In the Supreme Court of Newfoundland.

In the matter of the "Quieting of Titles Act 1921" and in the matter of that piece or parcel of land situate at Western Bay, in the Electoral District of Bay de Verde, owned and occupied by George Crowley, of Western Bay aforesaid.

NOTICE.

Notice is hereby given to all parties that George Crowley, of Western Bay, has made application to the Honourable Mr. Justice Kent, a Judge of the Supreme Court, to have his title to ALL THAT piece or parcel of land situate and being at Western Bay aforesaid, and bounded as follows: that is to say, on the North Side by land of William Kennel, and measuring thereby one chain, fifty-two links, on the South East by the Main Line Road, by which it measures one chain, thirty-three links, on the South West by a local road known as Rose's Road, by which it measures one chain, fifty-two links, and on the North West by other property of the said George Crowley, by which it measures one chain, three links more or less; of which he claims to be the owner, investigated, and for a declaration that he is the absolute owner thereof in fee simple in possession, except as against His Majesty, and the said Judge having ordered the notice of the said application to be published as required by the above named Act.

All parties having claims adverse to the said title claimed by the said George Crowley shall file in the Registry of the Supreme Court at St. John's, particulars of such adverse claim, and serve the same, together with an affidavit verifyng the same, on the undersigned Solicitor for the said petitioner on or before the 12th day of October, 1923, after which no party having any such claim shall be permitted to file the same or to be heard except by special leave of the Court, and subject to such conditions as the Court may deem just. All such adverse claims shall then be investigated in such manner as the said Judge shall direct.

RICHARD CRAMM,
Solicitor for the Petitioner.

Dated at St. John's this 12th day of September, 1923.

(Sgd.) J. M. KENT,
Judge.

sept18,11

A Real Walk Over Line.

Christy's Flavorings and Spices are certainly the real walk-over line in this city today. Miss Forsey and Miss Davis are meeting with wonderful success and getting many unsolicited repeat orders. Ladies are very highly recommending it to their friends. Only those who use it know how to judge its wonderful merit. Enquiries promptly attended to. M. FORSEY, P.O. Box 2124, City. sept15,13i,s,tu,th

Wonders of the Pyramids

For some five thousand years the pyramids have raised their majestic bulk above the gleaming sands of central Egypt. Only those who have already seen them can imagine their huge, silent majesty.

They were built to protect the bodies of the Pharaohs until the day of resurrection, but hunters and vandals have long since plundered and removed everything movable, and the contents have been scattered abroad to satisfy the eyes of the curious.

The polished limestone and granite slabs which once encased most of the monuments, concealed the entrances to the tombs. These have been removed, but, as an old Arab proverb says: "Time mocks all things, but the pyramids mock time."

These royal tombs are between fifty and sixty in number and of all sizes. The best examples are the great pyramids of Gizeh, erected by early kings of the Pyramid age. The greatest of the three was erected by King Khufu (Cheops). This is so huge that if it were hollowed out, St. Peter's at Rome, probably the largest church building in the world, could stand inside and only occupy about one-third of the space.

It is said that the greatest of these pyramids took one hundred thousand slaves twenty years of constant toil to build. The foundation covers thirteen acres of land, and it is estimated that the structure contains ninety million cubic feet of solid stone. This stone could be utilized to make a pathway a foot wide around the entire earth.

It has also been figured out that if the pyramid could be mounted on rollers or wheels, it would take one hundred million men to drag it along. The stone of the Khufu Pyramid could be utilized in building a huge fortification wall around the whole of France.

The second of these pyramids, Khafra, is very little smaller than the first, while the third, the pyramid of Mankaaura is about half the size of the others.

In the centre of the great pyramid is what is called the King's chamber. This was formerly occupied by the royal sarcophagus, and is well up in the heart of the huge structure. It is connected with the outside by means of an air passage which leads downward from a point on the face of the pyramid, about 47 feet above the foundations, and then branches upward to the chamber by means of a concealed passage way. The halls and passageways are lined with limestone and granite, and show the marvellous knowledge the Egyptians had of structural architecture in the safe support of such huge bulk of solid rock.

In spite of the centuries the great pyramids and sphinxes gaze down calmly, with the peace of eternity upon the desert sands and while men come and go, and generation passes, the pyramids, in their unbroken calm, rest like mighty mountains or like sleeping immortal giants gazing calmly and peacefully in their changelessness upon an ever changing world.

The Sound of the Wind.

When the wind blows past a wire or branch it sets up a regular succession of minute whirlwinds, and a corresponding series of pulses is launched into the air. These, when they reach the ear, cause, by virtue of their regularity, a note of given pitch. This is the origin of the singing of the wind.

The sound of the wind in a wood depends on the nature of the trees. The thin stems of the pine needles break the wind into whirls succeeding one another with great frequency, and the sound is high-pitched but soft; but the broad surfaces of the beech leaves tear the wind to bits and start strong pulses in the air, so that a beach wood is noisy.

When it happens that the not of the wind, which depends only on its speed and on the size of the obstacle past which it is flowing, is the same as some natural note of the obstacle itself, then there is strong resonance and the note rings out loudly. This is why the telegraph wires sing in the wind. The Æolian harp depends on this effect for its music. A great number of wires are stretched on one board and placed so that the wind may play across them, that is all.

