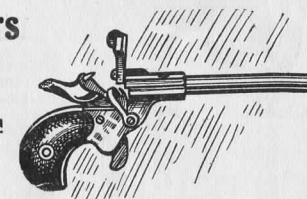
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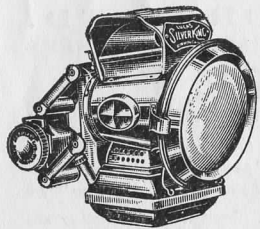
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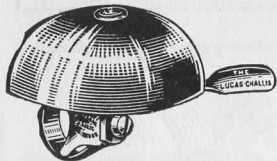
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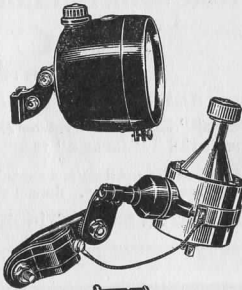
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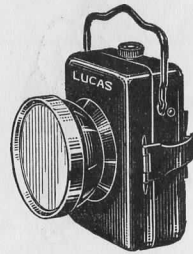
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LUCAS

"KING OF THE ROAD" CYCLEALITIES

McCABE COMMERCIAL SCHOOL MAGAZINE

VOL. II. No. 4.

DECEMBER, 1931.

SCHOOL HISTORY.

The School Calendar is as follows :—

Tuesday, 12th January.—Easter Term begins.

Friday, 15th April.—Term ends.

Tuesday, 3rd May.—Summer Term begins.

Friday, 29th July.—Term ends.

The School will be closed for Easter from 25th—30th of March, and for Whitsun from 13th—19th May.

* * * *

We have a good list of new boys again this term. They are :—

- No. 76. G. F. Griffen. Prep.
- No. 77. J. A. Wheeler. III.
- No. 78. R. S. Brett. III.
- No. 79. R. W. Westbrook. Prep.
- No. 80. C. R. Jessup. III.
- No. 81. D. C. Colinese. Prep.
- No. 82. R. B. Russell. III.
- No. 83. F. P. Youens. III.

* * * *

We have only lost two boys this term. They are F. Harman, who has gone into an Estate Agent's business, and J. A. Maskell, who has moved away. We wish them both every success in the careers upon which they are now entering.

* * * *

We congratulate H. Philpott upon obtaining his First Class Elementary Typewriting Certificate, and T. C. George upon his Second Class Typewriting Certificate. Typewriting is a very useful subject, and we should like to see it taken up

by more boys in the School. It is an essential subject for those who intend taking up a Clerical or Journalistic post, and for all who are going into business of any description it is a useful asset to be able to manipulate a typewriter speedily and accurately. Coupled with Shorthand and Bookkeeping, it opens the door to many posts that would otherwise be barred.

* * * *

We are sorry that the History and Scripture papers proved stumbling blocks to the boys in the Cambridge Examination. Otherwise the results were good, especially in the English and Mathematics. The few boys concerned should remember that an early failure has sometimes led to a far greater ultimate success; the weakling ceases to try while the determined one pushes ahead with more energy than ever.

* * * *

Last Term's collection of tin-foil for the Ophthalmic Hospital weighed 10 lbs. 8 ozs. The usual sale of Poppies on Armistice Day realized several shillings; the R.S.P.C.A. box contained 10s., and the West Kent Hospital box 4s.

* * * *

Between 40 and 50 boys attended Mr. Cherry Kearton's film, "Dassan," and thoroughly enjoyed the outing. The Upper School were present at the Town Hall to witness the ceremony for the election of the Mayor on 9th November. The customary distribution of refreshments was dispensed with on this occasion—one of the results of the economy campaign!

* * * *

A "snap" debate was held this term and provided a good variety of speeches. The various motions were as follows:—"That Cats as well as Dogs should be taxed" (lost, 18—10). "That the Price of Sugar ought to be Doubled" (lost, 29—2). "That Prizes should not be given for Work, but only for Conduct" (lost, 16—10). "That Stealing is Worse than Lying" (carried, 19—1). "That Needlework should be Taught to Boys as well as Girls" (lost, 18—13). "That no Children under 12 should be allowed to stay up later than 7 p.m." (lost, 19—18). The following boys participated in the debate:—Butler, H. Pearce, Ashby, Finn, Bodiam, Burgess, G. Haywood, Shaw, W. Beale, Bowler, Welch, Vidler and Hinton.

* * * *

Over 60 boys were present on 5th December to see Prof. Wright's exhibition of conjuring. The performance was, as

one boy expressed it, "all (w)right," and the marvellous ways in which various articles disappeared and reappeared, as well as his flow of amusing comments, delighted the audience exceedingly.

* * * *

The Library has again been very well patronized. Beale and Hinton have done good service as Librarians. Thanks are due for the presentation of books to the following donors:

W. Tucker, I. Thorpe, J. Barker, B. Westover, Mr. Piper, R. Westbrook, N. Ashton, A. Baxter, J. Piper, G. Goodchild, J. Pierce, C. Jessup, R. Brett.

