With the Lone Scouts

This week we have received another very interesting letter from Lone Scout Walter Wraight, who is connected with the Hudson's Bay Company and lives at one of their isolated posts in Northern Ontario.

The winters are long and dreary in that part of the country, and there are only two or three mails delivered by dog team throughout the winter months. Walter says that they were looking for the commencement of the "break-up" of wintry conditions about the 10th or 15th of May, and he will receive no more mail until then.

Walter says "one flock of geese has already passed over head on their non-stop flight to the Bay. There are a few ducks around, and of course plenty of crows.

The windigoes (Ghosts) have already started thei rannual trips. Every Spring, without fail, the Indians bring in all kinds of weird tales of being attacked by Ghosts. Last year one load of freight was lost. The Indians told a story of having been shot at by ghosts. The canoe was found with bullet holes in it all right, and as the crew were not carrying rifles it must have been someone else. Rather substantial ghosts that can use 30-30 rifles, don't you think? The literal translation of the word is, I think, "Wild Indians."

Walter is living quite a hard but very interesting life up there in the north, and he says that he is looking forward to the summer months, so that he can go our exploring in his canoe, as he wants to pass his Pathfinder's Badge. He also says that he wants to go and see a dentist, before he goes crazy, so you see there are disadvantages too.

Last week we discussed Camping and the way to select a suitable camp site, and this week we will go a little further and think about the necessary equipment to be taken on these trips.

Let us plan a short week end camp for a Patrol of Lone Scouts. We have already decided upon the place where we intend to make our camp headquarters, and we have decided whether the trip is to be made on foot, or by wheel.

If we are going on our wheels we shall be able to carry a little more equipment than if it all has to be carried on our shoulders, but first of all let us think about the matter of shelter. On this class of camp, of short duration, it is better to either take along small, light "pup-tents" or else to improve some sort of shelter on arrival. Page 177 of your "Handbook for Canada" tells you how temporary shelters can be made, and if you are camping in very wooded country, and the weather is settled and fine, it is sometimes more advantageous to erect such shelters than to carry tentage on your backs. However, if you have had no experience in erecting these shelters it is as well to practice a little at home, before starting out.

Good waterproof sheets can also be improvised as shelters, and provide very good cover. Eo having decided just what shelter we shall depend upon, we next come to the question of what each boy shal ltake along. The following items are essential, whatever kind of camp you propose to have: two warm blankets, a ground sheet (in addition to any to be used for shelters), a sweater or jersey, sleeping suit, spare shirt and shorts, towel, soap, toothbrush, comb, eating utensils, needle and thread. Scout uniform to be worn, of course.

All this can be packed into a pack sack or Rucksack," to be carried on the back. The Stores Department at Headquarters, Ottawa, stock a very comfortable Rucksack. Care should be taken to have good wide shoulder straps, and to see that the sack fits snugly to your shoulders, otherwise you will soon be tired and have sore shoulders.

Divided amongst the Patrol the following equipment should be carried: A good hand axe, large frying pan, three or four large kettles or containers for boiling purposes, and a large tablespoon.

Food should be thought of, and your daily menus planned before you go. Often it is possible to obtain such things as eggs, milk, butter and vegetables from farms near your camping place, and then you can save yourself the trouble of carrying them. The other food should be provided by the Patrol, each member bringing certain articles, and care being taken that items are not duplicated by several Scouts.

Next week we will discuss the food problem in more detail, and also consider the activities of a Patrol when in camp.

Boys who are not Scouts and cannot join a regular Troop can obtain particulars as to how they can become Lone Scouts by writing to The Lone Scout Department, Boy Scouts Association, 330 Bay Street, Toronto, 2, Ont.—"Lone E."

His Majesty Grants Anniversary Honors

London—King George, in his annual list of birthday honors, on June 3rd, announced, among other distinctions, the establishment of four baronetcies, 25 knighthoods and two privy councilorships.

Sir Edward Elgar, "Master of the King's Musick," is one of the new barons. He is the composer of "Pomp and Circumstance" and several oratorios. He was made a knight of the British Empire in 1904 and decorated with the Order of Merit in 1911.

