



The School Magazine
OF THE
MAIDSTONE
COMMERCIAL
SCHOOL.

Vol. VI. No. 18.
October — 1936.

Wm. A. Boseley,

F.A.I. F.C.I.A.

**Auctioneer, Valuer, Surveyor, House & Estate Agent,
Architect, Certificated Bailiff.**

Specialist in
**Town Planning, Rating Appeals & Compulsory Purchase,
Valuations** for Probate and other purposes.

Proprietor: **Maidstone Auction Rooms.**

Fortnightly Sales of High-Class Furniture, Works of Art, Silver, Books,
Stock-in-Trade and Miscellaneous Effects.

Agents for ALL LOCAL BUILDING ESTATES, PRINCIPAL BUILDING
SOCIETIES, LEADING INSURANCE COMPANIES.

Estate Offices: GRANADA BUILDINGS, MAIDSTONE
(Opposite Granada). 'Phone 3544.

KENT'S SPORTS HOUSE.

**SPORTS and GAMES
SPECIALISTS.**

**HUBBLE & FREEMAN,
GABRIEL'S HILL, MAIDSTONE.**

Phone Maidstone 3497.

ILLUSTRATED CATALOGUES ISSUED FREE.

MAIDSTONE COMMERCIAL SCHOOL MAGAZINE.

Vol. VI. No. 18.

October, 1936.

SCHOOL HISTORY.

School Calendar:—

Tuesday, 27th October.—Old Boys' Meeting.
Monday, 2nd November.—Half-Term.
Wednesday, 18th November.—Old Boys' Dance.
Tuesday, 24th November.—Old Boys' Meeting.
Monday, 30th November.—Examinations begin.
Saturday, 19th December.—Mecanno Display. Term ends.
Thursday, 14th January.—Easter Term begins.
Wednesday, 20th January, 1937.—Old Boys' Dinner.

SALVETE.

During the Summer Term the new boys were:—

No. 184.—D. H. Swan, Prep. (St. Augustine's).
No. 185.—P. J. Taylor, V. (St. Augustine's).
No. 186.—R. J. Knight, IIIa (St. Peter's).

VALETE.

This term saw the completion of the school days of many familiar faces. We wish them well in their future careers, and we hope that a honourable and successful life lies ahead of each one, and that they will prove a credit to the school where they were educated. The list of names and length of school life is as follows:—

K. H. Whibley, 6 years, with Messrs. Hall and Co. Contractors.
N. Sturt, 6 years, in his father's greengrocery business.
S. H. Farman, 6 years, with Messrs. Baird and Co., Canning Factors.
K. Bonner, 5 years, with Messrs. W. H. Smith and Sons, Stationers.
P. J. Randall, 5 years, in his father's hotel and catering business.
R. S. Brett, 5 years, with Messrs. Laurence and Co., Wholesale Grocers.
F. H. Mercer, 3 years, in his father's farming and fruit-growing business.
I. A. A. P. Newman, 3 years, with Messrs. Featherstone, Electricians.

M. G. Froud, 3 years, in his father's garage business.
L. E. Baker, 2 years, in his father's fishmonger's business.
C. W. Tombs, 2 years, entering an outfitter's business in London.
L. F. Rippengal, 2 years, who has entered a boarding school.
W. A. Shoebridge, 1½ years, with Messrs. Anstey and Co.,
Garage.
E. Harries, 1½ years, training for Commercial Travelling.

The majority of the above posts were found for the boys by the school. We keep in touch through the O. B. Society and by other means with 95 per cent. of the boys leaving, and the records only show 2 boys who are to-day out of a post of those who have left school during the last 3½ years.

EXAMINATION SUCCESSES.

The summer term is usually a lean time for examination results, but five boys have succeeded since April as follows:—

- B. W. Finn, Institute of Auctioneers and Estate Agents, Preliminary Certificate (Evening Student).
- G. H. Goodchild, London Chamber of Commerce Certificate, with distinction in Arithmetic and Geography.
- J. H. E. Piper, Royal Society of Arts Certificate in Book-keeping, stage I., passed with credit.
- G. H. Goodchild, Royal Society of Arts Certificate in Book-keeping, stage I., passed.
- F. E. M. Betts, Royal Society of Arts Certificate in Book-keeping, stage I., passed.