* * * *

This Term saw the departure of a very old friend, one who had rendered good service for something over 20 years. We refer to the harmonium, which had been gradually growing more and more bronchial and short-winded. We now have a 12-stop organ of good tone and volume, and the morning singing has in consequence improved to a tremendous extent. Another innovation has been a curtain in the School-room. This should prove useful for School concerts as well as for the separation of different classes.

* * * *

A supply of season ticket forms for the local 'bus company is kept at School for the benefit of the 'bus boys. Boys who require them can have a copy on application.

FOOTBALL.

RESULT OF MATCHES.

Sept. 19.—v. St. Peter's Rovers, at Lushington Park.	Drawn, 5—5
„ 26.—v. Alcombe's XI, at Lushington Park.	Won, 11—5
Oct. 3.—v. North Ward, at Lushington Park.	Lost, 5—4
„ 20.—v. Boxley Scouts, at Boxley.	Lost, 3—2
Nov. 14.—v. Boxley Scouts, at Boxley.	Won, 8—1
„ 21.—v. St. Peter's Rovers, at Lushington Park.	Won, 3—2
Dec. 5.—v. King Street, at Lushington Park.	Won, 16—1

Played 7, won 4, lost 2, drawn 1, goals for 49, goals against 22.

The challenge match on 20th November ended in a win for the Town, who defeated the Country 10 goals to nil.

Goal Scorers.—W. Welch 15, W. Beale 14, L. Beale 2, E. Butler 5, S. Reynolds 9, H. Pearce 3, S. Beale 3, W. Spurgeon 3.

W. BEALE (*Capt.*).

S. REYNOLDS (*Sec.*).

THE TOWER OF LONDON.

The Tower was built in 1078 by William the Conqueror, so that he could have greater control over the City of London. You are allowed to see the small granite square where the famous Lady Jane Grey, Anne Boleyn and other supposed criminals were executed, also you may see the execution block and the actual chopper that helped in the "good work." There are also many instruments of torture and such machines may all be seen. When the Tower was built there were only 30,000 people in London. The Tower has not only served as a prison, but as a home for lions, a palace, a fortress, and a mint. There is the Traitors' Gate leading from the Thames into the Tower, and there is the Bloody Tower where the Princes were murdered, also the White Tower. Until the reign of Charles II, the Tower was used as a palace by all of our Kings and Queens.

J. PIPER.

FRUIT CANNING.

A new industry is now growing up in Kent—that of Fruit Canning. A factory was opened at Paddock Wood this season, and one is expected to be opened at Maidstone next year. The factory at Paddock Wood is being enlarged and it is hoped that next season apples and potatoes will be canned. An apple plant is being installed for this purpose. Last season, I am told, was a great success, fruit of all kinds being canned, such as strawberries, gooseberries, loganberries, currants and raspberries. I expect if these two factories prove a success, others will be springing up all over the country. Let us hope so.

F. VIDLER.

THE SCHOOL ROLL.

(The first 40 names can be obtained from the School Magazine for July, 1931.)

Admission No.	Name.	Address on Entry.	Date of Admission.
41	Well, Wilfred Standly	83 Upper Fant	May, 1903
42	Palmer, Reg. Arthur	83 Muir Road...	" "
43	Honour, Alfred Edward	40 King Street	" "
44	Martin, Herbert	8 St. Luke's Avenue...	" "
45	Burr, Harold Douglas	7 Wheeler Street	" "
46	Booth, Harold	Friningham	Sept., 1903
47	Rumsey, Percy	13 Douglas Road	Nov., 1903
48	Nickel, Ernest	41 Cambell Road	Jan., 1904
49	Gardner, Eric	Brewer Street	" "
50	Wyles, John Dennis	Bower Mount Road...	Mar., 1904
51	Wyles, Stanleigh	Bower Mount Road	" "
52	Pike, Harry	217 Boxley Road	May, 1904
53	Boakes, Arthur	4 Melville Road	July, 1904
54	Walls, Alfred	38 Charlton Street	Sept., 1904
55	Pike, Alfred	217 Boxley Road	" "
56	Ward, Arthur	4 Campbell Road	Jan., 1905
57	Waters, Robt. George	83 Wheeler Street	May, 1905
58	Munn, Leonard Stanley	Bower Street	June, 1905
59	Buekoke, William Alfred	2 Willington Road	July, 1905
60	Smith, Herbert	1 Holland Road	Sept., 1905
61	Walker, Victor John Thomas	27 Sandling Road	Oct., 1905
62	Trowell, Cecil Hobday	16 St. Luke's Avenue	Jan., 1906
63	Stone, James Major	9 Rawdon Road	" "
64	Bushell, Basil	Station Ho., nr. Malling	" "
65	White, Charles Walter	280 Upper Fant	Feb., 1906
66	Harris, Albert Edgar Cyril	6 St. Luke's Road	" "
67	Graham, Clyde Stewart	19 Brewer Street	Mar., 1906
68	Boorman, Reginald Clarence	"Swingcot," St. Luke's Road	" "
69	Thomson, William James	Gighill Farm, Larkfield	Apl., 1906
70	Hoar, Alfred Walter	8 Cornwallis Road	Apl., 1906
71	Rich, Walter Augustus	54 High Street	June, 1906
72	Nesbit, Chas. Henry Fletcher	96 Week Street	June, 1906
73	Joliffe, William	"Medina," Cornwallis Road	July, 1906
74	Avery, Robert	2a Douglas Road	" "
75	Harvey, Leslie Gordon	39 King Edward Rd.	Sept., 1906
76	Harvey, Frank Gordon	39 King Edward Rd.	" "
77	Avery, Edwin Charles	102 Week Street	" "
78	Frowell, Harold P.	16 St. Luke's Avenue	Oct., 1906
79	Arnold, Wilfred	Holland Road	Dec., 1906
80	Reeves, Alfred	Bilks Coll., Otham	Jan., 1907

