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The Housekeepers of Kingston:
Do not forget to call during the week of September 13th-18th and see the new Electric Portable Sewing Machine at our store. It will be of interest to you. Watch the daily papers for further particulars.

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Fire on Thursday completely destroyed the frame dwelling of Gus Thompson, Tweed. The contents were a total loss.

On Wednesday evening Peter Hunt, Brockville, passed away, following a protracted illness, in his seventy-fourth year.

Three Great War Secrets Have Been Made Public To Astonish the World

WRITER in the London Daily Mail says:
Although the depth charge was the most powerful of the weapons that checked the operations of the U-boat, thus leading indirectly to the collapse of the Central Powers, I imagine that not more than ten people in every thousand would be able to explain just what a depth charge is. Jack Tar himself, who knows most things, could not tell you how and where it came to be constructed.

Manchester University did, in fact, make the first depth charge. It would be inaccurate to say it was invented by us; like the tank, the depth charge is nobody's child. But we can honestly claim that it was our Engineering Department which experimentally developed the depth charge to the commercial stage.

It was one of the many odd problems set us by the Admiralty. They asked us to project a weight of one hundredweight a distance of 500 yards by compressed air. We supplied it. They asked us for a shackle which would stand a pull of one ton and melt after being immersed in the water for a certain length of time. It was a novel job, and probably the Admiralty thought they had set us a poser. The object was to discover a contrivance which would shackle a mine and its sinker together on the bed of the sea until a mine-laying submarine had dropped all its eggs, when, with the melting of the shackle, the mine would rise to the determined height.

We solved that particular problem with a sugar shackle—by pouring melted tallow into a cavity dove-tailed in a metal shackle. It was so devised that it could stand the forty-five minutes that the sugar took to melt.

After the first year of war several men from our laboratory took responsible positions in H.M.S. Vernon, the navy's research department at Portsmouth, and it was through them that the investigation into the question of how to conquer the U-boat first came back to the Engineering Department at the university.

Two alternative designs of mechanism causing a heavy charge to explode at a fixed depth under water were sent to us for criticism, modification and experiment, and, after some months of patient experimenting, we were able to hand over to the university instrument-maker the final design from which our supervision, the first fifty depth charges were made.

Our aim was to produce a simple mechanism, thoroughly fool-proof, which would go off at the pressure at which it was set. The depth charge consisted of cast-iron containing 300 pounds of T.N.T. (trinitrotoluol) with an attached mechanism provided with a flexible diaphragm and a piston which depressed a spring in such a way that the spring was compressed in proportion to the depth below the surface of the sea. By a simple arrangement worked by a lever on the outside of the depth charge the amount of compression required to fire the charge could be adjusted to suit any depth—in practice one spring was released at forty, a second at eighty feet.

The firing gear was so arranged that a trigger was released when the spring was compressed by the amount corresponding to the desired depth. The trigger fired a detonator; the detonator exploded the T.N.T., and—that was the end of the U-boat.

The Decimal Coinage System.
Despite the manifold disadvantages of the present system, enumerated by the many witnesses examined, the British royal commission decimal coinage has recently reported that it is not advisable to present a decimal coinage system upon a decimal basis. Though the present pound-shilling-pence system is hard to learn, difficult to figure with, and a serious handicap to the export trade, the commission feels that the difficulties of reform would be almost insurmountable. Millions of industrial contracts would have to be altered in the first place. Then, to replace the present coins with new would require the whole normal output of the mint for thirteen years, no allowance being made for increased production. If one-half of the output were devoted to replacement, and the other half to meeting current demands, this confusing transition would take more than twice as long.

An Extraordinary Wound.
An extraordinary illustration of how hard to kill are some men, is given in the London Lancet, by Dr. H. J. B. Fry. A British soldier was hit by a German bullet on the left side of the abdomen. The bullet scoured the surface of the external iliac artery, penetrated the internal iliac vein, passed up this to the heart, passed through the heart and lodged in the left branch of the pulmonary artery. An X-ray photograph did not show it; there was no pain near the heart, but the left leg became gangrenous from its circulation being cut off, and was amputated ten days after the wound was received. Finally the patient went into shock and died. He had survived this extraordinary wound a whole month.