This term we hope to enter ten boys for the Senior, Junior, and Preliminary College of Preceptors Certificates, and also other candidates for Book-keeping and Shorthand. There may also be entries for the London Music Examinations.

Details of many school activities will be found elsewhere in the magazine, but naturally the great event of the term has been the transference of the school to the beautiful and spacious premises at The Elms, London Road. The move proved a very busy time, and is responsible for the rather late appearance of this magazine. The decision to move from number 8 appears to have been a wise one. It is certainly tremendously popular, especially with the boys who appreciate the lofty rooms and extensive grounds. As soon as the news leaked out, applications for vacancies began to pour in for this term and also the New Year with the result that we have nearly 20 new pupils this term. The overcrowding problem is not likely to arise for a term or so, but we can see it looming near if we continue at this rate. Even so, there is plenty of room for expansion.

Another matter for congratulation is the use of the fine playing fields at the Athletic Ground for School Games. This pitch, used by Maidstone United team, is probably the finest for some miles around this district. We are continuing the scheme for special games under the tutorship of Mr. Davidson, the International footballer.

We must make a brief reference to the adoption by the school, under the auspices of the British Ship Adoption Society, of Captain Stott's vessel, British Petrol. Letters are exchanged and we hope to keep in close touch with the movements of the ship. Further particulars will be published in our next issue.

It will be noticed that this term we are incorporating a few advertisements in the magazine. This will enable us to produce bigger and brighter issues as we have been compelled to use a good deal of editorial blue pencil in the past. All the advertisers are connected with the school in some way, generally by the fact of sons being present or past pupils, and we trust our readers will support the traders who make use of our pages.

UPPER SCHOOL NOTES.

We were all pleased that Goodchild did so well in The London Chamber of Commerce Examination. This success (two distinctions) and winner of the Victor Ludorium Cup for 3 years is a crowning achievement to a fine school career. We hope it will inspire all our candidates for the December examinations.

We are interested to learn that M. Betts has been asked to show a collection of stamps at the Maidstone Museum by the local Philatelic Society. Month by month members exhibit at a stand near the bird room. We understand Betts' collection will be mostly of new colonial issues.

An enjoyable visit was paid to the special exhibition of nature photography at the Museum. This consisted of 100 of the best photos lent by "Country Life." Truly remarkable were some of the shots, and the sheer beauty of a gannet landing will not be easily forgotten. In many instances the pictures have only been secured after weeks of patient and persistent effort. Here is a hobby worth following. No harm comes to the subjects, and the collector is often rewarded by a photo of permanent worth and beauty. We were indebted to Mr. Norman Cook,

B.A., who arranged the exhibition, for an interesting talk. A similar exhibition is to be staged of birds and animals "shot" in Kent. Get your cameras ready.

Our terminal "feast" took place this time in Little Switzerland. Some exciting games were played afterwards. Many boys could have run better if they had not eaten so much.

After the match at Mereworth several boys accompanied Mr. Williams, and visited the fine old church at Watringbury. Then tea was taken in a near-by orchard.

Although this is a term with many out-door activities much hard work has been put in. The syllabus in Literature, History, and Geography is being well covered. Mrs. Haine, B.A., reports good work in French, and Miss Flux in Book-keeping. Miss Filmer also sends good reports of the Type-writing.

We can regard the term's work and sport with satisfaction.

WE LEARN THAT:—

Salome danced before Harrod(s).

The person who said "Kiss me Hardy" was Laurel.

King Canute was the son of Swine the Dane.

Henry II. died of a surfeit of palfrys.

CYCLE RIDE.