The other barons are Sir Thomas Jaffrey, consulting actuary of the Aberdeen Savings Bank; Philip Henry Devitt, founder of the Nautical College at Pangborne, and Sir Herbert Gibson, an organizer of the Empire Trade Exposition in Buenos Aires.

Miss Sybil Thorndike, known as England's leading tragedienne, was made of Dame Commander of the British Empire.

Sir William Henry Bragg, eminent physicist, was the only individual to receive the Order of Merit, regarded by many as the most coveted decoration of all.

Ben Turner, M.P., veteran trade unionist and former Secretary of Mines, is among the new knights. Others are Prof. Horace Lamb, Cambridge mathematician; James Black Baillie, vice-chancellor of Leeds University, and Charles Reed Peers, president of the Royal Society of Antiquarians.

The Earl of Athlone, former Governor-General of South Africa, and Sir William Jowitt, Attorney-General, were made privy councilors. Half a dozen women received minor distinctions. No new peerages were established.

Shamrock V. Wins British Yacht Race

Southend-on-Sea, Eng.—Sir Thomas Lipton's America Cup challenger, Shamrock V, won the first race for big yachts in English waters this year, defeating Astra and Candida in a 40-mile run off Southend.

Shamrock was away last, but quickly overhauled her competitors and was three minutes ahead at the 20-mile mark. She increased this advantage to almost six minutes at the finish, the other two yachts finishing almost together.

The Times: Shamrock V., 3 hours, 33 minutes, 46 seconds; Astra, 3:39.31; Candida, 3:39:34.

The course was to Nore Lightship and return, twice around.

Favor English Language

Berlin. — The German language teachers, meeting at Hamburg, have demanded that only English shall rank as a dominant foreign language in the graded schools, taking issue with the Prussian Minister of Education, who had made French the chief non-classical language in the upper school curriculum. He based his action on the belief that French was of greater cultural significance, representing the essential Greco-Roman culture upon which European intellectual development is founded.

The language teachers, however, assert that the citizens' choice should decide, and fifty per cent. of the Prussian schools affected already have gone over to English. The teachers agree with the view that unity is necessary, but they say it is impossible to make the study of French a universal major language requirement, even if it were desirable, in the face of popular opposition.

Livestock Figures

Calgary, Alberta.—Values of livestock in the Western Provinces are given in the latest estimates as follows: Manitoba, $53,741,000; Saskatchewan, $112,846,000; Alberta, $94,065,000, and British Columbia, $27,355,000.

Panama to Buy Planes

Panama City.—The Government of Panama announced recently that it plans to buy four airplanes which will constitute the first national air force.

Missionaries From the East

Two missionaries who took part in Presbyterian exposition in basement of Syria mosque, Pittsburg. Rev. Dr. James B. Ayres, Toronto, who spent 41 years in Japan and is noted for work in that field, and Rev. Albert G. Edwards, Hillah, Iraq, modern town near ruins of ancient Babylon, who spent eleven years in Near East.

Planes Facilitate Survey System

Geodetic Engineers of Department of the Interior Make Amazing Record in Northern Ontario

Quite an amazing record, when compared with the possibilities a few years ago, was made by Messrs. J. L. Rannie and F. P. Steers of the Geodetic Survey of Canada, Department of the Interior, during January and February, 1931. In a period of four weeks they laid out by aeroplane a system of triangulation in northern Ontario, which would have taken several years to accomplish by older methods of transport by canoe and back-packing.

In two Royal Canadian Air Force planes these Geodetic Survey officers selected the sites for triangulation stations in a strip of country about 800 miles long (including branches) and from 15 to 30 miles wide from Sudbury to the northwest end of lake Nipigon. The branches extended towards Timmins and Nakina on the north and towards Sault Ste. Marie and Port Arthur on the south.

To divide up the area into suitably sized sections three bases were chosen from which to operate. In the selection of these bases three important considerations had to be borne in mind, viz., the base must be on a lake large enough for aircraft to land and take off, it should be on the railway to facilitate transportation of oil and gasolene for refuelling, and it must be possible to secure board and lodging for the personnel of the party, seven in number. The first two qualifications were not difficult to find, but the third was not so easy.

