

- NEWSY NOTES -

By Agricola

THE BOBOLINK

The Bobolink writes Wm. H. Moore ("Bobolink of N.B. Birds") is a common summer resident from St. John River and tributaries southward. It is noticed in our 1918 list as a Rare Visitor, but has been seen several times in the central and southern parts of the Province. The present writer has seen the male Bobolink on two occasions. In that he was luckier than Francis Bain, who wrote, (1891): "The Bobolink is a rare bird with us. Last summer we saw one on a sunny meadow on the banks of the Ellis River. At first he tried to hide his strongly marked coat of black and white among the growing grass, but failing in this was away in his strong flight to the top of a poplar, then, without uttering a note, was gone from us forever."

All writers agree that the Bobolinks haunt the hayfields, and this is for a very good reason. They make their nests in hollows among the grass and feed their young with insects, particularly those caterpillars which feed on the clover. In the early nesting days the male mounts guard on a nearby bush and expresses himself in a merry rollicking song. "A wild, sweet, rippling repetition of his name with many additional trills and 'shakes'." (Read's Bird Guide). By the time the hay is cut the males lose their black and white plumage and become yellowish brown, resembling the females and young birds in appearance. The birds then form small flocks, feeding on the seeds of rush-like plants (and wild rice, if available) till the first frosts warn them to migrate. In the rice-growing States (North Carolina and others), Bobolinks used to cause great damage to the crop, and became known as "rice-birds". However, for the great rice industry of the South Atlantic coastal country no longer exists.

The Bobolink male reverses the natural order of things, for it is white above and black below. Here are details:—Bobolink. AOU 494. Rare Visitor. Adult Male in spring: Head black, nape creamy white, bill blue-black; white patch on wings and also on tail covers, the feathers having narrow whitish or buffy fringes that soon wear off. Middle of back usually streaked with creamy; wings and tail black, tail feathers with pointed tips. Underparts black. Females, (and males in fall), generally yellowish buff, with darker stripes on the upper parts. Head with a median stripe of buff and a dark superciliary stripe. Wings and tail black, pale edged. Underparts yellowish. Length, 6.5 to 8 inches.

AOU?

I had become so accustomed to referring birds to their AOU number that it was a mild surprise when a friend asked what the cryptic letters stood for? They are the initials of the American Ornithological Union, which publishes a check list of birds, each species having a number prefixed. Many bird-books use these numbers, so that much time is saved when making cross-references; for instance, in consulting Dr. Taverner's "Birds of Eastern Canada" I turn up (AOU) 494, there is the Bobolink. Many authors, I am sorry to say, do not use these numbers, neither do they follow the same sequence of bird-groups. The Union is to issue a new edition—the fifth—of its check-list shortly.

AN ATMOSPHERIC ENGINE

When the miner opens the door of the "cage" and makes his way into the "workings," he probably does not reflect that he is defying those ancient elements "earth, air, fire and water," each of which may bring disaster. Water, however, was made infinitely less dangerous by the invention of the steam-engine and the pump, in the eighteenth century. Something over sixty years ago I was told of an atmospheric engine at a certain colliery (mine), about 3 miles from where I was staying. I was further told that it pumped the water out of the mine, and had been doing so for the best part of a century. I determined to see it, though that meant a six-mile walk. There were no cars then, and no Northumbrian farmer ever kept a driving horse; he was too thrifty for that! Hence anything up to ten miles was just "a decent walk."

Well, I reached the Colliery, and the Overman took me to inspect the engine. It was merely a single vertical cylinder about size of a hoghead, of heavy cast iron. The cylinder was open at the top and contained a piston furnished with a long upright piston-rod geared to the pumping machinery. This was a beam, hinged in the middle to uprights to produce a "teetering" movement; to the other end of the beam was geared the pump-rod, running down the shaft to the pump. Steam from the boiler was admitted to the cylinder, below the piston. It expanded, lifted the piston, piston-rod, and the near end of the beam. The other end fell, causing the pump-rod to make a down stroke. Then a fine spray of cold water was injected into the cylinder, condensing the steam and producing a vacuum. Nature doesn't like vacuums, and with a pressure of 15 lbs. on every square inch of the piston, drove it down to the bottom of the cylinder with a mighty thump! This of course pulled the pump-rod up, completing the stroke. It was, I thought, the simplest pumping apparatus I'd ever seen. Why didn't the piston knock the bottom of the cylinder out? In answer the Overman said that a considerable quantity of lead had been put on the bottom, to break the shock. How long had it been working? He did not know, but he recollected watching it as a youngster. Some said it was one hundred years old and perhaps it was. After thanking him for his courtesy in explaining these matters, I set out on my "three mile back."