JOTTINGS.

A LIGHTLESS LIGHTHOUSE.

Right away up North of Scotland, on a rock 500 yards out from the Island of Lewis, stands a funny lighthouse.

It has no lantern, yet every night its warning beam flashes over the waves. How is it done?

The secret lies in the fact that there is a mirror in the lantern-room, which reflects a powerful light from Lewis, a quarter of a mile away. The mirror sends out a reflected beam of light, which can be seen for miles.

A flower in Mexico changes colour three times a day, being white, red and blue in turn.

A soap bubble is only 1-150,000,000th of an inch thick.

Near Hanover is the world's queerest village. All the houses are made out of old railway waggons.

With the eyes shut a person always walks to the right.

HANDS WITH SIX FINGERS.

Cervea de Buitrago is a very small village in Spain, but it has a population of two hundred queer people. Most of the villagers have six fingers to each hand, some seven, and a few eight. Some have six or seven toes to each foot as well!

G. STONE.

Career for Boys.



THE MAN WHO MAKES THE WHEELS GO ROUND.

Automobile Engineering is now a distinct branch of the Engineering Profession. The Automobile Engineer is mainly concerned with the designing, production, and maintenance of motor vehicles. An idea of the size of the Motor Industry is conveyed by the estimated figure of 27,500,000 as the number of motor vehicles, not including motor cycles, in the world, and the fact that each year over a million motor cars alone are manufactured.

In Britain there were in 1907 less than one hundred motor vehicles of all types, while in 1926 the number had grown to 1,533,549 total. The number of men directly employed by motor firms has increased from 54,000 in 1907 to over a quarter of a million at the present time.

History.

Thirty years ago there were few people in the world who believed that the motor car was anything better than an ingenious toy. It was only in 1896 that the law which compelled motor vehicles to be preceded by a man carrying a red flag was repealed. The first four-wheeled petrol driven vehicle of British manufacture was designed and built in 1895. It was of 8 h.p., seated six, and had an average speed of 12 miles an hour; it looked like an open horse carriage, and had neither windscreen nor doors or other protection from the weather. From that crude beginning to the 1927 Rolls-Royce with its effortless grace, the famous Sunbeam 1,000 h.p. monster with which Major Seagrave recently broke the world's speed record, or the popular and marvellous little Morris Cowley, is a wonderful example of perseverance and engineering skill.

The Future.

The popular Press constantly devote their columns to forecasts of the day when everyone will own a car, and to

the possibilities in this country where there is one car to about every forty of population, as compared with the American figures of one car to every five of population, and one to every twelve in Canada. It does not require much thought to appreciate that in the future some form of mechanically-propelled vehicle will certainly be at the disposal of every man. The whole tendency of civilization is towards the reduction of any waste of time, and not many years will pass before a beginning will be made with the building of the great overhead roads, which will eventually link up the country and render possible the general ownership of fast and cheap cars.

Influence of World-wide Demand.

Now while this glance at the future suggests that there will be an ever-increasing demand for Motor Vehicles in Great Britain, it must not be forgotten that the countries overseas will also require a constant stream of new cars and motor transport. The British automobile industry is rapidly regaining its market abroad for motor cars, motor cycles, and lorries, as the increasing number being exported proves.

The world-wide demand for motor transport is very great. An important factor is that the increasing efficiency of the petrol engine and the chassis of the vehicle, together with the introduction of caterpillar wheels, is making it no longer necessary to have made-up roads. Obviously the time is not far distant when motor transport will be independent of first-class metalled roads. In fact there are already abroad, numerous transport services, both for passengers and goods, which are run through wild and unbroken country, crossing deserts, rivers, and waste land. Remembering that the greater part of the earth is without railways or roads, the fact that motor transport will grow in importance is apparent.

