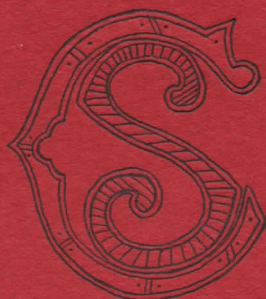


The School Magazine

OF THE

McCABE COMMERCIAL SCHOOL

MAIDSTONE



Vol. 4. No. 11.

May, 1934.



OWN a Super Boat!

BE the proud possessor of the "IOLANTHE"—the pride of BASSETT-LOWKE'S Northampton ship-yards. A model that will LAST—and a fine racer in a class of its own. The electric model will run from $1\frac{1}{2}$ to 2 hours on two batteries—and **under test the boat covered an 85ft. pond in 32 seconds from a standing start.**

The clockwork model will run for 6 minutes at one winding.

Now's your chance boys, get this fine model for Easter. Prices : Clockwork or Electric **35s. 0d.** and worth every penny.

For details of the full range of Bassett-Lowke Boats, from 10s. 6d. upwards, send for a copy of the NEW EDITION Ships Catalogue, S.19, PRICE 6d. POST FREE.

Catalogues for Model Enthusiasts.

A.19. Model Railways and Accessories.

B.19. Revised edition of Stationary Engines, Boilers, Castings, etc.

PRICE 6d. EACH, POST FREE.

**Bassett-Lowke Ltd.,
Northampton.**

London Branch : 112, HIGH HOLBORN, W.C. 1.

Manchester Branch : 28, CORPORATION ST.

**You can't
beat
them!**



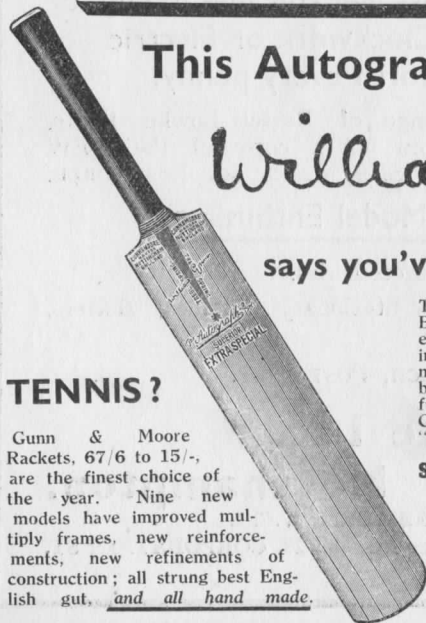
BASSETT'S
ARE THE ONLY
ALLSORTS THAT
HOLD THE GOLD
SEAL OF THE
INSTITUTE OF
HYGIENE

Basnett's Liquorice Allsorts are the best sweets you can buy. Pure, wholesome, jolly good to eat and wonderful value! The delicious centres, coverings and flavours are tophole—everybody likes them.

Get one of the big cartons and enjoy yourself!

BASSETT'S
original LIQUORICE ALLSORTS

In cartons
1/- 1-lb.
6d. ½-lb.
3d. ¼-lb. loose



This Autograph on your Bat

William Gunn
(REGD.)

says you've chosen THE BEST!

The "William Gunn" Autograph Cricket Bats have the most famous name for excellence. They are the choice of leading Test and County players—the recognised "best choice." The youth's and boy's sizes are perfect replicas of the full-size bats. Similarly fine bats are the G. & M. "Superb Driver," "Impregnable," "Quickspring" and "Non-jar."

Send your Repairs to Gunn & Moore

G. & M. Bats and Rackets are obtainable from all Sports Outfitters. In case of difficulty, write direct.

Write for Complete Catalogue.

GUNN & MOORE LIMITED
Carrington Street, Nottingham

TENNIS?

Gunn & Moore Rackets, 67/6 to 15/-, are the finest choice of the year. Nine new models have improved multiply frames, new reinforcements, new refinements of construction; all strung best English gut, and all hand made.



**FIND
it with an
EVER
TORCH READY**

REGD. TRADE MARK

Ever Ready Co. (Gt. Britain) Ltd., Hercules Place, Holloway, London, N.7.

ALEC. WATSON & MITCHELL'S, LTD.
PRACTICAL SPORTS OUTFITTERS.

CRICKET. TENNIS. FOOTBALL. HOCKEY. BADMINTON.
 NET BALL. SWIMMING. RUNNING. ROUNDERS.
 GYMNASIA. GOLF. BOWLS. HIKING. CAMPING.
 SCOUTS. GUIDES AND ALL GAMES REQUISITES.

CATALOGUES POST FREE. SPECIAL TERMS TO SCHOOLS.

(Head Office): **1, NEWTON ST., MANCHESTER, 1**

FOYLES for BOOKS

We have over two million volumes in stock, including almost all the best new and second-hand books on every subject. Our catalogues are free on mentioning your interests, and we attend to post orders quickly and efficiently.

119-125 Charing Cross Road, London, W.C.2

The Railway Magazine

A popular Monthly Magazine for all who take an interest in railways.

Articles on locomotive practice and performance are a special feature.

Profusely Illustrated

PUBLISHED MONTHLY PRICE 1/- Net.
 33 Tothill Street, Westminster, London, S.W. 1.



ARE YOU KEEN ON CHEMISTRY?

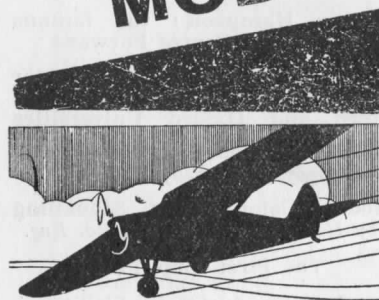
Here is an opportunity you should not miss
A LABORATORY OF YOUR OWN
 equipped with your own
APPARATUS AND CHEMICALS
 to your own choice.

SPECIAL PARCEL OF APPARATUS.—1 Flask flat bottom 150 ccs., 1 Beaker, spouted 100ccs., 3 Test Tubes 4 in. x $\frac{3}{8}$ in., 1 Thistle Funnel 20cms., 3ft. Glass Tubing, 1 Rubber Cork 2 holes, 4 inches Rubber Connection Tubing, 1 Glass Stirring Rod **2/6 Post Free**

Write now to—

BECK (Scientific Dept. H) **60 High St., Stoke Newington, N.16**
 for Price List of Equipment for Students

A FINE NEW MODEL



A SUPERB NEW FUSELAGE MODEL OF A MILITARY FIGHTING MACHINE WITH CORRECT COLOURS AND MARKINGS

THE
WARNEFORD "TERROR"

Price **5/6** complete

AND IT HAS A PERFORMANCE UNSURPASSED BY THIS TYPE OF MODEL

FOURTEEN FINE MODELS TO CHOOSE FROM AT PRICES FROM 1/6 to 5 Gns.