The piston was about 2 feet across, and every square inch of its area supported an atmospheric pressure of 15 lbs. approximately. This gives a pressure of 3-4 tons on the piston. I think—but figure it yourself. In a recent Note I wrote of the coming gas turbine for automobiles, and indicated that it was a simpler machine with fewer parts. A gas turbine needs no cooling system, no gear-shifts, and no continuous ignition system. The gas turbine for autos weighs but 250 lbs., yet will deliver 160 h.p.!

It is within my own memory there were rejoicings when one horse-power was supplied by every 4 lbs. of engine; for previously the ratio was 1 to 18. The turbine makes it 1 to 1.5, a most impressive reduction. The gas turbine engine is a kind of off-spring of the steam engine which made its debut during the war. The turbine is started by pressing an ignition button, when a compressor begins to force air into the combustion chamber. This is heated by burning fuel and thrown out again at greatly enhanced speed. The blast turns two turbines: the first runs the compressor, the second, running at 17,000 to 35,000 r.p.m. drives the transmission shaft. A single lever controls the fuel supply (cheap oil) and so governs the speed. It sounds almost too simple, but it's on the way! It is believed by the makers, that some form of this turbine will ultimately make use of nuclear energy. One wonders how long the bearings last.

WE TALKED LIKE SHAKE-SPARE The "ancient language o' th' Dope" was in its heyday when I

ATTENTION SEA CADETS And THOSE INTERESTED IN JOINING

Be On Board H. M. C. S. Queen Charlotte FRIDAY EVENING, OCT. 21, 6:45 P.M. TRAFALGAR DAY

at which time presentations will be given out for those passing their Petty Officer and Leading Hand exams. ALSO SHIELD FOR RIFLE SHOOTING AND SWIMMING AWARDS BY THE NAVY LEAGUE OFFICIALS OF PRINCE EDWARD ISLAND

Signed by Order, J. D. SMALLWOOD, First Lieutenant.

Official Opening Of Mill River School

The official opening of the new Mill River East School took place on Wednesday evening, October 19th. There was a very large turnout of ratepayers and residents. Mr. Sergeant Methrall was chairman. The first speaker was Inspector M. E. Callaghan of Alberton. He heartily congratulated the district on building such a fine modern school costing approximately \$3500, and spoke about the splendid spirit and cooperation of the district. The inspector mentioned the fact that during the past three years in his inspectorate over one hundred thousand (\$100,000) dollars had been spent in building new schools or in renovating and repairing old schools and said if the same trend continued in the next three years every school in his inspectorate would be completely and modernly equipped. Inspector Callaghan brought greetings and congratulations from Deputy Minister and Director of

Education Dr. Llyod W. Shaw of Charlottetown who regretted he was unable to be present. The inspector said that on October 18th he had brought Chief Supervisor Malcolm MacKenzie, Charlottetown, and Mr. Corzi, from the W. J. Gage Co. of Toronto, to see the school and they were very enthusiastic about it.

The next speaker was Rev. George Cunningham of Alberton who stressed the part that the Christian Church has had in education. He was followed by Rev. W. G. Dickson of O'Leary who stressed the part that the home, the school and church played in a child's life. Both clergymen congratulated the district on having such a splendid school.

The last speaker was Miss Pearl Craig, a former teacher at the old school now teaching in O'Leary. Other former teachers present were Mrs. Mae Palmer now teaching in O'Leary, and Mrs. Warren. The new school is completely modern, has a hardwood floor, spacious cloak rooms, room for a library, completely insulated, etc. The present teacher is Miss Norine Kelly of Roseville. The trustees are Russell Haywood, Russell Bell, James Rooney and Sheridan Cor-

CULTURE THROUGH FILMS

NEW DELHI.—(CP)—A film society has been formed here to run on a non-profit basis to spread art and culture in India through films. Most of the embassies in New Delhi will co-operate in arranging film shows.