AUTOMOBILE ENGINEERING AS A CAREER.

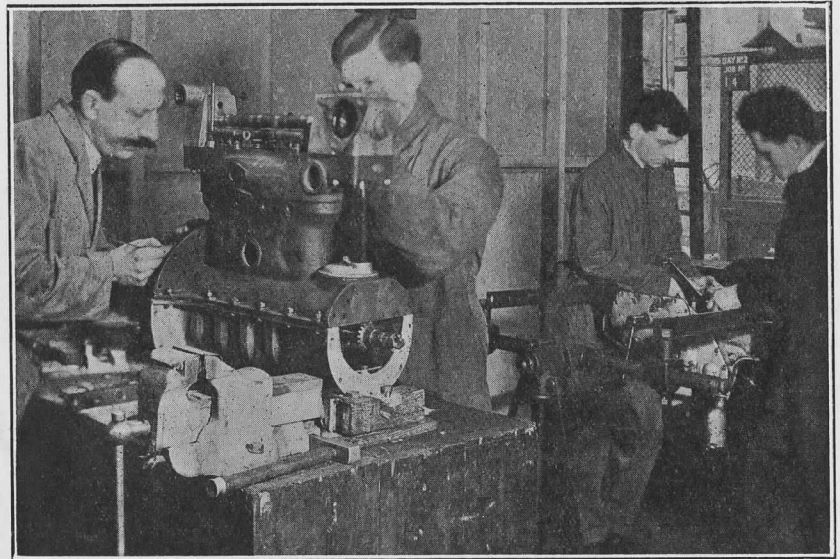
[We are indebted to the Principal of the Automobile Engineering Training College, Chelsea, for much of the information contained in this article.]

Such considerations as the foregoing have a vital bearing upon the question of a career, for the extent to which an Industry will develop is of paramount importance when the profession which controls and directs that industry is being considered as a career.

It is hardly necessary to add that there is one thing the Automobile Engineer need never fear, and that is any lack of opportunity, for there is no limit to the future size of the Motor Industries as a whole.

The Future of the Internal Combustion Engine.

The petrol engine which is utilized in the motor vehicle is only one form of the internal combustion engine. The internal combustion engine has many other uses than the



Examining a dismantled engine.

one to which the motor car designer has adapted it. So the Automobile Engineer has to specialize in all matters affecting the internal combustion engine, and by doing so, qualify himself to hold a technical appointment in several different industries, to each of which his basic knowledge is applicable, although he will have to make a special study of the particular kind of internal combustion engine in which he is interested.

The most important of these sister industries is Aviation, with an unlimited and almost unimagined future. Looking back on the early days of motoring, who can doubt that flying will be as general in a few years as motoring is to-day?

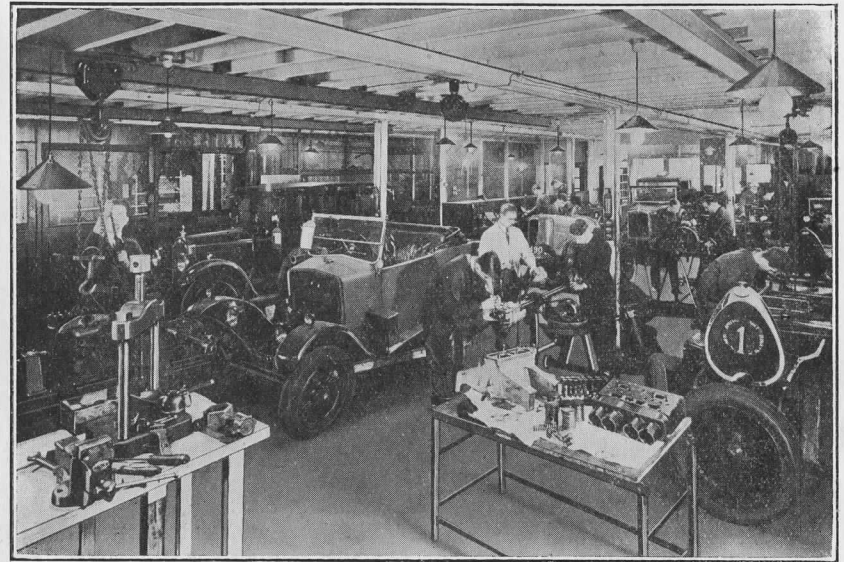
Methods of Entry.

There are, broadly speaking, four ways in which a boy can enter the motor industry. In the first place he can be sent to take the engineering or science course at a university, finishing up with a degree which, if it will not command an immediate salary, will at least command respect. Necessarily this procedure is somewhat expensive, for it means a training period of four to five years at least, a large portion of which is absorbed in holidays. It embraces various subjects of little use to one who wishes to specialize in automobile engineering. There is the further disadvantage that, as a rule, the curriculum is rigidly outlined, and therefore puts all who embark upon it on the same plane. It is rare to find that allowances are made for the fact that certain boys are brilliant in some subjects and backward in others. The process of levelling is, therefore, essentially that of levelling down, and, because of this factor, much valuable time has unavoidably to be lost.

