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Forty-Two Years in the Public
Service--The Evening Telegram

"In the Field Called Runnymede."

Mr. Walter G. Bell gives an interesting account in the Telegraph of the facts regarding the sealing of Magna Charta and of the four sealed copies of that great document which survive to-day.

Five seven full centuries we have kept the great meadow very much as it was in the historic week of June, 1215. It is wide, but more notable than its width is its depth, for the field's expanse is but one acre short of a hundred. Runnymede stands where Bore and Bucks begin to confront one another across a considerable length of river, and often is given to one of these counties. Actually, it is in Surrey.

Why They Chose Runnymede.

"Every boating man upon the Thames knows the meadow, and the Magna Charta Island lying in the river a short distance off the bank. No doubt in King John's time the whole tract of country lay quite open, and there was not the distinction and definition given to-day by Longmead upon one side of Runnymede, and Yardmead upon the other. But that apart, it is the same green meadow unchanged, and away a few miles the towers of Windsor Castle rise upon the chalk hill.

"Why Runnymede was chosen for the negotiation and signature of the Great Charter is patent. The Barons did not trust King John at Windsor, having no reason to do so. John had no trust in the Barons, no doubt also with reason. Runnymede was within easy reach of Windsor Castle, and afforded sufficient open ground for the Barons' camp to be formed upon it, with outposts advanced to prevent surprise or treachery. King John rode daily from the Castle, with followers small in numbers compared with the great assemblage of Barons, and on the first day, June 15, 1215, he accepted and affixed the great seal to the Articles of the Barons which are the basis of the Charter itself. Until June 23 the conference continued, and it is evident that the Charter was not sealed till the 19th, though the date borne is that of the first meeting.

Not an Island.

"The Charter itself tells that it was granted in *præto quod vocatur Runnymede inter Windesorem et Stanes*—that is to say, in the field called Runnymede, which it is now open to anyone to purchase. None can say how the tradition arose that the King actually signed and sealed

J. J. St. John

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5 Roses Flour . . . 90c. stone
Ham Butt Pork . . . 20c. lb.
Sliced Fat Pork . . . 14c. lb.
Spare Ribs—Fresh shipment . . . 15c. lb.
Boneless Beef . . . 13c. lb.
Cabbage 5c. lb.
Beans 5c. lb.
Soda Biscuits—Tip-Top, 20c. lb.
Codroy Butter in 1lb. blocks

Also just received:

10 kegs Green Grapes.
10 cases Valencia Onions.

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Duckworth St. and Le-Marchant Road.

the document on Magna Charta Island, in the Thames. Certainly the tradition is very old; but the words of the document seem to defeat it, though there is the unlikely possibility that the name may at that time have extended to the island as well as the Thames-side meadow. Significance is given to this tale in the river, and the association with the great Charter, by the fact that the young King Henry III., with the Earl Marshal and Pandulf the Legate, in 1217, thereon met Louis of France with the Barons who had joined his standard. Why else should they have chosen this place?

Four Copies of the Charter.

"Four original sealed copies of Magna Charta survive. Two are in the British Museum whither they came with the library of that omnivorous collector of manuscripts, Sir Robert Cotton. One is in good condition; the second, which had been found in Dover Castle in King Charles I.'s reign, was much damaged in the fire at the Cottonian

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Library nearly two centuries ago. Salisbury Cathedral has the third. But the best of all examples is that which constitutes the greatest treasure of the library of Lincoln Cathedral. It is in perfect state, both in parchment and the great Seal of John. Two folds bear endorsement with the word 'Lincolnia.' From this fact it may be presumed to be the actual Charter transmitted by the hands of Hugh, then Bishop of Lincoln, who was present at Runnymede, and is one of the bishops named in the introductory clause. The British Museum also possesses the original parchment of the Articles of the Barons."

Imaginary Visit to a Weird Workshop.

Did you ever stop to consider what a wonderful specimen of fine machine work you are carrying around on your person every day?

Every watch there is a re-creation of mechanical precision and workmanship which is hardly approached in any other instrument commonly used by the public.

Imagine yourself as a pigmy making a visit to the inside works of the modern watch.

Long before you reach the towering metal structure housing the huge machinery, your ears are greeted by a tremendous series of sounds, which can only be likened to the beating of a gigantic bass drum. A thousand other sounds issue from the giant factory, which is turning out standard time with an accuracy of a few seconds more or less per week.

As you enter the door of the great works the sound is almost deafening and your hat is blown off by a terrific air current resembling a whirlwind, which strikes you in the face as you step inside.

Nineteen Miles a Day.