Earl a Commercial Traveler.
In England it is again becoming the fashion for society people to go into business. Lord Carnarvon, Scottish earl of ancient pedigree, is a commercial traveler. A son of the Duke of Montrose has joined a shipping firm in Glasgow, while a son of the Marquis of Ailsa runs an automobile repair shop in London.

F. W. Clarke, manager of the Merchants Bank in Athens the past few years, has been notified he is being moved to Montreal, and with Mrs. Clarke is busy packing his household goods.

We regret to announce the death of Mrs. Edward Green, an old and very highly esteemed resident of Cornwall, which occurred on Thursday, the 2nd instant, after a long illness.

William James Barber, Huff's Island, Prince Edward county, died at the Belleville hospital on Friday from heart trouble. Mr. Barber was born in Prince Edward in 1873 and had resided there all his life. He was a successful farmer.

Rev. H. A. Reid has tendered his resignation to the Cornwall Baptist church and has since accepted a call to Osgoode.

Good Night Stories
By Blanch Selver

DICKY CHANGES HIS MIND.
"Pugh!" exclaimed Dicky, throwing himself down on the grass. "I wish I were a great, big bird and lived in a tree. I'd build my nest on the highest limb of the highest tree on the highest mountain."
"My goodness," laughed a merry voice, and Gocombeback, the travel elin crawled out from under a bush where he had stopped to snoop to Busy Ant. "You never would be content with a nest like Robin Redbreast's, then?"
"I should say not," laughed Dicky. "I'd want to live in the very tallest tree in the world."
"Oh, I know just the place for you," offered Gocombeback, and before Dicky could ask questions he suddenly found himself on the back of an eagle and was whisked through the air over mountains and seas to a tree on the top of a great high peak.

Here on the flat place like the top of a table, measuring about six feet across and about four feet in thickness, lived Mama and Daddy Eagle. There was nothing around the sides, and Dicky felt dizzy as he peered over the edge and down to the valley, miles and miles below.

"And so you thought you might like to come and live with us?" asked Daddy Eagle kindly. "You think you'd like our pretty location? I feel sorry for the birds who have to content themselves living in lower places. Can't be too high up for me," and Daddy Eagle opened his great, big bill and laughed so loudly Dicky felt like covering up his ears. "It was such a loud, screechy noise."
"Well," said Dicky, "I think your view across the valley and to the hills yonder is certainly beautiful, but I'd like it much better if you could build a fence around the plateau here. Where's your nest?"
Mama and Daddy Eagle laughed right out loud, and even Gocombeback could hardly keep back a smile. "Why, all this is the nest!" he replied.



On Daddy Eagle's Back.
"Why, of course, how stupid of me," said Dicky. "You have a large family?"
"Yes and no," said Daddy Eagle. "But we have grown pretty large, but we very seldom raise more than two babies at a time. Mama Eagle is sitting on two eggs right now."
Mama Eagle moved over and showed Dicky the two small eggs, shaped more like baseballs than like eggs, that rested under her feathers.
"My goodness!" exclaimed Dicky. "And you built this great, big platform for just two children?"
"Four of us, counting my wife and myself," declared Daddy Eagle. "We never yet have found it any too large. But don't worry, there's plenty of room if you'd care to live with us. I'm sure we could find plenty of time to teach you how to fly when we teach the others. That is, if you'd care to stay with us."
"No, I guess I wouldn't be able to stay very long," said Dicky, moving closer to Daddy Eagle's feet. "The height made him dizzy and sick up to now. Mama doesn't know where I am, guess we'd better go, hadn't we, Gocombeback?"
Gocombeback laughed merrily, and shaking Mama Eagle's claw they jumped on Daddy Eagle's back and were hurried home just in time to hear Dicky's mama calling him to lunch.
"It certainly was lovely up so high but dear me, I'd rather live on the ground in a house with sides on it," said Dicky after relating his adventures to his mama.
WOMEN'S PAGE

Miss Jessie Fykes, B.A., of Moulinette, went to Piton, where she will be engaged on the collegiate staff.

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