The aircraft used on the operation were very speedy cabin monoplanes, fitted with skis and carrying equipment to enable them to operate from bases remote from regular aerodromes. By means of bell-shaped nose tents and collapsible wood-burning stoves the engines could be thoroughly warmed before starting, even when extremely low temperatures such as forty degrees below zero were experienced. Emergency equipment, consisting of rations, sleeping robes, tent, rifle, snowshoes, axes, etc., was continuously carried in each aircraft. The performance of the planes throughout the whole operation was most satisfactory, thanks largely to the very efficient pilots and crews, who kept the engines and aeroplanes functioning under somewhat unfavorable conditions.

During the past two years experiments have been made by Geodetic Survey officers to test the economy of aeroplane transport on this class of work and to perfect the technical methods by which this faster means of transportation is best adapted to geodetic surveying. The operation, just completed with great economy and speed, marks the commencements on a larger scale of a program of extension of triangulation operations to the huge northern areas of Canada in which development is proceeding so quickly.

It may be mentioned in passing that large areas of Canada abound in lakes and that this type of country is particularly suitable to geodetic operations with present types of aeroplane. With improved types of planes the extension of the method to other areas at present avoided because of the absence of lakes will probably become possible.

Apart from the economy, the use of aeroplanes as a means of transport for laying out a system of traangulation over large areas of Canada years in advance of final operations has other advantages. In parts of the country, such as northern Ontario where a program of building steel lookout towers for fire detection is in progress, the triangulation stations offer the best choice of hills as sites for these towers. The towers when built and trails and telephone lines installed are of great assistance when the triangulation is being completed. It is therefore mutually advantageous to forestry and geodetic officials to have the triangulation laid out well in advance of subsequent operations. When the preliminary work of the triangulation has been laid out well ahead of subsequent operations, as is possible when it is done by aeroplane, there need be no delay in completing the final work in any area in which development takes place or where maps are required, and data can be made available on an astronomicl dtum in plenty of time to be mde use of. When the preliminary work has to be done by ground travel in rough country it is sometimes two years or more before results are available to those requiring the information. With aeroplanes as a means of transport in laying out the triangulation a year or more is saved in delivering results. Another advantage is that, the triangulation having been laid out with its different grades of accuracy as needed, operations which are required in isolated sections can be completed with the grade of accuracy which will make them fit in with the final net as laid out for the whole country.

The Prince in South America

Spectator (London) :The Prince of Wales showed himself far more aware of the situation of British industry than some of its leaders. We should like to emphasize two of the points of his speech. One is the importance of sending out for the study of markets, not underlings, but principals of firms. . . . The other is the importance of advertising, and as an aid to this the need for a proper British news service for South America. At present all British news goes to South America via the agencies of the United States, and the natural result is that where Great Britain is mentioned only casually the name of the United States is shouted from the house-tops.

British Author Finds Ample Copy in Canada

Montreal—Canada holds a wealth of raw material for the novelist. So much so, in fact, that it makes him "rather wistful". This was the opinion of J. B. Priestley, British author, on his return to England. Mr. Priestley had been in the southern Pacific to gather material for another book. He has already written "The Good Companions" and "Angel Pavement."

The grandeur and wildness of Canadian scenery, particularly on the railway journey through the Rocky Mountains, impressed Mr. Priestley very deeply. He found the people, too, likeable and more interested in good reading than those south of the boundary.

Mr. Priestley names Willa Cather as the best American novelist, declaring definitely that he believed her to be superior to Sinclair Lewis, recent winner of the Nobel Prize.

He spoke highly of the works of Mazo de la Roche, Canadian writer, and said that it appeared that a great deal of desultory writing was being done in Canada. The magazines and other literary publications he described as "creditable."

Complete 12,000-Mile Trip Through African Wastes

Completing a trip of 12,427 miles across Africa, through trackless wastes of the Anglo-Egyptian Sudan and the Belgian Congo, Prince de Ligne and Baron Terschuren, of Belgium, have accomplished what is described as one of the most arduous journeys ever made in an automobile. The trip, they reported, took nine weeks, averaging 210 miles a day.