An interesting cycle ride, organised by Mr. Williams, was enjoyed by about twenty members of the school. We commenced our journey via the London Road to Allington, where we inspected the construction of the new locks. From there we had a rough ride over some narrow paths which eventually brought us to Aylesford. We continued on our way over Aylesford Bridge, and on to the "Friars," the residence of Mr. and Mrs. Copley Hewitt. A conducted tour was then made round this old building which was formally a monastery. Our guide pointed out the wing which has just been restored after serious damage by fire. We then visited the old refectory, which stands on the river bank. The beautifully kept gardens were a pleasure for one to see. A novel feature was the number of entwined grass pathways, which gave a lovely effect.

R. T. Rand.

INTERESTING TOPICS.

THE ATMOSPHERE.

The atmosphere of the earth consists of a mass of gasses which are associated together, not as a chemical compound, but as a mechanical mixture. They extend to a height, variously estimated at from 45 to 212 miles, and pressing on every part of the earth's surface with a pressure of about 15 (14.73) pounds per square inch. The existence of this atmospheric pressure was first proved by Torricelli, who thus accounted for the rush of a liquid to fill a vacuum, and who, working out the idea, produced the first barometer.

The average height of the mercurial column, counterbalancing the atmospheric weight at the sea-level, is a little less than 30 inches; but the pressure varies from hour to hour, and roughly speaking, diminishes geometrically with the arithmetical increase of altitude.

The atmosphere manifests electricity, which is made sensibly observable when we get, what people call, a flash of lightning.

R. D. Corke.

THE HINDENBURG'S RECORD FLIGHT.

The record flights of this great German airship across the North Atlantic Ocean have set up once more the question of the value of the airship. The German airship made her first westward voyage in 68 hours, 38 minutes, and returned in a shorter period of 48 hours, 18 minutes, and on each flight carried large quantities of mails and cargo. Throughout the two flights the vessel travelled smoothly and easily, and the passengers were greatly impressed by the absence of noise, also the comfortable journey of crossing. In these respects the airship has a great advantage over the aeroplane, which is noisier and less roomy, although it is far speedier. The Hindenburg's success may lead to a new interest in this kind of vessel in other parts of the world. Airship construction in America and in this country was stopped after the disasters to the R101 and two American vessels, "Akron" and "Macon," and only Germany retained a belief in these great vessels. The successful achievements of the "Hindenburg" and the "Graf Zeppelin" have completely justified their belief. Already a new airship construction programme is being considered in the United States. If the "Hindenburg" maintains a regular and steady service as the "Graf Zeppelin," the authorities in this country may have to change their view on this subject.

P. J. Taylor.

BROADCASTING HOUSE.

When Broadcasting House was built, it was necessary to have the studios insulated against outside noise, so a brick wall without steel framework was put round them. Being artificially ventilated and needing no windows, these studios were placed in the centre of the building. Offices requiring daylight were placed round the outside. As studios need to be insulated music libraries and book stores were placed in the floors between.

Broadcasting House looks bigger than it really is owing to the number and size of windows, of which there are many because of the numerous small offices required.

There are two aerial masts on the roof which are used for ultra short-wave experimental transmissions.

There are over a score of studios. They include studios for dance bands, vaudeville, children's hour, talks, military and other bands, debates, and religious services.

The vaudeville studio is designed to give the performers the illusion of being on the stage. The audience accommodation is, floor level 45 seats, and gallery 32 seats. There are wings and spotlights.

Each studio has a silence room with a window facing the actual studio, and is in telephonic communication with the main control room. Important studios have listening rooms for producers and announcers.

Two small studios and a centre news editors' lobby, are used for broadcasting news bulletins, and emergency gramophone concerts. Peep-holes in the doors of these rooms allow all persons inside to be seen.

Special desks have been devised for reading news, and playing records. The announcer sits in the curve of the desk in a revolving chair and can turn right or left to read news or adjust records whilst sitting in his chair.

Conditioned air is supplied for all studios to maintain an even temperature. The refrigerating machine used for this purpose would be capable of freezing 200 tons of water per day. 260 tons of air are used per day. The heating apparatus consists of two boilers, each capable of raising 7,000 pounds in an hour.

Here are a few brief statistics about Broadcasting House. Weight about 24,000 tons. 43,000 tons of material was excavated for underground rooms and foundations. There are a mile of corridors, over 1,200 stairs, 800 doors, and 7,500 panes of glass.

