

## DENIZENS OF THE BAHAMAS HAVE DONNED FILMY FABRICS

New York, Aug. 20—The dusky misty. But, anyway it grounded ladies of Watling Island in the hard and fast and when the bottom Bahamas are parading Paris lingerie and their gentlemen friends are strutting the beaches in high silk hats.

The musically inclined have abandoned their primitive native instruments for grand pianos, and if there were any roads on the island the population would be doing some extensive motoring.

All the blessings of civilization were suddenly dumped on the natives when the good ship Port Kenbla, steaming from London to New Zealand grounded on a coral reef.

But the ladies of New Zealand lost what the natives of Watling Island gained, for the finery which now bedecks the islanders was destined to make New Zealand's ladies more beautiful and the pianos and automobiles which are adding a note to the island's primeval beauty were intended for the homes of England's dominion.

The story of the sudden dazzling addition of modern beauty to Watling Island was told by members of the crew of the Port Kenbla when they arrived on the United Fruit liner Maravi which took them off their ship as they lay on a reef with the vessel going to pieces under them.

The island of which the Port Kenbla went aground was originally known as San Salvador, the first land in the New World in which Christopher Columbus set foot.

The stories of the crew telling how the Port Kenbla came to grief differed. Some said it grounded on a clear night. Others said it was

started to give way, with 18 feet of water in the hold it was decided to jettison the cargo.

### Grand Piano Resounds.

At this point the natives, clustered on the beach to observe the vessel, put out in a canoe with a white missionary. They wore simple and brief costumes—breech clouts and little more except happy native smiles.

Under directions of the Port Kenbla's officers they opened the hatches and began to jettison any thing they could lay their hands on.

First, several large packing cases were consigned to the ocean and the natives swam ashore with them.

On the beach they broke open the cases and found that they held pianos. Immediately they gave up their primitive music and began to go in for finer and better things. They ran curious and tentative fingers over the keys and the more esthetic of them were so entranced by the resulting sounds that they immediately abandoned the coarse labor of salvaging the cargo and turned the sunny beach into a concert hall, with five virtuosi pedalling and pounding at the same time.

### Motorcycle Causes Terror.

The others continued to explore the hold. A crate was thrown overboard and towed ashore. A native tinkered with the contents, which burst into terrific and amazing sound, drowning out the concert. The terrified natives swam away

### LAND LOCKED.

Lilies may glitter in the mud; Water lilies lance the lake: That is not enough to make Sharp music in my blood.

I am pulled by the sea; Mild freshwater people clutch Color that is cool to touch; It is not so with me.

But the green sucking sound Foam slithering over planks And the tide as it spansks A bouyant ship around!

Never did the lotus lift Pervent cups that overcome As the beach's calcium Salt blue in a blaze of drift.

Get between all brick and me— Steel and stone and roaring stone— Sway at my ears and moan Words for exile from the sea! —JOSEPH AUSLANDER in New York Sun.

but later the bolder spirits returned. It was a motorcycle. But unfortunately they couldn't get it to run again.

Several automobiles came out next and then the latest Parisian lingerie and gowns. The natives sadly lacking in any conception of what the well dressed islander will wear, appropriated the lingerie and crowned their lacy beauty with silk hats and pastel parasols. The crew of the Port Kenbla said that the effect of dark skin showing through the dainty raiment was exotic, to say the least.

Word of the latest find brought the women from their huts and soon they were wearing gowns that lately had graced the mannikins of the Paris salons and on their feet were the most fragile and delicate of satin dancing slippers.

## AUTOMOBILE RACES ON LOCAL TRACK SEPTEMBER 25 AS EXHIBITION FEATURE

A few weeks ago a crowd of several hundred people gathered on Queen street to watch "The Human Fly" up one of the highest buildings in the street. They wanted a thrill. There was always the chance that he might lose his hold and fall, with the result that he would be smashed up and probably break his neck. He didn't, but there was always the chance that he might. It was just that chance that drew the crowd; something might happen.

"Something" may happen at the Exhibition Race Track on Saturday, September 25th, when the Exhibition management is going to stage a series of automobile races by professional pilots. Every one naturally hopes that no one will get killed, or even mutilated for life; but men who take chances are never safe from harm. Those people therefore who crave for excitement of this nature, should make a point of not missing this race meeting. They will get excitement in plenty before the game is over.

### Modern Sport.

The Automobile Racing game does not go back many years, the first speed events being born of bitter rivalry between manufacturers. Henry Ford was one of the earliest racing fans. He and Barney Oldfield with their own hands built the original "Ford 999," a car which was instrumental, through its then phenomenal speed, in selling thousands of dollars worth of stock in the then tiny Ford Company. As public interest grew in the crude racing events of the period, the business finally took on a professional aspect and in spite of steep opposition, grew rapidly. The hardest thing outo race promoters had to overcome was getting the use of race tracks. Horsemen rather objected to

their tracks being used for this purpose, claiming that such use would make the track unfit for further horse racing. In the course of time however, race track owners became interested, purely from a box office stand point, and by degrees, horse tracks began to be used for auto races and have since been the scene of many hotly contested events.

In the earlier days, before cars had obtained the perfection which they now have, there was some excuse for horsemen complaining that the cars cut up the tracks, but the present make of car, with its lighter weight and specially designed tires, is such, that it does no harm whatever to the most carefully groomed horse track.