The second method to which reference has been made represents the other end of the scale, and consists in starting a boy, without previous training, in a garage or works. This, however, is perhaps too drastic a test of merit and perseverance, for, beginning in this way, only a boy of unusual determination could substantially improve himself, and nowadays entry in this way is difficult.

The third method is the system of apprenticeship. So far as the motor manufacturing industry is concerned, it appears to be going out of favour, and not without reason. At some factories special provision has been made in order that apprentices may learn the principles of automobile engineering, but these are the exception. Of necessity, high premiums for this class of training are the rule, as the teaching of apprentices interferes with production. The further disadvantage is that the knowledge acquired tends to be confined within the narrow limits of one type or make of vehicle. In others, the apprentice, whether he be welcomed or no, is regarded rather as an honorary operative than as one undergoing the most important part of his education. Nor is there anything remarkable in this, seeing that under force of economic necessity so many motor factories to-day consist of highly specialized plants in which the element of craftsmanship is reduced to a minimum. There is little to be learnt from processes which are carried out as nearly automatically as possible. The story of the man who had spent five years in the Ford factory, the whole of which time had been devoted to tightening one particular

bolt, may be an exaggeration, but it does positively reflect a state of affairs which undeniably exists. No satisfactory engineering career can be based solely upon a certain nimbleness of the fingers that has come only as the result of performing a specified operation for an unlimited number of times.



General view of Training Repair Shop.

The fourth method, a compromise between all the others, in which it has been sought to eliminate the objections of each, while retaining their several advantages, namely, the comprehensive and wide knowledge that characterizes the university engineering course, the practical work which has to be done by those who must start to earn their own living immediately on leaving their schools, the workshop experience on up-to-date and non-academic lines which fall to the lot of the apprentice.

Certain training colleges specialize in this branch of Engineering only, and provide a thorough grounding in the design, construction, and repair of all the leading types of cars.

Qualifications.

Naturally, the type of training varies according to the branch of the Automobile Industry which the boy is aiming

to enter. Such a college is usually entered straight from school, the duration of training varying from two to four years.

The young engineer showing unmistakable promise for the highly technical side, and aiming to make his name in designing and research work, needs a wide knowledge of basis engineering in addition to the specialized theory and practice of Automobile Engineering.

His training covers the range of purely theoretical, scientific, and practical subjects required for the B.Sc. (Eng.) Degree of the London University, and he should qualify for the degree as the first step on his career.

It is necessary that such a man should develop the application of his knowledge to the problems of motor vehicle production.

An Engineer desiring to enter the production branch of the motor industries must of necessity be not only highly qualified in the latest engineering practices, but must also thoroughly understand the differing methods of production.

Every engineer is familiar with many designs which, though remarkably effective, are impossible to incorporate on a commercial basis. It is imperative that the production engineer should be able to apply his technical knowledge to the commercial requirements of the present day. He must become familiar with the latest practice of the leading designers in all countries.

The practical knowledge required to run efficiently a repair works or to qualify for transport management of any kind, is more extensive than is commonly understood.

Repair work necessitates more than an understanding of the movements of the working parts of the engine mechanism and a knowledge of fitting.

The theory of construction must be realized, the many different forms of application understood, and the use of different engineering tools and administrative routine in overhauling works practised.

Only by combining continual and actual experience of such work, with a firm grasp of the *raison d'être*, can these practical qualifications be obtained.

The Start.

To the young and qualified Automobile Engineer there is no restricted routine of progress after training.

In almost every case a junior appointment with an engineering firm is obtained without difficulty, but it is entirely upon the merit, knowledge, and ability of the young

engineer that his prospects will depend. He may start at £100 to £175 per year, according to the position he obtains. The qualified Automobile Engineer has every chance to reach £200 to £350 a year by the time he has had four or five years' experience. If, in addition, he has a keen business sense and is attracted to the administrative, distribution, and other branches not entirely technical, he has a chance of becoming a thousand-a-year-man before he has reached an age which, in many professions, would entitle him to be considered experienced.

Cost.

In comparison with the traditional professions, the Automobile Engineer is able to qualify in a shorter period at considerably less total cost, and is able to make sound progress towards a secure position without heavy capital outlay.

Against these attractive points must be set the fact that an Engineer is paid what he is worth—there is no minimum salary or position which he can expect without adequate work. His technical qualifications must be accompanied by intense keenness on mechanical subjects, constant study to keep abreast of the ever-changing methods of this vigorous industry, and a very definite determination to get ahead.

INTERESTING CAREERS "AT A GLANCE."