FROM STORES, TOY SHOPS AND SPORTS DEALERS EVERYWHERE

NEW LIST NOW READY
 POST FREE ON APPLICATION

WARNEFORD FLYING AIRCRAFT
 Dept. G3, GREENWICH ROAD, LONDON, S.E. 10

THE BOY'S OWN PAPER



**BEST
OF
PALS
1/- MONTHLY**

THE CONTENTS INCLUDE:—

SERIAL

**THE SECRET OF DRUID'S
CROSS**—by Michael Poole

SHORT STORIES

**EIGHT BELLS, MORNING
WATCH**—by A. Harcourt Burrage

THE PLACE OF DEATH
—by Robert Harding

**PERIL AT THE "BLACK
SWAN"**—by S. Beresford Lucas

A Specimen Copy will be sent on Receipt of Postage 3d.

**MAKE SURE OF YOUR COPY TO-DAY, then place a Standing
Order with your Local Newsagent, Bookseller, or Bookstall.**

Published at 4, Bouverie Street, London, E.C.4

ARTICLES ON

The Thrills of the Footplate
**Jimmy Hampson: the famous
Blackpool Centre Forward**
**H. G. Owen-Smith: the Rigger
Player, Cricketer & Boxer, of Cape
Town and Oxford Universities**
Flying Model Aeroplanes
by J. E. Pelly Fry
Model Colour-Light Signalling
by Henry Greenly, A.I. Loco. Eng.
The First Cup Final.
Stamps—by Stanley Phillips

McCABE COMMERCIAL SCHOOL MAGAZINE.

VOL. IV. No. 11.

MAY, 1934.

SCHOOL HISTORY.

The following is the School Calendar:—

Summer Term begins.—Wednesday, 2nd May.

Whitsun recess.—Saturday to Monday, 19th to 21st
May.

Old Boys' Meeting.—Tuesday, 29th May.

Old Boys' Social.—Thursday, 31st May.

Half Term.—Monday, 18th June.

Old Boys' Meeting.—Tuesday, 26th June.

Sports Day.—Wednesday, 4th July (provisional date).

Old Boys' Meeting.—Tuesday, 31st July.

End of Term.—Wednesday, 1st August.

Christmas Term begins.—Wednesday, 19th September.

End of Term.—Wednesday, 19th December.

The following new boys have been admitted during the
last term:—

No. 128.—G. W. G. Ashby, VI (School).

No. 129.—A. Harrison, Lower IV (St. Peter's).

No. 130.—E. G. Hughes, Upper IV (St. Augustine's).

No. 131.—J. P. Pearson, Lower III (St. Augustine's).

No. 132.—L. W. Walker, Lower III (School).

No. 133.—B. T. Wicks, Prep. (St. Peter's).

No. 134.—L. E. Baker, Lower IV (St. Peter's).

No. 135.—R. T. Rand, Upper IV (School).

No. 136.—C. W. Tombs, Upper IV (St. Augustine's).

D. C. Potts left this term after three years in the School to take a post in Messrs. Smythe's office (timber merchant). J. Elbourn, after eight years in the School, has gone into the office of Messrs. Weekes & Co., the agricultural engineers. R. Yuill has gone into the "Kent Messenger" works after three years in the School. K. P. Froud has gone into his father's garage, and D. Brown has obtained a post in the office of the Road Transport Insurance Co.

W. G. Apps has passed his 1st Class Elementary Type-writing Examination. In the Preliminary Certificate Ex-

amination of the College of Preceptors, K. H. Whibley obtained a good pass, G. H. Goodchild passed with distinction in Arithmetic, E. Shaw with distinction in Arithmetic, and J. H. E. Piper with distinction in Arithmetic.

The Magazine in future will be published at the beginning of each term instead of the end.

The new class-room for the Third Form is now equipped and is already in use with a full complement of 20 boys.

The usual termly services at St. Peter's Church in conjunction with the Girls' High School have been attended. The collections for the hospital and R.S.P.C.A. boxes have been continued, also the collection of tin-foil for Kousin Mac's fund. Totals in the next issue, also the list of library donors.

A paper-chase was held during the term, and Hogg and L. Beale provided an excellent chase.

The football matches resulted as follows:—Boxley beat the School at Boxley by 4 to 2. Linton beat us in the first match by 8 to 1, but we had our revenge in the return game and won by 2 to 1. School beat St. Peter's by 7 to 0, and School also beat St. Augustine's by 4 to 1, while St. Augustine's beat St. Peter's by 4 to 0.

In addition to this list many practice games have been played, and several boys have the making of good footballers.

The team to receive cricket badges for 1933 was:—A. Baxter (Capt.), R. Bodiam, H. Hogg, J. Pierce, C. Jessup, L. Beale, K. Morgan, L. Morgan, R. Wood, N. Stevenson and G. Goodchild. The football badges for 1933-34 went to H. Hogg (Capt.), L. Morgan, J. Pierce, K. Morgan, R. Wood, J. Bedle, E. Rowcroft, L. Beale, J. Hooker, M. Froud and C. Jessup.

We trust that we shall have another successful sports day this term. The boys can be trusted to make strenuous efforts, and we hope to see a large crowd of visitors again. The appeal for the prize fund will be issued in due course, and the treasurer will be pleased to acknowledge donations and prizes, which make it possible to hold a successful and pleasurable meeting.

We had the pleasure of hearing a most interesting description of the Siege of Ladysmith in the Boer War, delivered by Mr. Moffatt, of Streatham, one of the survivors of that terrible episode.

Events leading up to the siege were clearly explained by the aid of a map, but the real thrills came when Mr. Moffatt dealt with the siege itself. After the first week it became

necessary to obtain registration cards and to queue up outside the town hall to draw rations. Towards the end of the siege the sole ration one day was 2 ozs. of pepper. The next day they were instructed to go to the railway station, where they received soup which had been made in the troughs used for cleaning the engines. Eaten hot with the pepper it was tolerably palatable, but when it became cold it was just slime. All the horses had been consumed, and it was noticed that one day all the dogs seemed to disappear.

The Boers displayed great cleverness in mounting a 6 in. gun on a hill and bombarding the town. Mr. Moffatt had some narrow escapes, especially when a shell fell a few yards from him, but did not explode. On one occasion he saw the Boers firing into a valley which appeared to be covered with a dust haze two feet high. This was caused by the rapidity of the bullets striking the dry ground.

Mr. Moffatt kindly promised to come again and tell us of some other of his African adventures.

The Chess Tournament in the Upper School provides a fine training in concentration. The boys promoted to the Middle School showed great enthusiasm, and Ball survived till the third round. Vidler managed to draw with R. Randall, who had hitherto been unbeaten. The best game was the final, in which Whibley beat Goodchild, who made a poor start, thereby giving School House the championship.