### Many Thrills.

Automobile races provide a good deal of thrilling entertainment and cater to the morbid curiosity which usually fills the grandstands. There is always the chance that somebody is going to get hurt and while everyone of course disclaims any idea of wishing to see another get hurt, still, like those who in days of old went to see the Roman Gladiators fight to the death, and those who in the present day attend bull fights, if anybody is going to get killed, they want to be there to see it. The speeding rush of the powerful cars, the skill and ability of the pilots, and the chances that each take, all send chills up and down the spine. When two, three or four cars speed into a short turn together with the ensuing cloud of dust, one holds one's breath until he is sure that all come out. When they don't come out, then comes the thrill that brought him to see the show—the car through the fence. The first thought of the sight seer is to rush to the scene to

## GUN LOCKS USED IN THE 16TH. CENTURY

Several pieces of armor worn by warriors of the Elizabethan and later periods have been secured by the Royal Ontario Museum, according to an announcement made in the Museum's Bulletin, issued by the University of Toronto. These ancient iron suits include an Elizabethan cap-a-pie outfit, a pikeman's suit of the early seventeenth century, a three-quarter boy's suit of armor of the period of Charles I., and a three-quarter suit of splinted armor, french, of the seventeenth century.

But perhaps many persons will be more interested in the collection of sixty beautiful gun-locks, mostly from the Herbert J. Jackson collection of sixteenth, seventeenth and eighteenth century specimens. These pieces not only offer an interesting study of the history of firearms through the various stages of match-lock, wheel-lock, snap-haunce, flint-lock, and percussion, but also furnish exquisite examples of the art of the worker in metal. Among these pieces is a rare and interestink type of double wheel-lock fired by a single trigger. The two sears are connected loosely by a chain. One pull of the trigger fires the first lock, and a second pull, by tightening the chain, fires the second lock. This gun-lock, which is 12 3/4 inches long, belongs to the end of the sixteenth or very early seventeenth century. A German wheel-lock, with a geared wheel, was an invention of the late seventeenth century, to which period this lock belongs. Its whole surface is finely chiselled with hunting scenes and other figures, and is inscribed, "Mathias Lipouiz in Augsburg." Its length is 10 inches. A beautifully chiselled Brescian wheel-lock, with two prytes holders, belongs to the first half of the seventeenth century, and is 11 inches long. A fourth piece is a very beautiful example of an early flint-lock for a pistol with two barrels. It is of Brescian make, about the middle of the seventeenth century, and probably the work of one of the Cominazzo family. The chiselling and design are exquisite, and accompanying it is the trigger guard en suite. No. 6 is a finely chiselled Italian snap-haunce lock of the seventeenth century. No. 7 is an Italian flint-lock beautifully chiselled through out, and signed "Giuseppe Guardiani Anghian." Nos. 8 and 9 are two very ornate Spanish flint-locks of about the middle of the seventeenth century. The design and chiselling of both, although hardly equal to the best Brescian work of the period, are still of a very fine quality.

## KING GEORGE IN A BUSINESS TRANSACTION

London, Aug. 20—King George has just concluded a business transaction with one of his youngest subjects, little Bob Toolinson, son of the rector of Bolton Abbey, Yorkshire. The King has purchased for ten shillings Bob's half of Wilfred, a tame rabbit. He purchased it in order to hand it over to Bob's sister, Kathleen, who owns the other half of Wilfred.

Bob was going to sell his half to another boy, which seemed a serious matter to six-year-old Kathleen, who is slowly recovering from a serious illness. Hearing about Kathleen's illness the King ordered that his car on the way to the moors for shooting, should be daily driven slowly past the rectory so he could wave his hand to the invalid. He expressed a desire to see the little girl, and it was then she acquainted him with the prospective tragedy of Wilfred.

Next morning the King's equerry, Sir Charles Cust, called on Bob, purchased 50 per cent. of Wilfred, and then deeded it to Kathleen.

### THE RACING STYLES.

The cars of Nineteen Twenty-Five Were old before they could arrive The models of the current year Outborn before they could appear And so no man may sneer at me Because mine's Nineteen Twenty-three.

get a first hand view of the smash—and what it may disclose. It is just that morbid curiosity that draws the crowd.

Those who are looking for thrills should make a point of attending the Exhibition on Saturday the 25th of September, when they can get all the excitement they could wish for in the Atuo races which will take place that day.

**THE STORY OF ELECTRICITY**

**S**TILL following the trail of electricity back to its source we find that the Primary lines (usually 2300 volts) lead back from the transformer to the Power House, or Sub-station. These wires are insulated in cities or other built up sections, with two or three layers of material and impregnated with a heavy substance like tar. The stringing of these wires constitutes an art, or profession, all its own. The wires must be just so many inches apart, must be tied on to special insulators just so and protected from branches of trees and other wires. Every so often along these lines there must be lightning arrestors placed so that when lightning strikes the wires (which it does some place in every thunder storm) the lightning can be conducted off the wires into the ground. Without these arrestors, transformers would be destroyed and the entire electrical system might be put out of commission.

The Primary wires lead back to the Power House, or Sub-station. If the electric system in the community served is part of a larger electric system, there will be one or more substations in the community. A substation in its simplest form is made up of several transformers. High tension voltage wires bring the electric energy from a distance to the transformers in the Substation where the electricity is transformed to the lower voltage of 2300 volts. If, as in our community, the electric system comprises only the distribution system for the city and vicinity, there is no substation, so that the Primary wires lead back to the Power House.

In the next chapter of "The Story of Electricity" we will find out what function the Power House takes in giving us Light, Heat and Power.

**THE MARITIME ELECTRIC COMPANY LIMITED**  
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