E. Hughes.

DIESEL ENGINES FOR RACING CARS.

The Diesel internal combustion engine is becoming familiar to everybody, for since its introduction by Dr. Rudolph Diesel, its inventor, about 1895, it has been developed to such an extent that it is now capable of many applications. Engines of this type differ from those using petrol in the absence of sparking plugs and magnetos, for the heavy oil employed in them is ignited as the result of a high temperature developed in their cylinders by the compression of the air necessary for combustion.

A Diesel engine possesses many advantages as compared with a petrol engine. One of these is the comparative simplicity due to the absence of electrical means of firing the charge. In addition, the oil used is comparatively cheap and practically non-inflammable, a feature that makes the engine much safer than one using petrol, which has a low ignition temperature. These facts, together, make the development of Diesel engines in use in motor-cars and aeroplanes very desirable.

N.B. A German heavy oil Diesel car is being exhibited at the Paris Motor Show.—Editor.

W. Tucker.

PAPER.

Paper is an aqueous deposit of vegetable fibre. Real paper is prepared from fibrous pulp. The art of paper-making originated in the East, and was brought to Europe proper by the Crusaders. The first English paper mill was built by John Tate at Hertford about 1496. In 1739 **Whatman erected his Maidstone mill.** In 1798 Louis Robert invented his paper machine. The first Fourdrinier machine, an improvement on this, was erected in Two Waters Mill, Hertford, in 1804. In 1831 a machine was constructed in all essentials like the one in use to-day. In 1861 the duty on paper imported into Great Britain was abolished. It is to the production of ground wood (1840), and to the sulphite process of producing chemical pulp from wood, that we largely owe the cheap press and the modern newspaper.

C. Bincham.

FLYING RECORDS.

The French beat us by 350 miles in the long distance non-stop record, when in August, 1933, Messrs. Cordos and Rossi flew 5,654 miles from America to Europe.

Previously they had made a circuit flight of 6,585 miles, lasting 76 hours, 33 minutes, 50 seconds, without refuelling. By refuelling in the air, an American machine has remained aloft for over three weeks.

Motorless gliders sometimes go a long way, the longest yet being Heinrich Dittman's journey of 235 miles in July, 1934. He is a German.

The gliding duration record was also made in Germany, when, in August, 1933, Kurt Schmidt stayed in the air for 36 hours, 35 minutes.

D. Bradley.

DYNAMITE AND NITRO-GLYCERINE.

Nitro-glycerine, the most powerful explosive in common use, was discovered in 1846 by the Italian scientist Ascanio Sobrero. It is made by treating glycerine with a mixture of concentrated nitric and sulphuric acids.

It proved too difficult and dangerous for practical blasting purposes until Alfred Nobel of Sweden began his experiments in 1862. Nobel's brother was blown to pieces during the tests, and Nobel was forced to move his laboratory to a barge anchored in the middle of a lake. Then a ship loaded with nitro-glycerine blew up off Colon, Panama, and most of the nations of the world forbade their vessels to carry it. But the Swedish chemist refused to abandon his labours, and in 1866 he was rewarded by the invention of dynamite. This is today the commonest and safest of the high explosives.

Dynamite consists of a mixture of the liquid nitro-glycerine with some kind of absorbent substance, giving it a solid form. The absorbent used by Nobel was "kieselguhr," a kind of earth formed by countless millions of tiny fossil plants known as diatoms. Later wood-pulp, charcoal, plaster-of-paris, and many other substances came to be used as absorbents. Perhaps the most powerful form of dynamite is the "blasting gelatine" devised by Nobel in 1875.