In the first round (first knock-out) Randall beat Whibley, Piper beat Vidler, Hogg beat L. Noakes, Morgan beat Rowcroft, Ball beat D. Noakes, Wood beat Shaw, Goodchild beat Whibley; (second knock-out) Vidler beat Shaw, Goodchild beat Ball, Randall beat D. Noakes, Piper beat Morgan, Wood beat L. Noakes, Whibley beat Hogg.

In the second round (first knock-out) Vidler beat Hogg, Piper beat Morgan, Randall beat Wood, Whibley beat D. Noakes, Goodchild beat Hogg; (second knock-out) Hogg beat Ball, D. Noakes beat Vidler, Piper beat Wood, Shaw beat Goodchild, Randall beat Morgan.

In the final round, Vidler drew with Randall, Ball beat Piper, and Whibley beat Goodchild.

Total House points:—School 52, St. Peter's 43, St. Augustine's 37.

The Junior Branch of the League of Nations Union, which was formed last December, has continued to flourish with the addition of several new members. Over 20 members are corresponding with members abroad. We have at School pamphlets and interesting booklets dealing with the Leagues' activities, among them being some which deal with

the Treaties debated in the various parliaments of the world. We had a visit from Mr. Joyce, of Cranbrook, who gave us a very interesting talk on League topics.

Two very successful debates have taken place this term, the first motion, "that Vivisection should not be Allowed", being carried by 44 to 12. Good arguments on both sides showed the enthusiasm of the debaters and terminated as stated. The second motion, "that Historical Buildings should not be Destroyed", was also carried by 39 to 16. The chief arguments for the motion centred around the word "preservation", while the contrary arguments centred around "progress". Both debates were greatly enjoyed, and it is sincerely hoped that more will follow in the near future.

Boxing is not a compulsory subject, but those boys who have been interested in the science have made great efforts at the practices after drill. Since last year the general stamina and standard has advanced greatly.

In the Junior Contest, 27th March (3 rounds), M. Froud (St. A.) beat J. Foord (S.) $6\frac{1}{2}$ - $2\frac{1}{2}$; L. Beale (S.) beat J. Beale (St. P.) $6\frac{1}{2}$ - $2\frac{1}{2}$; P. Randall (St. A.) beat R. J. Randall (St. P.) $5\frac{1}{2}$ - $3\frac{1}{2}$. In the Senior Contest, 10th April (5 rounds), G. Goodchild (St. P.) beat E. Rowcroft (St. A.) $16\frac{1}{2}$ - $8\frac{1}{2}$; L. Morgan (St. A.) beat K. Morgan (S.) $20\frac{1}{2}$ - $4\frac{1}{2}$.

Goodchild and Ashby were unable to complete their contest owing to indisposition, and the points were divided proportionately.

Total House points:—St. Augustine's 41, School $30\frac{1}{2}$, St. Peter's $30\frac{1}{2}$.

The final House points for 1933 were:—

House.	F'ball.	Cricket.	Sports.	Boxing.	Work.	Total.
St. Peter's ...	17	67	34	11	67	196
St. Augustine's	33	33	32	16	65	179
School ...	50	0	34	7	68	159

IMPORTANT NOTICE.—We are anxious to increase the circulation of this Magazine, especially among the Old Boys. All Old Boys are urged to request that their names be placed on the list of regular subscribers. The cost is 2/6 for the three issues during the year. All you need to do is to send a postcard or a telephone message (No. 2623), and the matter can be settled immediately.

THE SCHOOL ROLL (Continued).

Admission No.	Name.	Last known address.	Date of Admission
241	Jenner, Donald ...	The Garage, Birchington ...	Sept., 1915
242	Jenner, Hector ...	The Garage, Birchington ...	" "
243	Tomkin, Leonard ...	Boughton Monchelsea ...	" "
244	Cloke, Robert ...	Market House, Lenham ...	" "
245	Stanley, Ernest ...	Forge House, Wrotham ...	Nov., 1915
246	Buck, Arthur ...	Tudor Garage, London Road ...	Jan., 1916
247	Pearson, Walter Frederick	70 Sheals Crescent ...	" "
248	Jordan, Cyril ...	32 Albion Place ...	" "
249	Ives, Norman ...	18 Cornwallis Road ...	" "
250	Osmer, Walter ...	The Stores, Bredgar ...	" "
251	Martin, Ronald ...	"Ivymeath", Snodland ...	Feb., 1916
252	Wright, Donald ...	Grove Green, Boxley ..	May, 1916
253	Lott, John Henry ...	Municipal Offices, Sutton (Surrey) ...	" "
254	Hitchcock, Neville ...	8 Hayle Road ...	" "
255	Hart, Cyril ...	80 Boxley Road ...	" "
256	Leaver, Nelson ...	Guildford ...	" "
257	Leaver, Roland ...	"Hill House", East Farleigh ...	" "
258	Stott, Basil ...	Officers' Qtrs., The Gaol ...	" "
259	Huggins, Wilf. Os. Jack ...	Bearstead (deceased) ...	Sept., 1916
260	Martin, Stanley Ed. ...	Queen's Head, Wateringbury ...	" "
261	Loveland, Alec. John ...	College Road ...	" "
262	Allcorn, Stanley Ed. ...	45 Tonbridge Road ...	" "
263	Darby, Frank ...	"Killarney", Barming Heath ...	" "
264	Langley, Vernon Ed. ...	Hayle Mill House, Tovil ...	" "
265	Green, Fred. Percy ...	Warden House, Wateringbury ...	Oct., 1916
266	Loveland, Kenneth ...	111 Old Tovil Road ...	" "
267	Searles, Chas. Frank ...	36 King Edward Road ...	Jan., 1917
268	Wilkins, Ronald Leaver ...	60 Windmill Road, Gillingham ...	" "
269	Choat, Stanley ...	7 College Road ...	" "
270	Kidman, Henry ...	Loose Road ...	" "
271	Weller, Spencer Ed. ...	49 King Edward Road ...	" "
272	Humphries, Frederick ...	"The Hollies", East Malling ...	" "
273	Leaver, Leslie Alfred ...	"Hill House", East Farleigh ...	" "
274	Wood, Arnold ...	"Magnet Stores", Larkfield ...	" "
275	Ashby, Aubrey Ed. ...	389 Tonbridge Road ...	May, 1917
276	Tyrer, Reginald ...	Weaving Street ...	" "
277	Mackleden, Daniel ...	Sandway ...	" "
278	Barr, Mungo ...	Chapel Farm, Lenham ...	" "
279	Barr, John ...	Chapel Farm, Lenham ...	" "
280	Skewis, Jack ...	Bower Mount Road ...	" "

UPPER SCHOOL NOTES.

A special study of Charles Dickens's novels has been made this term. David Copperfield, Bill Sikes, Mr. Jingle and Sam Weller were popular favourites. It is encouraging to see the general interest in these grand old classics.

Good progress has been made in French and German. The importance of languages cannot be under-estimated in modern conditions of industry and commerce.

Periods of free study have been introduced during the term. Pupils may concentrate on their favourite subject, but must produce evidence of their work at the conclusion of the time.