Accountancy.

Length of Training : 3 to 5 years.

Cost of Training : £100 to £150.

Qualifications Required : Membership of Institute of Chartered Accountants or the Society of Incorporated Accountants and Auditors.

Initial Salary : £250 to £1,500.

Age of Entry : 16 to 17.

State of Profession : Rather overcrowded.

Actuarial Work.

Length of Training : 4 years.

Cost of Training : £40.

Qualifications Required : Membership of Institute of Actuaries, Clerkship in Insurance Office.

Initial Salary : £100 to £150.

Salary Prospects : £800 to £1,500.

State of Profession : Employment Prospects poor to fair.

Auctioneering and Estate Agency.

Age of Entry : 15 to 17.
Cost of Training : £100—£150.
Length of Training : 3 years.
Qualifications : Examinations of the Auctioneers' and Estate Agents' Institute.
Method of Entry : Articled pupilage ; Clerkship.
Initial Salary : Clerks £75 to £100. Pupils no salary to £25.
Salary Prospects : £300 to £1,000.

Farming (1). Silver Fox Ranching.

Age of Entry : 15 to 16.
Cost of Training : 20 Guineas.
Length of Training : 12 months.
Method of Entry : Tuition at Ranch.
Remarks : Capital is essential for purchase of breeding pairs and equipment. Return on capital calculated to be 20 per cent.

Architecture.

Age of Entry : 15-17.
Cost of Training : Tuition Fees £20-£60 a year. Examination Fees : Intermediate £55, Final £66.
Qualifications : Associateship of Royal Institute of British Architects.
Initial Salary : £200-£300.
Salary Prospects : £900-£2,000.
Remarks : Fair prospects at home, good prospects in the Dominions.

Veterinary Surgery.

Age of Entry : 15-17.
Qualifications : Diploma of Royal College of Veterinary Surgeons ; Bachelor of the Science of Veterinary Surgery (B.V.Sc.).
Cost of Training : For Diploma only, £100-£125 ; B.V.Sc., £200.
Length of Training : Diploma, 4 years ; B.V.Sc., 5 years.
Initial Salary : £300-£400.
Salary Prospects : £1,200-£1,500.
Remarks : Good for boys willing to work abroad.

LIGHTNING.

Lightning is only the discharge of a Leyden jar on the grand scale, upon which Nature performs her operations. Two clouds charged with opposite electricities, and separated by the non-conducting air, approach each other. When the tension becomes sufficient to overcome the resistance, the two forces rush together with a blinding flash and terrific peal. The lightning moves along the line where there is the least resistance, and so describes a zig-zag course. If we can trace the entire length, we call it chain lightning ; if we only see the flash through intervening clouds, it is sheet lightning ; and if it is the reflection of distant discharges, we term it heat lightning. The report of thunder is caused by the clashing of the atoms of displaced air. The rolling of the thunder is produced by the reflection of the sound from distant clouds. Sometimes the clouds and the earth become charged with opposite electricities, separated by the non-conducting air.

G. GOODCHILD.

FLIGHT.

For hundreds of years men have tried to emulate the feats of birds, and fly, and therefore most of them based their ideas on ornithoptors, or machines that fly by flapping wings, like a bird. They overlooked the fact that a very large portion of a bird's body is devoted to the muscles that work the wings, and that a man's physical power was not a quarter as powerful as it needed to be.

Many men were killed during experiments with gliding, and artificial wings, such as Oliver of Malmesbury, 1065 ; Otto Lilienthal, 1896 ; and Percy Pilcher, 1899. But all these men helped in some way or another in the conquest of the air.

It was on the 17th of December, 1903, that Wilbur and Orville Wright flew in an aeroplane of the design of the present-day one, the flights ranging from 12 to 59 seconds.

But after that the design of the aeroplane increased very rapidly, only six years passing before Blériot flew the Channel from Barraques, near Calais, to Dover, in 1909, and ten years later, in 1919, the first direct Atlantic crossing was made by Alcock and Brown, in a Vickers Vimy standard military bombing machine, with two Rolls Royce engines, thus winning the greatly coveted record for Britain.

From this have developed the aeroplanes of to-day, such as the "Hannibal," "Do X," the Vickers giant flying boat, which can carry loads of three, 5 and seven tons respectively.

But although flying has advanced so far, it is not by any means perfect.

In the plane and internal-combustion engine type there are not many more things to be found out; the aeroplane stalling, or losing flying speed and diving, the engine stalling, or stopping without mechanical failure, fire, have all been partly eliminated by the use of Handley-Page slots, electric starters, and the use of crude oil instead of petrol in the engines.

In the other types, such as the ornithopter, auto-gyro, helicopter, and the rocket-driven machine, there is a lot more to be found out.

