

Unfortunately, there is one issue of the School Magazine we have not so far been able to locate, the very first issue, dated December 1910.

However, two later "Jubilee" issues contained extracts from the missing first issue and we have included these on the pages following:

(1) the "Silver Jubilee" issue (No. 32 dated December 1935) contained extracts on pages 41-43, and

(2) the "Golden Jubilee" issue (No. 56 dated December 1960) reprinted two articles from the first issue, the second article, "The Conquest of the Air" providing an excellent illustration of just how much our world has changed since then.

If anyone knows of the whereabouts of a copy of the missing issue - or of No. 34 dated December 1937, our copy of which is missing the first and last six pages - please let us know.

(You can e-mail us at: SouthgateCountySchool@hotmail.com)

1910—1935.

As the School this year celebrates its silver jubilee, we feel that a few extracts from Issue No. 1. of the School Magazine dated December, 1910, may be of interest to our readers.

EDITORIAL.

The aim of the magazine will be to develop a feeling of *esprit de corps* in the School, to encourage a co-ordination of interests among ourselves, to be a stimulus to literary composition in every class, and to help to keep old pupils in touch with their School.

The cover has been specially designed by A. G. Collis, one of the Fifth Form boys, and is being carried out in the School colours. The oak leaves form a specially suitable design for us on account of the magnificent oak trees that surround the school. The oak is the symbol of strength, the strength we hope to gain by loyally and earnestly working together "each for all and all for each."

EXAMINATION RESULTS.

Nine boys were successful in the London Matriculation Examination in June. Two boys gained Scholarships awarded by the County of Middlesex to boys between 14 and 15.

Two Scholarships offered by the Haberdashers' Company were gained, one by a boy and the other by a girl.

One girl gained an Entrance Scholarship at the North London Collegiate School.

ATHLETIC SPORTS.

The competition between the Houses was very keen. The cup presented by Dr. Vivian was won by the Red House (boys). Among the girls, the Blue House won the picture, "June in the Austrian Tyrol," provided by subscriptions from the school, while the Red House was successful in the team race, and carried off the picture, "The Boyhood of Raleigh," offered by the staff at Avondale Hall.

DEBATING SOCIETY.

First meeting held on Monday, November 14th. Motion "That the Right of Veto of the House of Lords should be abolished." Mr. Auger in the chair. Speakers were Day, Burgess, Doris Varley, Christine Thompson, Miss Barham, Pond, Petty, Olga Muller, and Gladys Beal. The motion was carried by 24 votes against 18.

SOCIÉTÉ LITTÉRAIRE FRANÇAISE.

Nous avons formé une S. L. F. pour les classes VI. et V. On s'assemble dans la salle des arts et le programme consiste en débats et en lectures.

Le 28th Octobre on a fait la Motion "Qu'il faut mettre les impôts aux chats." La motion était gagnée par une majorité de sept voix.

Le 11th Novembre, M. Neely, le Président, nous a donné une lecture au sujet de Paris, qui était éclaircie des illustrations des vues de Paris.

FOOTBALL.

First XI., played 5, won 3, lost 2.

Second XI., played 5, won 2, lost 3.

Among the outstanding results we note that the first team lost to Tottenham County 1—11, while the second team beat Northern Polytechnic 14—0.

HOCKEY.

Two matches played, both won.

Among the criticisms we note:—

Right Back is a clever player who can be relied upon to stop a rush, but must be careful not to foul. She hits very hard and clears well. Does not trust enough to the left back.

Right Outside is a steady player. She is apt to fall over the ball in dribbling, and her hits should be harder. Knows when to centre, but should shoot more.

BASKET BALL.

Three matches played, one won, two lost.

The players are instructed that they should be much quicker in passing the ball, and altogether much more on the alert.