Some of the work in History and Geography has been based on Dr. Otto Neurath's new method of visual presentation. The great save in time, and the efficiency of the symbols make this method very valuable.

We learn that :—

All Saints' has a knave surrounded by the Twelve Apostles.

Anne Boleyn left a cask of jewels at Leeds Castle.

Napoleon was cunning and had two wives.

A GRAIN OF SALT.

Scattered here and there throughout the universe are two elements, sodium and chlorine. Sodium is a curious, soft metal that can be cut with a knife; it is very difficult to keep pure. Chlorine is a coloured gas, which causes death to any living creature if breathed in any quantity. When sodium and chlorine unite, one atom of each, they form common salt. It is the most abundant salt in sea-water; it is also very common in places where salt water has been in days gone by. When there is a great deal of salt in any place, it interferes with life, and that is why salt is used to preserve things from the action of germs which would make them go bad. Salt and other components of sodium are to be found everywhere, and when salt is made hot, it gives forth a yellow light. The salt in the sea has been accumulating for millions of years, every mountain worn down by rain since the earliest days of the earth's crust has given the salt of its rocks to the oceans. It is estimated that in every cubic mile of sea-water there are a million tons of salt, and that there are five million cubic miles of salt in the sea.

G .H. Goodchild.



DISTRIBUTING THE WORLD'S GOODS.

A NEW PROFESSION FOR THE CAREERS SEEKER.

(Based on information kindly supplied by Mr. J. A. Dunnage, M.I.T.A., Hon. General Secretary of the Industrial Transport Association.)

A very pleasant fact about the handkerchief you carry in your pocket is, that you are carrying it about in your pocket! So nice and handy. It would be an awful bore, for example, if, every time you wanted to wipe your brow after swotting over those French verbs, you had to take a trip to Ireland, call at a linen factory, wipe your brow, and then return to your classroom! Rather fun at first. But brows and noses tend to want rather a lot of attention. After a time you would get very tired of wandering to and fro from the linen factory. We should.

Much better just to dip a hand into one's pocket, clutch a piece of linen all carefully prepared for the job, mop the offending brow, and get on with something perhaps a little more important.

Well, that's all very easy—provided some fellow-being has made it his business to bring the necessary linen from Ireland, where it is produced, to your pocket, where it is needed.

Luckily some fellow-being has. In fact, quite a lot of our fellow-beings busy themselves with transporting goods from the towns where goods are produced to the towns where they are used.

And the person responsible for distributing the goods that industry produces is called a Transport Manager.

The Growth of a New Profession.

The late Lord Balfour told an interviewer, as long ago as 1900, that "The problem of the last century has been production; that of its successor will be distribution." It was a very true prophecy; but it has taken us nearly thirty years to realise how true it was.

If you have read your daily newspaper very carefully you will have learnt that manufacturers have been studying with great care the problem as to how best to cheapen the cost of production so as to be able to compete with producers in other countries. The foolish ones have thought only of the production side of the question: the wiser ones have thought also of cheapening the costs of distribution.

Industry's habit had long been to let distribution take care of itself and to leave it as a spare time job for the office boy; but there is now a definite change, and, as an indirect result of the World War, there is growing up a newer body of thought in these matters. Higher costs all round, including transport costs, delays and congestion in transit, on one hand, and the increasing availability of fresh means of moving goods, on the other hand, have all helped to draw public attention to the question. Transport matters have been before Parliament during the last few years to a degree never before thought of. Transport is a front page news topic in the dailies. More important still, transport users are beginning to see that *they* are the people to be consulted and are making their voices heard in the councils of the nation, and the transport services are having to face up to a new mentality wherein they who pay the piper now insist on calling the tune. Firms, too, are realising that they must have some member of their staff who is specially trained to look after transport matters; otherwise, in the transport department, money and sales may be lost.

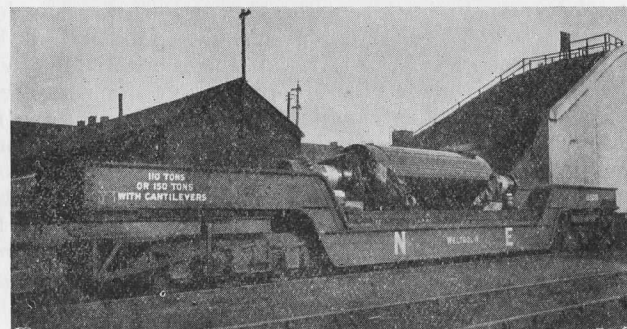
What Does the Transport Manager Do?

The industrial transport manager is, in a word, the specialist who controls the whole of the movement of goods, both within and without the factory. He or she (for there is now no sex bar in this new profession) is an integral part in any producing or distributing concern, moving raw materials from their place of origin far afield, by steamer, through the ports, and by rail, road or canal, right to the factory; supervising, also, the shorter but equally important transits through the factory premises. Finally, the transport manager is responsible for arranging the dispatch of the finished product to all parts of the country and abroad. The efficient performance of these manifold duties calls for the widest possible vision, careful training, and the aid of skilled assistants who have mastered some of the more simple points that constantly arise. Yet the task is one of the utmost fascination for—short of going overseas—it satisfies that love of romance which lies in every heart.

Let us enlarge a little upon the type of duties carried out by transport and traffic managers. They have to deal with railway companies, canal and road hauliers, both on routine matters and complex negotiations. Special knowledge of railway law and practice has enabled many traffic managers to secure a review of their firm's private siding agreement, and large and cumulative savings have accrued. Others, by a careful study of the General Railway Classification, have been able to consign their goods to better advantage.

Road Fleet and Shipping Problems.

Firms employing their own road vehicles usually place them under the orders of the transport manager; he will usually have on his staff, for maintenance work, a qualified engineer or foreman mechanic. Private railway wagons, canal barges, etc., come under the transport manager's control, and many ingenious schemes have been perfected for keeping track of such vehicles and getting the maximum of use from such costly equipment.



SHALL IT GO BY RAIL, ROAD OR WATER?—THE TRANSPORT MANAGER'S DECISION.

Shipping, too, opens up many problems, all of which come within the transport administrator's sphere. The packing department, which is so dependent upon efficient management, should be, but is not always, under supervision from "Transport." The packers and shipping experts must work together in order that, while goods are so packed as to be fully protected throughout their journey, the weight of the cases and consequent cost of rail, dock and freight charges is not unduly high. Much experience is needed to strike the happy mean, for to a knowledge of transport rates must be added some idea of the physical conditions at the overseas ports, and methods of conveyance of the goods to their ultimate destination.

Consolidating a New Profession.