You reclaim your hat and on looking upward behold a spinning fly wheel, which is oscillating at very high speed. As your gaze becomes focused on this great wheel, which carries on its periphery a number of large weights, apparently, put there for the purpose of establishing perfect balance, you note that the wheel does not rotate continuously in one direction, but seems to swing first in one direction and then in the other.

Upon questioning your guide, he explains that this is known as the balance wheel, which is oscillating at the rate of five vibrations per second, 300 vibrations per minute, or 18,000 vibrations per hour.

Expressed in feet per second we learn that the rim of the average balance wheel, in such a time-machine as this, travels at the rate of 13.75 inches per second; in one hour one of the balance weights on the periphery of this wheel will have travelled over three-fourths of a mile.

In one day a point on the balance wheel will have travelled 18.75, or nearly 19 miles; in one week it will have covered a distance of over 131 miles; and in one year a point on this remarkable wheel will have travelled a total distance of 6,831 miles.

A Ten Years' Journey.

Upon closer inspection we notice a giant steel spring, which the guide tells us is called the hair-spring. The loud buzzing noise is almost unbearable, as it contracts and expands each time the balance wheel revolves in one direction or the other. We are told that the hairspring must be made of the very finest quality of steel obtainable, and that an average size hairspring measures three one-thousandths of an inch in thickness and ten one-thousandths of an inch in width. In smaller time machines the steel hairspring may be one-half this size, or even less, in its physical dimensions.

Think for a moment of the great balance wheel travelling at the rate of nearly 7,000 miles per year.

Our business here when we stop to think of how this marvelous machine, with all its complicated wheels, springs, and bearings keeps on performing its work faithfully and far more accurately than any human being could possibly do—sometimes for five and ten years without a drop of oil, except that which was placed in the bearings when the mechanism was assembled!

Yes, in ten years your buzzing little balance wheel will have travelled close on 70,000 miles—a greater distance than some of our best built modern motor cars will cover before becoming ready for the scrap pile, and remember, they have simply been flooded with oil and grease from the day they left the factory.

Cut-work embroidery on one material is equal to another in a combination of colors.

A dress of black Canton crepe has its black silk tulle applied with white wool yarn.

A frock of blue serge and fuchsia red crepe de chine is embroidered in black and white beads.

Sandal slippers of brown and black satin are worn with light champagne-colored stockings.

The club frock may be straight, with a low waistline and a hem about eight inches from the ground.

Sea green and peacock blue chiffon embroidered with silver thread make a charming evening gown.

A Remnant of Old India.

There is very little of India to which the adjective "unknown" can still be applied, but here and there portions exist which few Europeans have ever visited.

Such is the district of Kutch. In any map of India, Kutch is always represented as an island with the sea colored a deep blue and nothing to show that all its shores are not peacefully lapped by the water. These maps will tell you the island faces the sea on the south, but on the north, there is what is called the Great Runn of Kutch, and on the east the Little Runn. As a matter of fact, the Runns are but brackish marshes, practically dry in the summer, and only covered with water when the monsoon blows in from the southwest.

Kutch is only about 7,600 square miles in extent, with a total population of about half a million. It is because of its inaccessibility that so few Europeans ever visit it. There are two ways of reaching it, either by sea from Karachi on the north or from Bombay on the south, the port of call being Mangochi. To reach it by land, it is necessary to make a long journey from Bombay by way of Ahmedabad; after several changes, the traveller reaches a shore due south of Tuna in Kutch, whence a ferry runs daily back and forth. Tuna is the head of the little railway which was built about twenty years ago to Bhul, the capital—pronounced Bhol.

The journey from Tuna to the capital gives one a fair idea of the country. As the train winds its way into the interior, it passes through desert or arable land round the eastern end of the oranges of the southern hills until, after forty miles, one sees in the distance a wide plain surrounded by hills the capital of this little state. The town is picturesquely situated, partly because it is well wooded, and has a large sheet of water on one side which is full in the rainy season, but more or less dried up when there are no rains.

Although there are never more than half a dozen Europeans in residence in Kutch, life to them is not unpleasant. There is excellent riding, plenty of lawn tennis, motoring over the 500 miles of road which have already been built, and driving in vehicles almost anywhere.

If relative isolation is no drawback then the Europeans have little to complain of, although they live amid a civilization which western influences in these days have barely touched. The Maharao is both enterprising and enlightened, and his two grown-up sons are well versed in western ways, and have always taken part in the small social life which exists.

DANCING AND DEPORTMENT.—Mrs. Cleary's Class begins course on Friday, Oct. 7th. For terms, etc., apply 8 Rennie's Mill Road.—Oct. 5, 21



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