OCTOBER VALUES

Table listing clothing items and prices: MEN'S SUITS "Yarn Dyes" \$24.50-\$64.50, MEN'S COVERT TOPCOATS \$19.50-\$46.50, MEN'S GABARDINE TOPCOATS \$29.50-\$49.50, MEN'S WINTER OVERCOATS \$19.50-\$62.50, MEN'S TRENCH COATS \$6.95-\$29.50, MEN'S DRESS PANTS \$5.95-\$14.95, MEN'S PAC-A-MAC JACKETS \$17.95, MEN'S PLAID JAC-SHIRTS \$8.95-\$14.95, MEN'S PARKAS, "Wool Lined" \$13.45-\$29.50, MEN'S STATION WAGON COATS \$22.50-\$27.50, MEN'S All Wool "REGENT" JACKETS \$5.95, MEN'S All Wool PULLOVER SWEATERS \$3.95, MEN'S PLAID WORK SHIRTS \$2.95-\$3.50, MEN'S "WALKER" OVERALLS \$4.50, MEN'S WORK SOX 39c-\$1.00, MEN'S WORK BOOTS \$3.95, BOYS' WINTER OVERCOATS \$14.95-\$16.95, BOYS' PLAID JAC-SHIRTS \$7.50-\$27.50, BOYS' TWEED PANTS \$2.95-\$5.95, BOYS' OVERALLS and OVERALL PANTS \$1.95-\$2.95

USE OUR LAY-AWAY PLAN

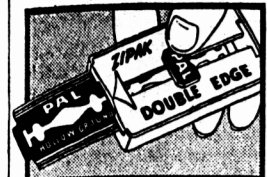
The GREENDAL Co. Ltd.

MEN'S and BOYS' WEAR 144 GREAT GEORGE ST.

coran who is secretary. Splendid films of the National Film Board were shown dealing with Newfoundland, Red Run the Fraser, The Royal Winter Fair in Toronto, and Lighthouse Keepers of the World. The ladies then served most delicious refreshments which brought this enjoyable evening to a close.

better, faster shaves! PAL HOLLOW GROUND

BLADES in new plastic ZIPAK dispenser delivers an UNWRAPPED blade factory-keen, ready to use.



10 for 25¢ 21 for 49¢ 44 for 98¢ DOUBLE EDGE

Pal's edges are hollow ground like your master barber's razor. What a difference in shaving! And Zipak makes Pal's easier to use... keeps blade edges perfect. BUY 'EM TODAY!

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MONEY FROM THE PAST

CANTERBURY, England.—(CP)—Nineteen Roman bronze coins of the 4th century were found in a pit here during excavations. They were in a pile, apparently having fallen from the remains of a piece of cloth in which they had been wrapped.

Napoleon and Uncle Elby By Clifford McBride

ELBY, YOU ALONE KNOW NAPO LEONI, THE GREAT MODERN MASTER, WHOM NO ONE ELSE HAS EVER SEEN. I MUST POSSESS ONE OF HIS PAINTINGS OF GREAT PEOPLE WILL THINK I'M A BIT SHORT ON CULTURE.



A DOG/A DOG? FIRST HE CALLS THE GREAT PICTACHIO A NUT AND NOW HE CALLS NAPO LEONI A DOG? ELBY HAS NO APPRECIATION OF BEAUTY.



NEWER BRIGHTER BETTER THE CHARLOTTETOWN TRADE & INDUSTRIES FAIR

THE ARMORIES OCT. 25th-26th-27th Attractive Displays by our Leading Merchants Don Messer and His Islanders—The Recce Band Jitterbug Contests — Boxing Match — Dancing Amusement Booths and Refreshment. FUN AND FROLIC FOR ALL Admission: Adults 25c; Children 10c A Y'S MEN'S PROJECT

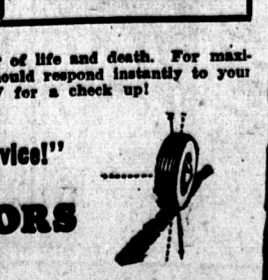
STEERING GEAR CHECK UP



Steering is all too often a matter of life and death. For maximum safety, your front wheels should respond instantly to your every movement. Drive in NOW for a check up!

"Over-all Overhaul Service!" HORNE MOTORS KENT STREET

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The Smooth Dodge Ride starts with the

Dodge CHASSIS... a part of Dodge Dependability

DRIVE A NEW DODGE and one of the first things you'll notice is its riding smoothness. It's something more than the result of luxurious upholstery and "knee-level" seating comfort — it starts with the chassis.