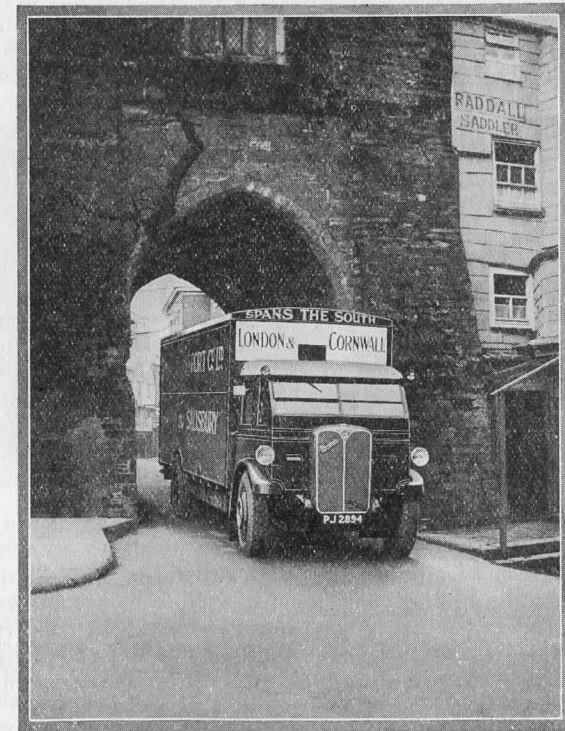
Thus the bigger firms are realising that the specialist transport manager is performing duties as vital to industry as those of the sales manager, staff manager, works manager, accountant and other departmental heads. Many alert minded people have noted this tendency and are profiting by it, besides making industry more efficient. Some in the earlier days of the profession may possibly have secured posts on the strength of very slender knowledge, but the standard of efficiency is quickly being raised and is tending to draw together the best elements of the profession for mutual contact, study and advancement, just as has been the history of the legal, medical, engineering, architectural, accountancy, and other older professions.

Winning Your Spurs.

A national association of industrial transport managers, now some six years old, is a sign of the times. Women, as well as men, were among the foundation members and serve, on equal terms, on its Council. This association has just perfected its official examination scheme, which is now beginning to guide the efforts of the educational bodies who will be able to train for this new profession along standard and rational lines. The examinations committee of the Industrial Transport Association have worked out their national scheme in close conference with representatives of the Association of Principals of Technical Institutions. The syllabus for Stage One of the Associateship Examination calls for some knowledge of the Principles of Accounts, Commerce, Industrial Transport Management in its elementary stages (including the elements of freight transport law, forwarding and receiving goods by rail, road and water), while an optional subject has to be chosen from among various languages, commercial geography, mercantile law and shipping law.

The above examination may be taken when the student has turned the age of 18, and two years later the final examination may be attempted. Here one takes the subject of Industrial Transport Management still further, and needs a good working knowledge of transport law and economics. Two optional subjects must also be taken from a wide range which includes Industrial Organization, Marine Insurance, Shipping Law and Practice, and the little-studied subject of continental traffic problems which, if thoroughly studied, would put the candidate into the winning class when seeking a post.

Upon passing this examination candidates are permitted to apply for advancement to the grade of Associate (A.I.T.A.). They must have entered into the lowest grade and become Junior Associates before sitting for any examination. Advancement from Associateship to Full Membership will come later when, at or after the age of 25, the candidate can satisfy the Council that he or she is in control of an industrial transport department of suitable standing, or has had at least five years' experience in industrial transport supervision of a nature and in an appointment which will bear the fullest investigation.



FLOWERS ARE ON SALE IN LONDON WHICH ONLY YESTERDAY WERE BLOOMING IN THE FIELDS OF THE SCILLY ISLES. A HUGE LORRY ENGAGED DAILY UPON THE FLOWER SERVICE.

Schools and colleges are just beginning seriously to tackle the matter of training for this comparatively new profession, and text books by the leading living experts are beginning to appear. These must be carefully studied, but almost equally important is the careful perusal of a good

daily paper as well as of the suitable technical papers—"Transport Management" for example—so that the current controversies and the day-to-day making of history which is such a feature of this profession, may be assimilated as quickly as possible. Transport matters are constantly engaging the attention of Parliament, for instance, and it would be a splendid thing for the young man who was ambitious to succeed if, instead of merely going round the House of Commons one Saturday afternoon with a party of rather bored visitors, he took the trouble to present himself one week night evening when the House was in session, and gained admission to the gallery to listen to a vigorous debate between the defenders of the road or of railway transport. Naturally, too, he should attend the Motor and Commercial Motor Shows, if at all possible, and ask for enlightenment from the officials at the various stands. He should also seize any chance that offers to visit some of the lesser-known parts of the railway organization, and see the inside of the dock premises and warehouses at his nearest port. This can always be arranged if a courteous note be sent beforehand to the Manager.

In this way the young man or woman will find that—although one says nothing to encourage the feeling that theory and science do not matter—a lot can be learned by observation, and the connection of one's profession with real practical things that are happening day by day will be apparent from the start; this will lead to a greater sense of satisfaction than may be possible if "work" means merely a desk, a ledger, and columns of dead and meaningless figures.

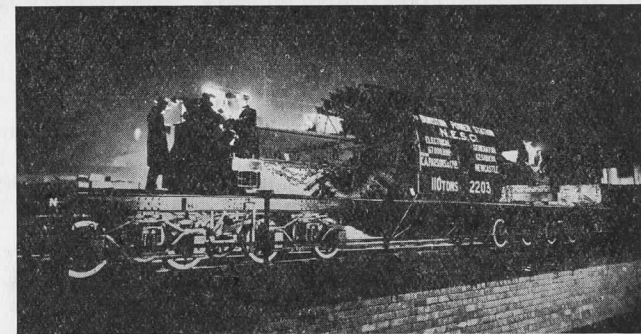
The Need to Specialize.

Although to fill one of the premier appointments the widest possible knowledge of transport in all its branches is essential, it is wise for the new entrant to the profession first to concentrate upon certain phases, seeking to become expert in, say, railway rates or conditions of carriage; road transport costings or route control methods; or bill of lading law and consular requirements. These will be strong points to urge when seeking an appointment, and will bring the aspirant under favourable notice if steadily developed when a junior appointment has been secured.

As to the securing of junior appointments: Besides the usual methods open to all, there is wisdom in linking up forthwith with one's professional body—since the Industrial Transport Association has its own Appointments Department which is doing useful work for both senior and junior members. Youngsters who, by entering as Junior Associates

and attending the meetings in London or in the chief provincial towns, have come into touch with the honorary officials and shown their calibre, are constantly being recommended to senior members who wish to add to their staffs. Indeed, members make it a point of honour to give to their junior colleagues such opportunities as arise, provided suitable applicants are available. Needless to say, a candidate so appointed gets every encouragement to prove his or her value and progresses according to merit.