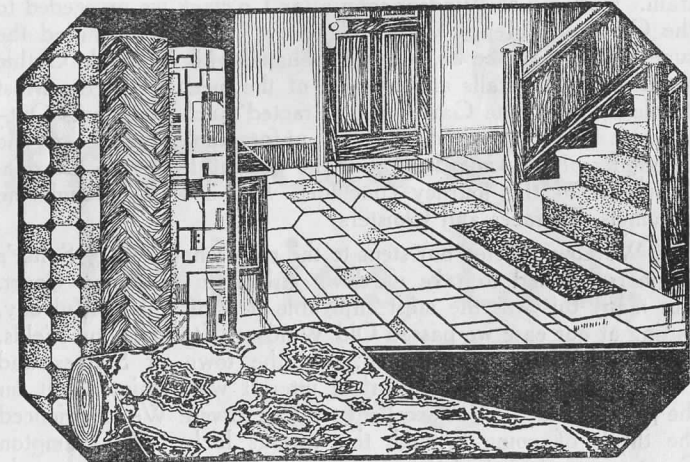
Ordinary dynamite is usually made in the form of "sticks" from one to two inches in diameter, and about eight inches long. These are covered with paper wrappers coated with paraffin to keep out moisture. If a small quantity of dynamite is set on fire, free from pressure, jar, or vibration it will burn; but if the least blow strikes it while burning, such as the fall of a tiny pebble, it will explode with great violence. Dynamite is usually set off with a detonator or blasting-cap.

R. T. Rand.

ANNUAL SCHOOL JOURNEY.

The popularity of the Annual School Journey seems to increase if numbers may be taken as a guide. Our first visit to London in 1932 consisted of a party of 42. On the occasion of the outing to the Houses of Parliament and the London Docks

LINOLEUM and FLOOR COVERINGS OF ALL DESCRIPTIONS.



LODER & PAYNES

have the biggest stocks and best variety of
inexpensive floor coverings in the district.

Felt Base Lino,
Congoleum,
Cork Linoleum,
Inlaid Linoleum.

All standard qualities at
prices interesting to all who
study economy.

— ESTIMATES FREE.

"SHOP AT THE ALWAYS-BUSY SHOP."

LODER & PAYNES, 87 & 88 Bank St.,
Phone 2343. **MAIDSTONE.**

our numbers increased to 61, and these figures were eclipsed by the 78 persons who accompanied us to Southampton Docks, and to the Empress of Britain last year. We are glad to report that our party this year consisted of 87.

The special train left Maidstone East at 9.30 on June 29th. We were delayed by a rail mishap at Clapham for 45 minutes which rather upset our careful arrangements. However, it gave us more time to digest the lunch which was taken aboard the train. Arriving at Windsor soon after 1 o'clock we proceeded to the Castle via Henry VIII's Gateway. Here we admired the superb beauty of the St. George's Chapel with its simple Gothic grandeur. The stalls and banners of the members of the Most Noble Order of the Garter also attracted much attention. Outside we were presented with an unforgettable picture of the Changing of the Guards against the beautiful Terrace Garden. This part of the journey concluded with a walk through the Precincts, Terraces and Cloisters.

We now directed our steps to the river where two of Salter's steamers awaited to take us down stream to Hampton Court. For many this was the most enjoyable part of a delightful day. Sitting at our ease we passed Old Windsor, Eton Playing Fields, Datchet, Magna Carta Island, and the town of Staines and Shepperton. Places of historical interest were pointed out on the plan provided. An excellent tea was served. We experienced the thrills of going through the various locks. At Hampton Court, rain, which had threatened earlier, fell, and we were only able to walk through the main buildings. A few hardy spirits ventured into and out of the Maze. The weather certainly damped our ardour, and it was a pity that we missed what have been called "the finest gardens of the finest house in Europe."

The journey back was made safely and quickly. Though we had not seen all that we intended it was a very full day, and we shall remember for a long time the beauties of Windsor and Father Thames.

CRICKET.

The weather this season has not been good to us, but on the whole we have not done badly. Goodchild, who has been playing for an outside team, was missed very much as his absence caused a serious weakness to our team, Hughes has made a very capable deputy as Captain in his place.

The best match of the season was the School v. The Old Boys, Goodchild captained the School in this match, and proved to be very useful, Hooker displayed some fine batting.

THE ONLY WAY
TO RADIANT HEALTH

Drink Milk From
**Primrose & Len
Dairies, Ltd.,**

19 & 35

Lower Stone Street,
Maidstone.

