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Under
Wartime
Regulations



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WHAT SCIENCE IS DOING

FLYING MINESWEEPER

Early in World War II the Nazis almost literally filled the waters of the English channel with a new type of mine, writes W. P. Keasbey in the Christian Science Monitor. This mine, designed for use in shallow waters, was made of non-magnetic materials and employed a detonating device so contrived that the mine was exploded when the steel hull of a ship passed over the mine, deflecting a delicate magnetic needle.

Various suggestions were made for combating this magnetic type of mine. The British considered towing large sheets of metal through the mined waters by means of non-magnetic wooden-hulled ships. The wooden ships would not affect the mines but the metal plate would activate the magnetic detonating mechanism exploding the mine.

Another suggestion involved towing a cable equipped with magnetic devices and sound makers (the latter to explode any mines which happened to be of the acoustic type). The electromagnets on the cable would set up an electrical barrage that would detonate the magnetic mines.

Still a third means of detonating magnetic mines harmlessly was by means of aerial minesweepers. The British used Wellington bombers for this purpose.

The bombers were equipped with huge rings which had a diameter almost equal to the length of the bomber. Installed beneath the

plane, the ring could be charged with electricity, transforming it into a powerful magnet.

The electricity required to energize the magnetic ring was generated by means of auxiliary motors, it being impractical to divert sufficient power from the plane's regular motors to run the generators.

Thus equipped and with two sets of gasoline engines going full blast, the pilot would take his flying minesweeper on what often proved a most exciting mission. Flying close to the water's surface, the magnetic field of the ring would deflect the needle in the magnetic mine, causing it to explode. And since the mines would let go practically beneath the bomber, the ride was likely to be bumpy, to say the least.

Later, ships were equipped with degaussing girdles which neutralized their magnetic fields, thus protecting them from magnetic mines.

Modern Etiquette

By Roberta Lee

1. When unfolding a napkin at the dinner table should it be done above or below the edge of the table?
2. Is it all right to flatter a person when in conversation with her?
3. If one is not familiar with a dish when eating in a restaurant, is it all right to ask the waiter to describe it?
4. Why isn't it proper to use abbreviations when writing a social letter or note?
5. What is the correct way to introduce one's father to a woman?

Have You Heard?

A man consulted a real estate agent for a write-up of the property he wanted to sell. When the agent submitted his description of the property, the owner exclaimed: "Read that again." After the second reading, the owner said: "I don't think I'll sell. I've been looking for that kind of place all my life, but until you read that description I didn't know I had it."

Six-Year-Old: "I wonder why so many babies get burned at night?"

Seven-Year-Old: "Why, don't you know that? It is because they want to be sure of finding their mothers at home."

The pastor was examining one of the younger classes, and asked the question: "What are the sins of omission?" After a little silence one young lady offered: "Please sir, they're sins we ought to have committed and haven't."

Patient—"Doctor, can you cure me of snoring? I snore so loud that I awaken myself!"
Doctor—"Well, in that case I would certainly advise you to sleep in another room."

"Before the days of ration stamps we used to make imitation chicken sandwiches out of roast veal."
"Yes, and now we must make the imitation veal sandwiches out of roast chicken."

"Do you mean to say your husband beat you when you arrived home after midnight?"
"Yes—but only by 20 minutes!"

Visitor: "To whom are you writing that letter?"
Lunatic: "To myself."

Visitor: "What are you telling yourself?"
Lunatic: "How do I know? I won't get the letter until tomorrow."

Women, remarks a wise-cracking contemporary, are not what they were 20 years ago. Some of them are from five to ten years older.

6. Is it permissible to lean one elbow on the table while eating?

Answers

1. Below the table.
2. Most people, both men and women, are susceptible to and enjoy flattery, but the well-bred person is tactful enough not to overdo it.
3. Yes.
4. Because it implies haste, giving the impression that the writer wishes to hurry through the work.
5. The proper form would be "Mrs. Brown, this is my father."
6. No; though it is all right to lean between courses.

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QUEENS KISS



With handshake and kiss, Queen Elizabeth of England, left, greets Queen Marie of Yugoslavia at Red Cross garden fete in London.

How Can I? ?

By Anne Ashley

Q. How can I renovate hat bands?

A. Brush with a sponge or small brush, with a solution made by dissolving 1-1/2 oz. of white castile soap in 4 oz. of alcohol, to which is added 1 oz. each of sulphuric ether and water of ammonia. Rinse in clear rain water.

Q. How can I remedy an oily skin?

A. Wash daily with hot castile soap suds. Follow this by rinsing in hot then in cold water.

Q. How can I remove fruit stains?

A. Sprinkle some dry salt immediately on a fruit stain and it will seldom become permanent.

Q. How can I remove warts from the skin?

A. Wash in water, in which has been dissolved a quantity of washing soda. Let the hands dry without wiping. Repeat this bathing frequently, or until the warts disappear.

Q. How can I fertilize potted plants?

A. Take tea leaves that have been used and put them around potted plants. It is an excellent fertilizer and stimulates the growth.

Most of the camphor now used in North America comes from Southern pine trees.

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C.P.R. AIR-MINDED OFFICIALS ON TOUR



Visiting Canadian Pacific Air Lines western headquarters at Edmonton during his recent Western tour, D. C. Coleman, chairman and president, Canadian Pacific Railway Company, with some of the company's directors, inspected facilities with Grant McConachie, western general manager of the air lines. In the above group beside one of the company's aircraft are, left to right: Grant McConachie, L. J. Belnap, director; Mr. Coleman, S. G. Blaylock, director, and W. A. Mather, vice-president of western lines.