That really is the strength of the case, to-day, for recommending this new profession. The demand for qualified industrial transport assistants is rapidly increasing and, since the profession is a young one, good entrants may expect to escape the long period of apprenticeship which in other and crowded professions may be so deadly. Given intelligence and initiative, there is no reason why the young traffic assistant should not quickly "make good." In fact, they are



HUGE MASSES OF MACHINERY ARE TRANSPORTED FROM MANUFACTURER TO USER. YET ONE SELDOM SEES THEM IN TRANSIT. HERE IS A HEAVY PIECE EN ROUTE AT NIGHT.

already doing so on every side. Not that it is by any means a "walk over" for anybody who cares to put in a few evenings a week "cramming," as the outline of the examination requirements will have shown. By no means. But a live young man or woman, under proper direction, can begin to show results here sooner than elsewhere, and, after a comparatively brief period of study along the right lines, can become of real service in an industrial transport department.

The Scope of the Work.

A final word as to the question of scope, and to explain why it is claimed that transport management is an expanding profession. Each year the British railways alone handle

some 250,000,000 tons of goods. The annual value of our import and export trade exceeds £1,400,000,000. Upwards of 10,000 private sidings adjoin the British railways—each the subject of a complicated legal agreement between the railway and the trading firm. Tariff policy will mean very many more complications in the Customs tariff of this country and most of our customers and suppliers overseas; and Customs regulations, bonded warehouses, etc., always mean outlay and the demand for skilled supervision. The number and diversity of types of mechanical vehicles for use on the road, the canal and in the air continues to expand. The factors to be considered in the purchase of such units and their use day by day call for constant expert attention. The legal situation of each means of transport and its relations with the public need constant watchfulness. The Road and Rail Traffic Bill alone will create, when it comes into force, a demand, immediately, for thousands of young men and women qualified to keep the records and render the returns likely to be imposed upon British industry. And so one might go on.

A Note on Salaries.

Salaries vary, as in every profession, with the importance of the firm, its volume of traffic and the enlightenment of the board of directors. They are at least as high as those awarded other administrative workers and are steadily rising.

The offices of the Industrial Transport Association are at Dudley House, Southampton Street, Strand, London, W.C.2. The Secretary is always pleased to furnish information of interest to the careers seeker.



MAIDSTONE MUSEUM.

Maidstone is fortunate in possessing such an excellent museum, apart from London, probably the best in the south of England. Several visits have been organized for the boys, and we are indebted to the museum officials for their lucid and valuable instruction.

We have visualized the Stone Age Man and compared plaster casts of the skulls and jaws of the chimpanzee, the Heidelberg and the Piltdown man. We inspected axes and knives of the last Ice Age men. Made by chipping a flint with a harder stone and deposited in gravel beds, we deduce that their camps were near a river. Towards the end of the Ice Age man began to develop a chin. He stood six feet high, and spent his time hunting bison and reindeer.

We saw the actual drawings of elephants, bison, reindeer and men made on bones by means of chipped flints. These men used saw-like harpoons attached to poles. These are contemporary with the first lassos and bone-daggers with handles made like animals. In France the remains of 100,000 horses have been found, but not one whole skeleton can be assembled. This indicates that only certain joints were used for food.

The Bird and County sections exhibited stuffed specimens of the lyre bird, pheasants, peacocks, eagles, etc., as well as local shells, squirrels and geese.

In the Baxter room are prints by John Baxter, the first person to make a print in colour. Among the models of boats is Sir Cloudesby Shovel's ship.

Great interest was shown in the Court Lodge Room with its pictures of Old Maidstone—All Saints' Church, the Old Palace, Town Hall and Bridge, not to mention the collection of truncheons and keys used by criminals, a very fine set of old watches and some Chinese carvings of chess-men, rattles and beads.

The Great Hall with its ancient fire-place houses, suits of Cromwellian armour and Old Seals of Maidstone.

E. Shaw.

METHODS OF FISHING.

The most general method is float fishing, where a bite is detected by the float disappearing beneath the surface of the water. The angler strikes at this moment, thus jerking the baited hook into the upper lip of the fish.

In hand fishing the float is dispensed with, and the angler detects a bite by the jerk on his rod instead of watching the float. The fish is landed as in the first case.

The most artistic method is to flog with a fly used as a bait and resembling a real insect alive and skimming along the surface. The most difficult task is ahead in landing the fish. The fish must be played by keeping the line just sufficiently tight. If it is too slack the fish takes immediate advantage of you and will break your line with a sudden jerk. If too tight the fish tugs hard and the top joint of the rod is liable to snap.

You work your fish near the bank and then slide a net under him, thus carrying him up to the bank.

R. Wood.

VISIT TO LONDON.

The annual School journey took place on Tuesday, 3rd April, and although the weather was not so kind to us as on previous occasions, it was agreed that the trip was as successful as ever. About 70 people left Maidstone soon after 9 o'clock, and the only tragedy occurred when one little fellow who had given up waiting for us at Larkfield was missed. We can only remind him that patience is a virtue. The party arrived at the Croydon Air Port, and after assembling on the roof of the main building were shown over the port by a very informative guide. We inspected the booking halls, charts, hangars, and were allowed privileged views of the interiors of a number of machines, including Imperial Airways, Sabena, French, Dutch and German Lines. We witnessed the arrival of an Imperial and a Dutch air-liner, and were interested in the departure of one of the largest mail planes for Paris. It was then suggested that some of the boys might like to make a short trip, and special reduced terms were arranged. Eighteen boys and parents and two of the Staff availed themselves of the offer, and had a thrilling flight, four at a time, in a Puss-Moth. It was rather a unique occasion, and all very much enjoyed the experience. When the potential flight-lieutenants had returned to terra-firma the party moved off to the Zoological Gardens, and scattered itself in all directions. Many had not been before, but even to the old hands there was much that was new. It is almost impossible to exhaust the interests of the Zoo. Monkey Hill was as usual popular, and so was the feeding of the lions. Large quantities of nuts were bought, and several boys inform us of their intention of becoming attendants for the Zoological Society. At 6.30 the return journey was commenced, and a speedy journey home concluded an enjoyable and satisfactory day. We were pleased to welcome such a

large number of parents, and are glad of the opportunity of rebutting the mischievous suggestion, made by one of the boys, that they accompanied us in order to see the safe return of the boys from the Zoo! William the Silent.

INDUSTRIAL GEOGRAPHY.

On the 12th of February we visited the Paper Mills at New Hythe.

The pulp is brought up the Medway and unloaded by large cranes. The stock of wood pulp normally amounts to 5,000 tons. The pulp is mixed with water and beaten until it is like a paste. China clay is then added in order to make the paper smooth. The mixture is then strained over an endless wire gauze in order to get rid of the water. It is next rolled to squeeze out more water and then dried. It is then cut into the required lengths and widths.

Craft paper is what is commonly known as "brown paper". The difference between craft and ordinary paper is that craft paper is pure, therefore it is stronger.

They have, in the works, the largest craft paper-making machine in the world. It can produce 5 tons of paper 25 ft. wide in one hour. The paper is dried by passing it over a large cylinder 10 ft. in diameter, the outside of which has to be continually burnished for the slightest spot of dirt will spoil the paper. The motors which drive these huge machines are regulated by a sort of differential gear, which keeps all their speeds the same.