Maidstone's Milk Specialists.

WE SUPPLY THE SCHOOL,
WHY NOT YOU?

Phone: Maidstone 2610.

We have enjoyed having Mr. Williams to play with us this season, and his interest in the First Eleven has given it great encouragement.

The Fourth Form proved victors over the Upper School in two of the three matches played between them early in the term, the other being a draw. They also gained a smashing victory over the Third.

Results for School matches for the season are:—

30th May, v. Marden, away, lost; Marden 51, School 34. 13th June, v. Marden, home; abandoned owing to rain. 4th July v. Boxley, away, lost; Boxley 109. 11th July, v. Marden, away, drawn; Marden 39, School 29 for 8 wickets, rain stopped play. 16th July, v. The Old Boys, home, lost; Old Boys 129 for 3 wickets declared, School 67 (Hooker 29). 17th July, v. St. Peter's Choir, away, won; St. Peter's Choir 26, School 52. 2nd July, v. Mereworth, away, won; Mereworth 27, School 34. 29th July, v. Mereworth, away, lost; Mereworth 54, School 51.

Criticisms of the team:—

- G. Goodchild, capable and reliable Captain. Promising all-round player, steady batsman, fast-medium bowler.
- E. Hughes, a steady player, and a good Vice-Captain.
- M. Higgins, a fine opening batsman. A valuable secretary.
- R. Rand, a good batsman, and a useful fielder.
- Mr. Williams, a useful batsman and change bowler.
- H. Hooker, a fine all-rounder, should prove useful next season.
- D. Bradley, a capable wicket keeper, and a steady opening batsman.
- R. Randall, a useful batsman and bowler.
- M. Froud, another fine all-rounder.
- H. Gosling, an excellent bowler, and steady with the bat.
- B. Westover, a good fielder, and should develop into a fine player.
- D. Smith, a useful bowler, should be of great use next season.

HOUSE RESULTS.

School 30 (Hughes 5—12), Augustine's 6 (Smith 4—3); St. Peter's 60 (Goodchild not out 40), St. Augustine's 12 (Goodchild 7—2); St. Peter's 66, School 64 (P. won).

INDUSTRIAL GEOGRAPHY.

A VISIT TO MESSRS. CONSTABLE, HART & CO.'S QUARRY.

On the morning of Tuesday, April 12th, I was a member of a party who were privileged to make an interesting visit to Messrs. Constable, Hart's Quarry. We were received by Mr. Webb who introduced us to the foreman, and then conducted us to the quarry, over land previously quarried, but now overgrown by shrubs and bushes. But the ground recently filled in seemed typical "no-mans' land," and the boys actually had a thrill when they scrambled over a bank similar to those guarding the trenches in the Great War. Then we were in full view of the quarry. The composition of the earth stood out clearly:—the top layer of earth which gradually became clay as the depth increased, then the strata of hassock or soft stone, followed by a layer of rag-stone, another layer of hassock and again a strata of rag-stone, this formation continued to the bottom of the quarry.

We noticed miniature rift valleys and formations of rocks, which proved the tremendous upheavals and other actions of "terra firma" which took place in the pre-historic ages. Mr. Webb explained to us that for every ton of solid rag-stone there is three tons of waste or hassock. The skips working between the top and bottom of the quarry which is between fifty and sixty feet deep are worked by a motor-winch from the head of the quarry. These skips hold $1\frac{1}{2}$ tons, and so a powerful motor is needed to haul them along the rails of the gradient. The foreman had very kindly arranged a surprise for us in the shape of some blasting. We made our way down into the depths of the quarry, and we were shown the real hard rag-stone, which centuries ago was transported to build the Tower of London and many other buildings of historical interest. We were given a piece of fossilized wood which was almost turned into stone, this, with pieces of rag-stone, pinnock (a sandstone), and other types of stone, were taken for the School Museum. We noticed the art of quarrying, how the men were careful to work part of the top before excavating the bottom to prevent a fall of earth and rocks, and so endanger their lives. The foreman showed the boys how to lay a charge and actually fired one much to the interest of the whole party. Then we went to the actual works in which are the crushing machines, sieves, and tarring machines. The stone is brought by crane in a skip which holds $1\frac{3}{4}$ tons of stone. This skip is specially designed. It is held by the crane with two short hooks and a long chain with a hook attached. The crane deposits the skip on a large platform, the long hook is automatically disconnected, and as the crane lifts the skip away the stone is shot towards the crushing machine which pounds huge boulders into pieces. These make up our new roads. The crushed stone travels along a belt into a large revolving cylinder,