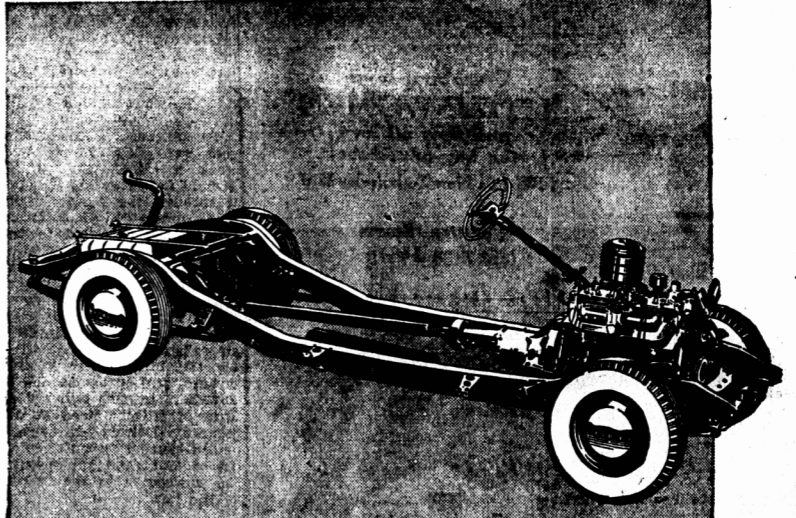
On the right are described some of the outstanding chassis features which cushion road bumps... absorb shock and sway... eliminate vibration — to help bring you this smooth Dodge ride. In addition, the Dodge chassis has the ruggedness which assures you long, trouble-free life — famous as Dodge Dependability.

That's just part of the extra value which makes your Dodge dollar a bigger dollar.

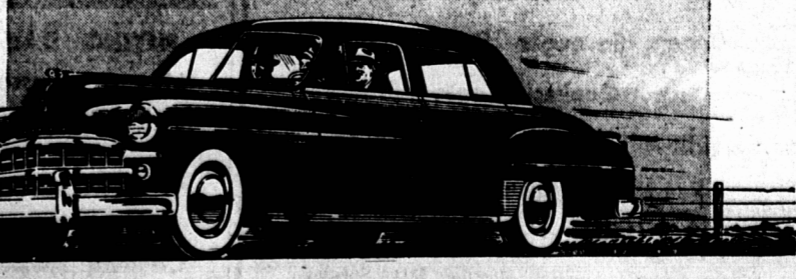
Take a look at what Dodge gives you in beauty, roomness and performance. There's extra head and leg room, front and back... flashing performance of the powerful Dodge engine... extra smoothness of Fluid Drive on Custom models... and many other outstanding comfort, safety and performance features.

Let your Dodge dealer tell you why you'll drive more smoothly with Dodge... and how your dollars will go farther.

CHECK THESE "EXTRA" FEATURES WHICH ARE STANDARD EQUIPMENT ON THE NEW DODGE Automatic electric choke; Automatic ignition key starting; Aluminum alloy pistons; Four rings per piston; Low pressure tires; Chain camshaft drive; Oil bath air cleaner; Oil filter; Floating oil intake; Hoop-like drive; Safety-Rim wheels; Floating Power engine mountings; Chair-high seats; Full-width defroster vents.



RUBBER INSULATION is a substantial contributor to the famous Dodge Floating Ride. There are soft, thick rubber cushions at all points of contact between the body and chassis. In addition, rubber limit bumpers on the springs eliminate hard metal-to-metal spring contact even under the most severe road conditions. SHOCK ABSORBERS of "sea-leg" type are mounted on the rear axle to counteract sway. Dodge airplane-type double-action shock absorbers, front and rear, "rub out" road irregularities. Shock absorbers on the new Dodge have been raised 5 inches as added protection against flying stones and dirt. INDEPENDENT FRONT WHEEL SUSPENSION allows each front wheel literally to "step over" obstructions without transmitting the jar to the body. These independent coil springs are of tough Amola steel. FRAME CONSTRUCTION is box-type of double-channel, welded steel to give great stability, safety and long life. Front and rear bumpers are attached to the frame, the front bumper having a reinforcement plate for greater strength. BALANCED WEIGHT DISTRIBUTION is an important factor in the smooth Dodge ride. The Dodge engine is located over the front axle and the rear seat is ahead of the rear wheels. The result is a car which holds the road and handles safely and easily. All passengers are cradled between the front and rear wheels where the ride is smoothest.



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