To drive one machine only, there are two 200 h.p. motors and three 75 h.p. motors. About 1,500 men are employed in the works.

On the 19th February we were taken round Messrs. Style & Winch's Medway Brewery in Peter Street. We were shown the storerooms in which the malt and hops are kept. The malt is passed over a magnet to take out pieces of wire and nails. It is then mixed with water and boiled for 1 $\frac{3}{4}$ hours at a temperature of 150 degrees F. To this liquid the hops are added. The hops are added for three reasons: (1) Because of their preservative properties; (2) because they flavour the beer; and (3) to prevent the "break" from forming too soon. The "break" is a precipitate which forms while the beer is being cooled. About 8 lbs. of hops are added to 340 lbs. of malt.

The mixture is then boiled for two hours, during which about 10 per cent of the liquid is boiled away. It is then cooled down to 60 degrees F and pumped into a hermetically sealed room, into which purified air is pumped.

Next yeast is added, and the mixture is left for three days to ferment. When this process is finished it is pumped into the bottling department. Here the bottles are automatically washed, filled, capped and labelled at the rate of 6,000 an hour.

We were shown the beam engine which supplies the motive power for every machine in the works. Samples of the beer are taken during every process and tested in a laboratory. We were shown some yeast cells under a microscope, and we had a very enjoyable visit.

On the 15th of March a party of boys went to Messrs. Anstey's Motor Show. Our guide explained to us the various functions of the parts of the internal combustion engine. We were then shown the latest cars, and new ideas, which all go to make car driving easier.

About 20 boys went down to the Maidstone Electricity Works on the 26th of March.

The whole process starts at the river, where the coal is brought in. About 110 tons of coal are used every day. Water for the boilers is also drawn from the river. There are two cooling towers which are used for cooling the water when the river is low. They have two boilers capable of producing 30,000 lbs. of pressure of steam per hour, and one capable of producing 60,000 lbs. per hour. The pressure in all boilers is 225 lbs. to the square inch. We were shown dials which indicate the power supplying the trolley buses, and by which the switchboard operator can tell when a trolley bus starts or stops, and whether it is going from Barming to Loose or vice versa. We were also shown a lever which is capable of stopping every trolley bus in Maidstone.

To supply the town lighting there are two 875 kilowatt generators driven by triple expansion engines. We were shown the grid control panel and the dials which show what current has been imported from neighbouring towns and what current has been exported. This panel is controlled by an electric clock, which always registers exact Greenwich time.

E. Shaw.

PRIZE DAY AND CONCERT.

This event, at the end of the Christmas Term, was held in the Corn Exchange. Mr. Piper, in the School report, stressed the value and importance of a sound commercial training, and commented with some detail on the work of the School. The prizes were distributed by the Rev. C. W. Martyn. The concert reached a high level of excellence, and included a violin solo (R. Harle); Christmas play, "Dick

Whittington", by the Preparatory boys; vocal items (Mr. Bettle); pianoforte (S. Reynolds, F. Hunt, Mrs. Stanford); dialogues (Mr. Williams and Mr. Bettle); the witch scene from Macbeth (Upper School); "Pied Piper of Hamelin", a play by the Third and Fourth Forms, and a most amusing sketch entitled "Breakfast Time" (F. Vidler and J. Piper).

The prize list was as follows:—

Easter Term.—R. Bodiam, VI; G. Stone, V; M. Betts, IVa; L. Morgan, IVb; R. Corke, IIIa; B. Westover, IIIb.

Summer Term.—A. Baxter, VI; J. Elbourn, VI; R. W. Randall, IVa; D. Noakes, IVa; R. Wood, IVa; E. Austin, IVb; L. Morgan, IVb; J. Beale, IVb; R. Brett, IIIa; D. Colinese, IIIb.

Christmas Term.—H. Hogg, VI; R. W. Randall, V; D. Noakes, V; L. Beale, IVa; M. Higgins, IVb; R. Corke, IVb; A. Wheeler, IIIa; J. Marshall, IIIa; P. Fulljames, IIIb; H. Mungham, IIIb.

Subject Prizes.—J. Piper (Mathematics), F. Vidler (English), G. Goodchild (Languages), E. Shaw (Science), K. Whibley (History), L. Noakes (Scripture), R. Wood, G. Goodchild, R. Yuill, A. Wheeler (Mapping).

Public Examinations Prizes.—D. Potts, F. Vidler, J. Elbourn.

Preparatory Prizes.—Div. A: A. Barham, A. Baker, A. Taylor, C. Beale; Div. B: G. Griffin, R. May; Div. C: R. Sawyer, E. Skinner, R. Croucher; Div. D: R. Relf, R. Farant, P. Allen.

Certificates.—T. Joyce, VI; F. Vidler, VI; J. Elbourn, VI; G. Goodchild, V; K. Morgan, V; R. W. Randall, IVa; R. Wood, IVa; B. Ball, IVa; R. J. Randall, IVa; E. Austin, IVb; J. Beale, IVb; R. Yuill, IVb; W. Tucker, IVb; F. Hunt, IIIa; J. Marshall, IIIa; D. Edmed, IIIb; J. Stockbridge, IIIb.

Challenge Cups.—Cricket Cup (presented by Old Boys), St. Augustine's, A. Baxter (Capt.). House Cup (presented by the Principal), St. Peter's, J. Elbourn (Capt.). Football Cup (presented by Mr. McCabe), School, D. Potts (Capt.). School Captain Challenge Cup (presented by Old Boys) and Medal, H. Hogg.

The proceedings terminated with cheers and the National Anthem.

THE OLD BOYS' ASSOCIATION.

The most important event in the Old Boys' year was the Annual Dinner, held at the New Inn Hotel on Wednesday, 24th January. Just under 30 members were present, and al-

though the weather undoubtedly prevented some of our London friends from visiting us, the numbers were rather disappointing, the more so in view of the very excellent repast prepared for us by Mr. and Mrs. Thomas, of the New Inn. The speeches were brief but bright. Mr. Williams welcomed the Rev. Martyn, the Guest of the Association, who in reply said how closely he had been connected with the School, and spoke of his long and cherished friendship with the late Mr. McCabe. Mr. W. C. Beale, the Chairman, in replying for the Association, paid a tribute to the growth of the membership, but to stimulate it further he proposed to offer to the member who introduced the most recruits a smoking cabinet which had belonged to their late founder, and which he had recently bought. "The School" was proposed by Mr. Goodman, who said that the duty of the School was to produce not only scholars and sportsmen, but also gentlemen. The President and Principal, Mr. H. I. Piper, in reply, paid a warm tribute to the loyal support of the Association. He was greatly encouraged by the rapid growth of the School, and stated that he was sure that he and his able Staff were carrying on the fine traditions established by their revered founder. Mr. Bettle paid a generous tribute to the hard work of the Officers, and Messrs. Birchell, Fowles and Solman replied, recalling in their speeches many amusing School incidents. The company was entertained by that talented artist, Mr. Baron, of B.B.C. fame. We sincerely hope that all Old Boys will make a special effort to be at next year's Dinner, for it is an ideal way of meeting one's old School pals, and recounting former exploits. A jolly evening is always assured.