and from there up to the sieves which sift the stones through perforations of different measurements, and so the stone is sorted into the different sizes for the making of roads. The crushed stone is then passed on to the tarring machine, where it goes up by elevator and is tipped into a revolving bin. Here it meets the tar, and it is dropped into the trucks ready to be transported by lorry to the road-makers.

G. H. Goodchild.

VISIT TO MESSRS. DRAKE & FLETCHERS.

On arrival our guide told us a little of the history and principle of the internal combustion engine. With the aid of a Vauxhall chassis he very clearly explained the four strokes of the engine. We learnt that the average compression in the cylinder at the second stroke is about 5 to 1, while the heat inside the cylinder reaches 1,000 degrees Fahrenheit, and the piston travels about 1,000 feet per minute.

Some piston heads are made of cast iron and some of aluminum, but although aluminium is only half as heavy as cast iron its coefficient of expansion is nearly twice as great, thus aluminium piston heads have a split down the side to allow for the increased expansion.

In the new Vauxhall models the old-fashioned semi-elliptic springs are completely eliminated, each wheel having its own spring. This principle, known as "independent suspension" is a new invention, and eliminates all bumps and brake reaction.

An interesting fact is that the speedometer is worked by magnetism and not off the wheels, also it is possible to hold one back wheel still or even reverse it, by hand, while the other is being turned by the engine.

We owe a great deal of thanks to our guide, who explained even the knottiest points clearly and attractively.

J. H. E. Piper.

MODERN TREASURE HUNT.

After the recovery of the gold from the P. and O. liner "Egypt," sunk in the Bay of Biscay in 1922, it is difficult to know which to admire most, the persistence with which the enterprise was carried on, or the courage and endurance of the divers of the "Artiglio," the salvage vessel engaged on the task. The task was a very dangerous one, for the wreck was at a depth of 400 feet, thus being far below the limits of ordinary diving operations, and the work could only be carried on in favourable weather during the summer months. The divers were lowered to the sea floor in heavy steel shells provided with windows of glass 12 inches in thickness. They were unable to move hand

or foot, and their part in the salvage work consisted of swinging in their steel casings for a spell of four hours, suspended a few feet above the wreck, and directing by telephone the efforts of the men on the salvage vessel itself to lower explosives with which to blow in the decks of the "Egypt," or to pick up the contents of the strong room by means of a giant grab.

E. C. Austin.

BRITISH POSTAL CENSUS.

Many people have doubtless been puzzled during recent weeks by the appearance on their letters of a strange postmark. The reason for this is that the British Post Office has been conducting one of its periodical censuses to ascertain the volume of mail passing through the offices of the whole country, and this mark is applied to every letter counted.

In the ordinary way letters are not counted except for special purposes, such as when bulk mail is paid for in cash. There are three normal methods of cancelling letters:—the ordinary hand-stamp, the continuous bar machine (which repeats the cancellation right across the letter), and the single bar machine. Only the latter type of machine is capable of counting the number of items cancelled.

When the period of a census is decided, the letters undergo double treatment. They are cancelled with a date-stamp in the ordinary way. Then at the first office through which they pass where a single bar machine is in use, they are put through this counting machine from which the ordinary postmark has been removed and a diamond-shaped design substituted. As a letter may pass through more than one office before reaching its destination, the "diamond" prevents it being counted twice. The census usually lasts for a week or ten days so that a fair average may be established.

No particular make of machine is used, provided it has a counting attachment. Formerly all the cancelling machines in the British Post Office were either American or Norwegian, and many of these are still in commission. But today all new machines bought are British throughout, and they are mostly made by the firm who supply franking machines to the public.