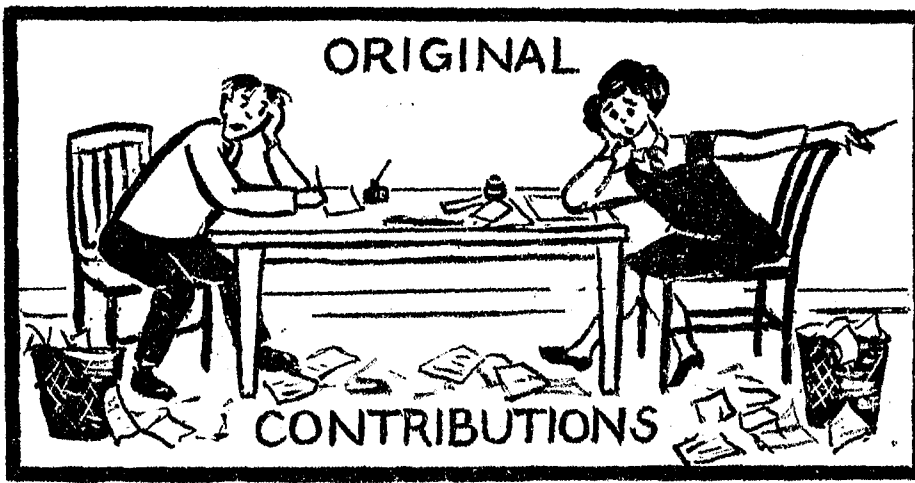
Also included in our first issue were very interesting articles on "The Conquest of the Air," by E. R. Brown, wherein we are reminded that the Channel has been crossed in both directions, Latham has flown in a gale, while Radley has established a speed record of 76 m.p.h.; "The Science Girl," by Gladys Hayward; "A Holiday in Holland," by Hester Campbell; "Toothache," by A. F. Sheffield (To have it out or not; that is the question); "What's in a Name?" by B. Pearce; "The Cry of the Injured Innocents," by Kathleen Collier (a poem of four verses, each verse ending with—detention); "By Road and Rail in Sutherland and Caithness," by R. Murray.

The Prefects for the term are:—

Form VI.: Sheffield, Burgess, Day, Archibald, Pearce, Brookes, Margaret Lacy, Christine Thompson, Myrtle Campbell, Doris Varley.

Form V.: Collis, Gladys Beal, Kathleen Finlayson.





M PORTER.

ORIGINAL CONTRIBUTIONS.

We have much pleasure in reprinting from our first issue of the School Magazine of 1910. these two original contributions.

TOOTHACHE!

(With apologies to Shakespeare)

To have it out, or not: that is the question:
 Whether 'tis nobler in the end to suffer
 The shoots and anguish of an aching molar,
 Or to take arms against this painful toothache,
 And by extraction end it? To pull: to shriek;
 No more, and by a pull to say we end
 The toothache and the thousand natural shocks
 The mouth is heir to, 'tis a consummation
 Devoutly to be wished. Or to have gas;
 To sleep: perchance to dream: ay there's the rub;
 For in that gaseous sleep what dreams may come
 When we have shuffled to unconsciousness,
 Must make us shudder: there's the respect
 That makes calamity of such extraction;
 For who would bear the shoots and starts of pain,
 This awful agony, the swift swelling face,
 When with a powerful wrench and with a pull
 That patient man can ease the hideous ache
 And with yet one more tug quietus give
 For half-a-crown? Who would toothache bear,
 To grunt and grumble with a fearful tooth,
 But that the dread of suffering at the dentist's,
 That grim and awful chamber from whose bourn
 No patient whole returns, weakens the will,
 And makes us rather bear those ills we have
 Than fly to others that we would not know?
 Thus toothache does make cowards of us all;
 And thus the nat'ral man of resolution
 Is sicklied o'er with the pale cast of fear,

Determination made by valorous men
With this regard their strong wills turn awry
And teeth escape extraction.

A.F. Sheffield, 6.A.