A very successful social was held at the Central Café on 22nd March, when about 80 people were present. It was pleasant indeed to dance to the Rhythmic Band. An excellent cabaret was also included, comprising the following artistes, the Mallisons, syncopated duets; John Appelwaite, an astute boy step dancer; and Walt England (That Crazy Guy), who kept everyone in fits of laughter. In addition there were prizes for novel competitions and games. In response to many requests a summer social will be held on 31st May. Please note—Central Café, Price 1s. The monthly meetings have taken place to manage the Association's business. It is proposed that after the formal affairs have been dealt with to invite a speaker to address the members. All Old Boys are cordially welcomed on the last Tuesday of each month.

CAREERS!

SPECIALISED TRAINING

for careers in

PROFESSIONS AND COMMERCE

as

Chartered, Incorporated, Certified and Corporate Accountants, Municipal Accountants and Treasurers, Commercial Accountants, Cost Accountants, Auditors, Company Secretaries and Registrars, Works Managers, Office Managers, Cashiers, Bank and Insurance Officers.

CIVIL SERVICE

Inspectors of Taxes, Customs and Excise, Executive Class, Clerical Class, Post Office, Assistant Preventive Officers, Inspectors of Factories, Examiners in Board of Trade and Patent Office, Traffic Superintendents in Telephone Service, Accountant Officers in Royal Air Force, Aircraft Apprentices and Apprentice Clerks in Royal Air Force, Apprentices in H.M. Dockyards and Royal Navy, Indian Police.

EXAMINATION SUCCESS RECORD

The School's brilliant record of successes in the recognised Professional and Commercial Examinations provides conclusive evidence of the efficiency of the training.

Boys shortly leaving school should send for free 180-page Guide to Careers in Professions and Commerce, or 50-page Civil Service Guide.

THE SCHOOL OF ACCOUNTANCY

463 BUSH HOUSE, LONDON, W.C.2

GAMAGES

NATIONAL HEADQUARTERS
for MECCANO and HORNBY

Whether you are a newcomer or already experienced in the thrills and pleasures of the Meccano and Hornby Boy, you will find that Gamages, as National Headquarters, offer by far the most complete and expert service in the Kingdom. Our huge stocks of all Meccano Outfits and Accessories and Hornby Trains enable us to give prompt delivery, while the advice of our staff of specialists is yours for the asking.

Send for Gamages' Meccano and Hornby Booklets.

GAMAGES, HOLBORN, LONDON, E.C.1

Telephone : HOLBORN 8484

Here is a British-made Pump that will give you excellent service

The Bailey's 'SUPER' Pump

Celluloid covered with extra thick celluloid

Made in two styles—(A) with solid drawn steel lining ... 2/- each
 (B) with solid drawn aluminium lining 2/3 ..



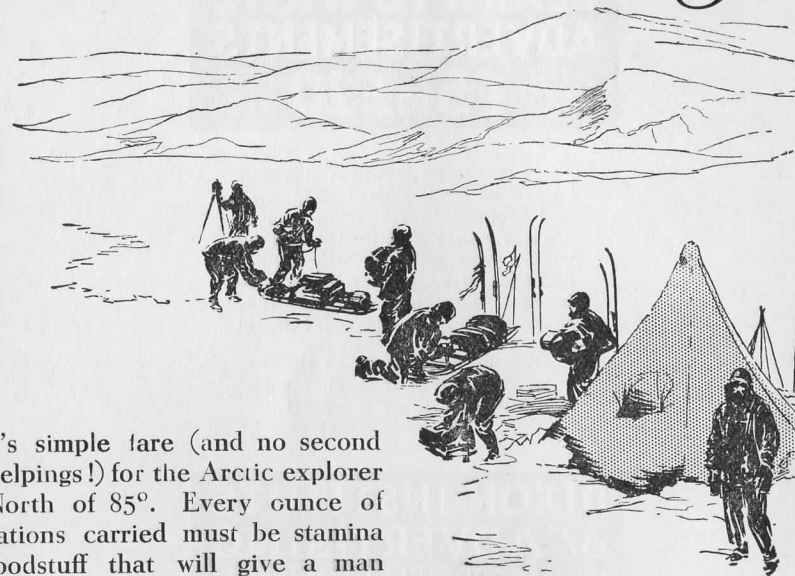
Cannot Warp nor Leak. Solid Drawn

The linings of these SUPER Pumps are solid drawn cartridge fashion, each barrel being drawn up from its own metal blank so that the ends of the barrel are all in one piece, and therefore the Pump cannot leak.

If you cannot obtain from your Dealer, send cash to the Makers,

**APEX INFLATOR CO., Ltd.,
 ALDRIDGE ROAD, PERRY BARR, BIRMINGHAM**

North of 85°—



It's simple fare (and no second helpings!) for the Arctic explorer North of 85°. Every ounce of rations carried must be stamina foodstuff that will give a man strength to keep on—and on—and on. *Chocolate always finds a place on the sledge.*

For your own explorations and ramblings you can't beat chocolate. Better buy Cadburys Milk Chocolate if you want a chocolate that tastes rich and creamy and extra good. For dealing with that "empty feeling" you can't beat Cadburys Milk. And what a big chunk you get for 2d!



Also in 1d. bars

CADBURYS

2oz. Milk Block 2d.

LEARN TO WRITE ADVERTISEMENTS

AND
EARN
FROM

£5 to £20 PER
WEEK

The cry of the business world is "Give us good Advertising men and women." We train you to become a specialist in Advertising where your services will readily find a lucrative market. Few professions offer such opportunities, or work that is more congenial

Unique offer open to those writing for our free book "Advertising as a Career," to Dept. 85.

DIXON INSTITUTE of ADVERTISING

195 OXFORD STREET, LONDON, W.1.

PHONE: GERRARD 2304.

AUTHORSHIP

STUDENTS who may be interested in Literary work are invited to submit MSS at any time for prompt and free consideration, whether for service through Literary Agency Department, in submitting MSS to likely periodicals for serial use; or for publication in booklet or book form. No reading fees are charged. Authors will doubtless find benefit from the "Writer's own Magazine" (published monthly at 6d. Specimen copy 7d. post free), as also from the book "Authorship as a Career", 2/6 net, which has had large sales, and which is of exceptional value to all Literary aspirants.

£200 cash is offered for a first Novel, £50 cash is offered in prizes for poems.

Address both correspondence and MSS direct:

Messrs. Arthur H. Stockwell Ltd., 29 Ludgate Hill, London, E.C.4