M. Betts.

OLD BOYS' ASSOCIATION.

A very successful dance was organised at the New Inn on 21st May. Bob Steven's Band was in attendance, and about 80 Old Boys and friends were present. As the evening was so enjoyable an extension to 1 o'clock was secured. We were again grateful to those who contributed prizes for the events.

Apart from the monthly meetings, most of our activities have taken place out-of-doors. A large number of Old Boys were present at the Annual Sports on July 15th, and acted as Starters, Stewards, and Judges. Two special events for the Association were well supported. J. Birchell and A. M. Williams were first and second in the 100 yards, and in the 220 yards, E. S. A. Bettle and J. Birchell came first and second.

The annual match, The Old Boys' Association v. The School was played on Thursday, July 16th, and we have broken our bad luck by a good win—the first for three years. Going in first we knocked 128 for 3 and then declared. Gilbert and Dearing played well and confidently, though Dearing was unluckily out to a full toss. Gascoine carried his bat through with 54. The boys did well against a good side by scoring 69. Jessup, J. Beale, and of course, P. Freeman, bowled well. Better luck next time.

A letter of appreciation was sent to the Rev. C. W. Martyn for his many kindnesses and sustained interest in the Association. He was always a welcome visitor at the Annual Dinner and other functions. We wish him good luck in his new work.

Congratulations to Mr. T. George on securing an important position with the Maidstone and District Bus Co.

We were very pleased to see D. Potts at the last meeting. He is living at Nottingham, and is the costs expert in a big timber concern. We are pleased to learn that B. Finn, our enthusiastic Sports' Secretary, has been successful in his Surveyor's Examination.

Telegrams of congratulation were sent on the occasion of their marriages to Mr. Charles Smith and Mr. Jim Birchell, both popular and enthusiastic members.

May we take this opportunity to remind our members that many subscriptions are over due. It will help greatly the work of the Association if members will pay promptly the small sum to the treasurer, Mr. T. George, 79 Douglas Road, Maidstone, or A. M. Williams, The Elms, London Road.

A. M. W.

Important Notice.

We are anxious to increase the circulation of the magazine amongst "Old Boys" and all friends of the School. A larger circulation means a better magazine. Annual subscription, 2/6.

CHIESMANS, Ltd.

Departmental Store,

MAIDSTONE.

PHONE 3304.

"Where you get the best for less."

Have you visited our newly-decorated
GEORGIAN RESTAURANT?

Special feature—

3-Course Luncheon 1/9.

DAINTY TEAS AT POPULAR PRICES.

Residents and Visitors are cordially invited to walk through the Store without being importuned to purchase.

All Goods marked in plain figures at Cash Prices.

FASHIONS ALWAYS IN THE NEWEST
VOGUE.

HOUSEHOLD GOODS OF EVERY
DESCRIPTION. ALL FURNISHING
PROBLEMS SOLVED AT CHIESMANS.

Inspect our large stock of FURNITURE, CARPETS,
LINOS, FURNISHING FABRICS, Etc.

Estimates Free. Measurements taken. Advice given for all schemes.
When in doubt do not hesitate to avail yourself of this offer

COMMERCIAL SCHOOL.

Ashby's have had almost 50 years schooling in the Grocery and Provision Trade studying the world market and selecting those goods of quality such as have built up our business to be the largest private grocers in the town.

See our 60 page price list and compare our prices for

Groceries and Provision, Earthenware, Coal and Coke, Corn and Meals, etc.

ASHBY'S CHALLENGE STORES, MAIDSTONE.

MAKERS OF CLOTHES THAT LAST.

J. Birchall & Son, 74 Bank Street, Maidstone.

'Phone: Maidstone 3513.

Leading Men's Wear Agencies, viz.—
Swallow, Battersby, Two Steeples, Dents,
Van Heusan, Tootal, Etc, Etc.

Sole Agent for Your Old Boys' Ties, Scarves,
Squares, Blazers, Badges, Etc.

Buy Your Clothes from an Old Boy. You'll
Never Regret It.