To make a working ornithopter, you have got to have a tremendously powerful engine with small weight and size, and this has yet to be found. This applies to the helicopter as well, but in the helicopter it would be necessary to have a variable pitch propeller, or else you would not be able to get it off the ground, for if you revolved a fixed pitch propeller at a high speed, it would merely cut a hole in the air.

Therefore you would have to start with a low-pitched propeller and increase the pitch as it rose off the ground, much the same as working the gears of a heavily-laden lorry.

The auto-gyro is at present only practical in small planes, because if the principle was used on large aeroplanes, the rotor and pivot would have to be very strong and therefore heavy.

Also, what would happen to the passengers if the pivot seized up!

In the rocket-driven plane the disadvantages are that the machine cannot be started gradually, and flight cannot be maintained very long because the supplies of rockets will not last long.

P. HINTON.

(To be continued.)

A TEN-SHILLING NOTE.

An old man stepped up to a gentleman who was standing by the kerb waiting for an omnibus, and touching him lightly on the shoulder, said, "Excuse me, but did you drop this note?" at the same time holding out in his hand a ten-shilling note.

The gentleman questioned looked at the note with an eager look, made an examination of his pockets, and said, "Why! So I did, and I hadn't missed it!" holding out an eager hand.

The old gentleman slowly drew out a note-book from his pocket, took the name and address of the loser, and placing the note in the pocket-book, turned away.

"Well," said the other, "do you want it all as a reward?"

"Oh, no! I did not find it," said the old man, "but it struck me that in a large town like this there must be a great deal of money lost, and upon inquiry I find you are the twenty-first person who has lost a ten-shilling note this morning."

R. HARLE.

THE SHIP THEY COULD NOT SINK.

The "Hygeia" was a paddle steamer built in 1890 at Glasgow, and under her own power she crossed the 20,000 odd miles of ocean to Australia, where for forty years she plied up and down Port Phillip Bay. In all weathers, winter and summer, she sailed between Melbourne, Mornington, Dromana, Rosebud and Sorrento, including monthly moonlight trips during the summer.

Eventually good coast roads were made, but nevertheless she continued to make her trips, ignoring the hundreds of car users. But, alas! her fate was sealed at last. A firm of shipbreakers bought her, and under a bond of £1,000 to the Harbour Trust, undertook to sink her outside the Heads after all valuable parts had been removed.

Accordingly the tug "Eagle" took the "Hygeia" in tow one stormy day in August, and, putting two men and 50 lbs. of gelignite aboard, proceeded to tow her to her destined fate. A strong southerly wind swooped on them, and the gallant little tug strained manfully ahead, but the "Hygeia" grew more and more difficult to manage. After a grim struggle of three hours, a great wave lifted the tug high above the "Hygeia," and the tow-rope snapped. A stern chase ensued, and after a struggle, another rope was made fast until, on the crest of a huge wave, she gave a twist and once again broke free.

Night was falling, the wind had increased to an eighty-mile-an-hour gale, and the white-faced crew of the "Eagle" saw her slip off into the darkness, bearing her two passengers to what seemed an inevitable death. In answer to her rockets, the "Queenscliffe" lifeboat came to the "Eagle's" assistance, but the "Hygeia" was lost.

The old ship had not steamed over Port Phillip Bay for forty years for nothing. She rolled on a mud island, but rocked off again, lumbering along while huge seas roared round her. After a drift of 35 miles she came to rest quite gently on a sandbank.

Dawn broke and the crews of the tug and the lifeboat beheld the "Hygeia" in the distance, resting triumphant at last, firmly embedded in the sand within sight of Rosebud. The two sailors were rescued, but the old ship took no notice. All she wanted was a long rest in the Bay she loved. They were going to take her outside the Heads, and blow her up with gelignite, were they?

Not they! With a long shiver she shook her full length and settled down a little deeper into the sand.

F. E. M. BETTS.

THE FUTURE.

As I sat out in the garden a short time ago the sun was very hot, and at last I closed my eyes. It was then that a wonderful thing happened. I found myself in a strange country, above me towered huge skyscrapers. At first I thought I must be in America, but stranger still, huge airships of strange design hovered above. I was in England in the Future. I walked along the street and I noticed the men were dressed in tight-fitting white clothes, but the ladies were dressed similar to those of to-day. Long, low-built coaches sped along the road, with scarcely a sound, at over 100 m.p.h. A man walked up and asked if I was a stranger; on telling him I was, he asked if he could show me round the town. I told him I would be very glad if he would. We then boarded one of the luxurious coaches, which, as soon as the passengers had boarded, slid silently forward, gathering speed rapidly. The inside of the coach was very comfortable, seats were fixed on swivels in order to allow the passengers to sit which ever way they preferred, also along the sides of the coach were tables which folded into the side of the coach. My guide explained that this was very convenient for business men who wished to do any writing. This also proved how smoothly the coaches ran. As we travelled along rapidly,