These, then, are ways in which noises are caused by the wind, the Æolian tones and the rustling of the leaves. With kindred noises they account for most of the wind sounds. The air that shears past all sharp corners or through openings is torn into whirls, though not, perhaps, in the same regular fashion as when it flows past a rod or wire. When the wind blows over irregularities of the ground and through the trees it must always become unstable and irregular in its movements; all the more so when the trees bend before it and objects sway from side to side. So that the whole air is churned up into quivverings and whirls large and small.

Junior League Football—St. Bon's Football Field, to-night, at 6.15. T.A. vs. Holy Cross. Gents 10c. Boys 5c. Ladies free.

Story of the Great Western.

WHAT BRUNEL DID FOR A GREAT RAILWAY.

By J. and S. HARRISON.

The fastest train in Britain is on the Great Western Railway. On the run from Swindon to Paddington recently it attained to a speed of eighty-three miles an hour. This achievement gives a topical interest to the Great Western's beginners.

When in 1833 Isambard Kingdom Brunel was, at the age of twenty-seven, appointed chief engineer to the newly-formed Great Western Railway, there came into the railway world a genius engineer whose proposals evoked the following tribute from George Stephenson: "I can imagine a better line, but I do not know of one so good." Brunel, at that time, was already famous as the designer of the Clifton Suspension Bridge; and although that work was not finally completed until after his death, the Hanwell Viaduct, Paddington Station, the Maidenhead Bridge, and the G.W.R. main line from London to Penzance are a few examples of works which were entirely carried out under his direction.

Stubborn Opposition.

His association with the company is memorable for his being involved in two bitter fights; firstly to get the Bill sanctioning the railway through Parliament, and secondly over the "gauge" question. As early as 1825 the merchants of Bristol, realizing the inadequacy of transport facilities between their town and the Metropolis, discussed the possibility of constructing a railway.

Against the company was ranged all the forms of opposition that a private Bill can have. The owners of other transport undertakings opposed it from fear of competition. The inhabitants of Windsor opposed it because it did not run as close to their town as they wished. The Corporation of Maidenhead opposed it because they thought that all traffic which paid toll on their bridge over the Thames would be diverted on to the railway. Landlords and farmers near London opposed it because they feared that produce could be brought to town as cheaply as they could grow it themselves.

"Streams of Fire."

Inside London every possible site for a terminus was closed to the company. When it was suggested that the line should finish at South Kensington the inhabitants of Brompton opposed the Bill on the grounds that it would interfere with "the most famous of any place in the neighbourhood of London for the salubrity of its air, and calculated for retired residences." Their counsel also stated that "streams of fire would proceed from the locomotive engines."

The bill was rejected, but the company was more successful in 1835. This was in spite of the fact that Mr. Serjeant Merewether spoke against it for four days. He objected that the Thames would choke up for want of traffic, the drainage of the country be destroyed, and Windsor Castle be left unsupplied with water. As for Eton College, it would be absolutely and entirely ruined; London would pour forth the most abandoned of its inhabitants to come down by railway and pollute the minds of the scholars, whilst the boys themselves would take advantage of the short interval of their play hours to run up to town, mix in all the dissipation of London life, and return before their absence was discovered.

The Tunnel Terror.

The railway was constructed in sections; the last one to be opened, between Chippenham and Bath, included the Box Tunnel, which was completed in June, 1841. The tunnel, which was of the unprecedented length of a mile and seven-eights, was the subject of much adverse criticism from geologists and engineers, who derided the notion that it could be built at all, and from medical men, who feared for the safety of the passengers. Indeed, for some time after trains had been running regularly through the tunnel there were passengers who preferred to do this part of the journey in a stagecoach and rejoin the train farther on.

At first when the plans for the G.W.R. were first made the standard distance between the two rails on English railways was 4ft. 8½in.—the present-day gauge. There was no inherent virtue in this rather odd dimension except that when Stephenson built his first locomotives he found tha tthe North Country trucks and carts that he had to haul were constructed with this width of track. Those who followed copied the pioneer's dimensions.

Doctors Alarmed.

Brunel and his directors had other ideas of a railway. They dreamed of larger, heavier, and faster trains. So they decided on a 7ft. gauge. As early as 1838 trains of eighty tons and upwards were being drawn on the Paddington-Maidenhead section at speeds of forty miles per hour. The medical profession became alarmed. They pictured the English people being turned into a race of neurasthenics by the projected sixty-miles-per-hour-trains.

The only really valid objection to the broad gauge arose from the fact that there could be no through trains between one system and another. This was especially disadvantageous in the hauling of goods.

In 1845 a Royal Gauge Commission sat, and, after much discussion, the short-sighted mediocrities of which it was composed defeated the broad gauge. By this time the G.W.R. owned 1,200 miles of railway, and they ran an unbroken line from Paddington to Milford Haven, and another from London to Penzance. Brunel did everything in his power to demonstrate the advantages of the broad gauge, and in the year of the Commission ran expresses from London to Exeter (194 miles) in 4½ hours.

The present generation of railway engineers, in the face of fierce motor competition, realize how very much wiser that Commission would have been had it recommended a uniform broad gauge.—John o' London Weekly.