THE CONQUEST OF THE AIR

From time immemorial man has tried to conquer the air. He has rebelled against the fate which has compelled him to follow the contour of the globe and has envied the birds for their ability to fly wherever they choose. For this reason an early Persian king conceived the idea of tying four eagles to his throne and driving them through the air. Unfortunately, however, according to the legend, the eagles got out of control and dropped the king in a desert, where he died of hunger.

The honour of first being lifted into the air by mechanical means belongs to the Montgolfiers, who, in 1783, discovered the principle of the hot-air balloon. They made several ascents at Lyons, but, as the balloon only remained aloft while the air inside was heated, the duration of the flight was necessarily limited. Lilenthal, Pilcher, and Octave Chanute constructed machines known as "gliders." These were not fitted with an engine, but were used for making coasting flights down the slopes of hills.

It was not until some sixty years ago, however, that a flying-machine was made with any directional control. In 1852 Henry Giffard made an airship which was capable of being driven at a speed of six miles an hour. This machine was the foundation of the present-day dirigible, as it was supported by means of a gas bag.

Present-day flying-machines consist of two distinct types, the lighter-than-air machines, which are supported by gas, and the heavier-than-air machines, known as aeroplanes. The former have several disadvantages, for not only are they almost unmanageable in a storm, but their large bulk makes their housing extremely difficult and expensive. The presence of such a large quantity of inflammable gas also makes them dangerous, proof of this being found in the explosion of one of Count Zeppelin's airships. These huge machines are over four hundred feet long, and, as the gas-bag contains a rigid framework of aluminium it is impossible to deflate them in a storm, an advantage possessed by the non-rigid type.

By far the most popular, most successful, and least expensive machines of today are those known as aeroplanes, which are not encumbered with a large gas-envelope. The principle used is similar to that of the ordinary kite. The wind, on striking the sloping surface of the kite, is deflected downwards, the reaction causing the kite to rise. The aeroplane is a kite, which, instead of being stationary for the wind to act on, is forced against the air by means of a powerful engine and a propeller. Consequently, it can be made much smaller than a dirigible, the usual dimensions being a width of thirty to forty feet and a similar length.

One of the earliest experimenters with the aeroplane was Sir Hiram Maxim. Some twenty years ago he made a large machine driven by two light steam engines, each developing one hundred and eighty horse-power. Experiments were made by running the machine along rails so designed that it was impossible

for the machine to rise more than a few inches, yet sufficient to prove that mechanical flight was possible. The first men to leave the ground successfully in a heavier-than-air machine were the Wright Brothers, who succeeded in flying nearly a quarter of a mile in 1904. It was not until 1908, however, that flying began to come before the public notice. Wilbur Wright flew seventy-five miles at Le Mans, while in the same year Santos Dumont, Delagrange, Farman and Bleriot and several others accomplished successful flights, mostly in France. Since then aviation has progressed rapidly, chiefly owing to the petrol engine. M. Bleriot crossed the Channel from France to England in the summer of 1909, and this year Mr. Rolls, who has since unfortunately met with a fatal accident, made the double journey. Latham has flown in a gale and Mr. Radley has established a speed record of seventy-six miles per hour. The successful machines of the present are of two chief types, the monoplane, as used by M. Bleriot and Latham, which somewhat resembles a bird, and the biplane or double-decked machine. Each has its advantages, the monoplane being capable of great speed, while the biplane is best for passenger carrying.

The advantages of flight are innumerable. Flying machines have no fixed road, and far greater speed is possible than by any other means. For exploration purposes and crossing desert regions they would be of great assistance. Already the French government has decided to establish an aeroplane service across the Sahara Desert, thus connecting Algeria to the French possessions in Central Africa. This will reduce what is at present a four months' journey to a matter of twenty-four hours or even less. The French military authorities have also formed an aviation corps in connection with the army. The results obtained at the recent autumn manoeuvres were most satisfactory, the aerial scouts being of the greatest assistance on both sides. It will probably be several years before the aerial highway will be used for passenger carrying, but for exploration and military purposes, the flying machine will play the chief part in the future.

E. R. Brown, 6.A.