sky-scrappers towered above us, while huge airships and aeroplanes travelling at over 300 m.p.h. went to and fro. My guide explained to me that these were travelling to and from the Continent. At last the coach began to slow, then slid noiselessly to a standstill. We alighted to find ourselves outside a huge building, much bigger than those about it. This I found was the power station, where all the electric power was generated. We entered the building, and all around the walls were huge switch-boards. My guide led me to a lift which automatically took us to the top of the building. Here, to my surprise, was a huge network of wires. My guide explained that the sun's rays heat the wire and generate electricity which was run to huge transformers by thick cables. In the winter, he told me, they used the waves beating on the shore to generate the power. We then left the power-station and crossed the road to where a huge aerodrome was situated. Aeroplanes were constantly arriving and leaving. We boarded a magnificent four-engined monster, which rose vertically at a great speed, and then raced forward on a tour of the town. The inside of the aeroplane was very similar to that of the coach, the swivel chairs and the folding tables were the same, waiters were hurrying here and there. It was a wonderful flight looking down on towering buildings 70 to 80 storeys high. We flew over a river which had huge arch bridges spanning it. But just as we began to glide to earth, the scene began to fade, and there I found myself back in 1931. I had had a peep into the future of England.

F. VIDLER.

CHRISTMAS CHEER.

"Now, sir, allow me to show you a book you cannot afford to be without."

"I never read," answered the victim.

"Well, buy it for your children."

"I'm single—no family—all I have is a fierce dog."

"Well, don't you want a nice heavy book to throw at the dog now and again?"

* * * *

When is a fish like petrol?

When it's smelt.

* * * *

Where does Christmas come after Boxing Day?
In the dictionary.

Who wore the largest hat in the last Parliament?
The man with the biggest head.

* * * *

What smells most at the Christmas dinner?
Your nose.

* * * *

Which is noisier—a live or dead turkey?
A dead one, for a live one makes a din but a dead one makes a dinner.

* * * *

Why does the Sultan dislike Christmas.
Because his Sultans are put in the cake.

Contributions to this magazine are very welcome. Correspondence should be addressed to the McCable Commercial School, Maidstone. All Old Boys are urged to become subscribers, and thus keep in touch with the School. Annual subscription 2s. 6d. for three issues.



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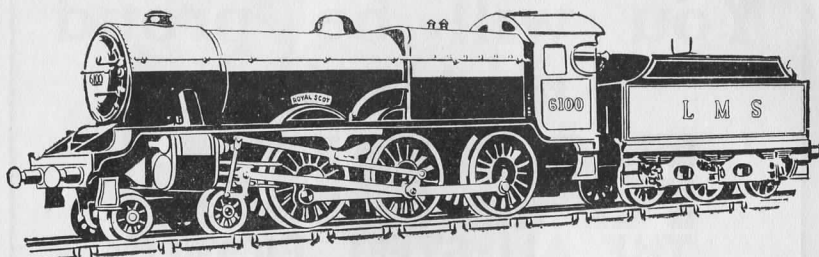
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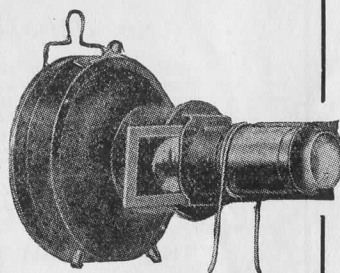
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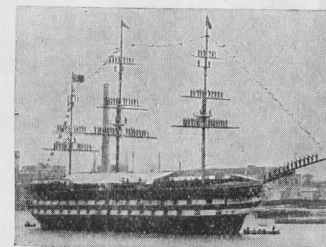
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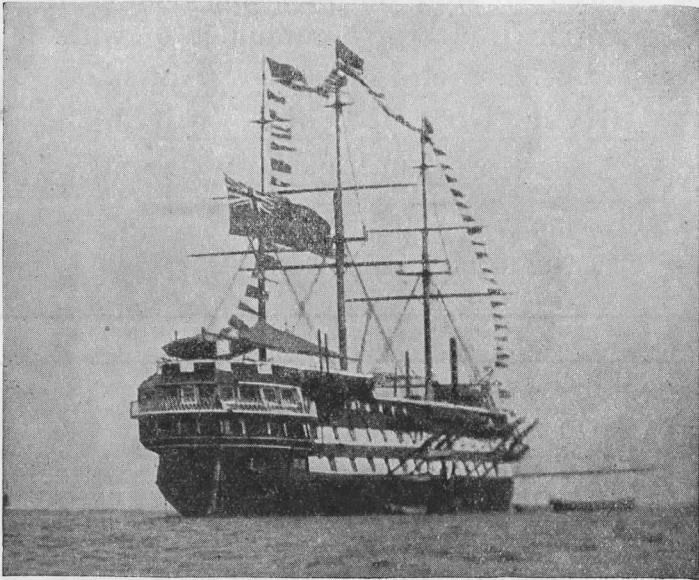
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