"We have broken all speed records and traveled 20,000 kilometers without the slightest mechanical trouble," they wrote. "On several occasions we were stuck in the sand and in order to get out we had to race the motor, throwing the clutch in with a jerk to make the car jump up vertically. Much of our travel was through rock country, and in order to keep up with our schedule we had to go very fast. Sometimes, as the wheels hit the rocks, the whole car was thrown into the air to land at a different level, the difference being sometimes as much as one meter."

Cholly: Er—Miss Peach, you have a pair of lips that were just made for sweets.

Miss Peach: All the other fellows seem to think they are made of sweets.

The Wolf Rayet Stars

At the Dominion Astrophysical Observatory of the Department of the Interior at Victoria, B.C., an interesting discovery was made recently concerning a very peculiar class of stars known as the Wolf Rayet stars. Conditions on these stars are such that streams of atoms are continually being thrown off from all parts of their surface. These atoms are shot off from the stars in enormous numbers and with speeds often as great as 1,000 miles per second. They are continually streaming off into space so that the stars are probably losing material at the rate of millions of tons per day. So massive are these stars, however, that it would take millions of years for any very appreciable fraction of their mass to be lost by this process.

Advertising

The respective merits of newspaper and radio publicity are concisely summed up by a contemporary as follows: An "ad" in the eye is worth ten in the ear.—Woodstock Sentinel Review.

Graduation Held at Kingston Hospital

Forty-three Nurses Represent Many Ontario Communities

Kingston, June 4th.—Prizes and diplomas were presented by Mrs. H. A. Levell to forty-three students of the Kingston General Hospital School.

The gold medal for the highest standing in the senior year was won by Miss Priscilla Dodd, Orillia, who also won the Board of Governors' prize for the highest standing in the senior year. Miss Vonnie MacMartin, of Finch, was the winner of the silver medal for second highest standing in the senior year and Miss Edith Bailey won the intermediate class prize. The junior class prize was won by Miss Ethel Rutledge.

The graduating class for 1931 follows: Doris Margaret Allen, Kingston; Florence Elizabeth Beatty, Thomasburg; Margaret Christine Blair, Fall brook; Elizabeth Botting, Westport; Lillian Maude Buck, Milton; Mosalene Evelyn Burt, Westbrooke; Hazel Cain, Perth; Laura Nancy Cuthbertson, Norwood; Dorothy Isobel Dawson, Britannia Bay; Mary Marjorie DeLong, Zeeleys Bay; Mabel Genevieve Dietz, Renfrew; Josephine Margaret Dobbin, Peterboro; Emma Jane Dodds, Gananoque; Ellen Priscilla Dodd, Orillia; Anna Bessie Ewing, Westport; Hilda Lillian Friendship, Kingston; Helen Jean Gordon, Kingston; Florence Muriel Harkness, Kingston; Miriam Edith Hatrick, Portsmouth; Olive Kathleen Hartshorn, Peterboro; Audrey Annie Holbert, Thomasburg; Golda Helen Hughes, Cornwall; Vera Jane Humphrey, Lansdowne; Nettie Leona Lawrence, Harrowsmith; Mary Madeline Lockhart, Almonte; Lenora Amelia Loyst, Napanee; Vonnie Marguerite MacMartin, Finch; Annie Myrtle MacMillan, Madoc; Mabel Ellmina Mason, Belleville; Helen Elizabeth Miller, Consecon; Sarah Maude Mills, Egansville; Margaret Ruth Munro, Apple Hill; Mildred Clarke Murphy, Kingston; Mary Isabel Murray, West Huntingdon; Annie Margaret Puttenham, Kingston; Wilhelmina Myrtle Raymond, Perth Road; Ella Grace Scott, Sharpes Corners; Inez Elizabeth Sly, Gananoque; Doris Gertrude Smith, Kingston; Margaret Christena Stewart, Balderson; Helen Ruth Wallace, Kingston; Myra Belle Woodruff, Sydenham.

"Age of Youth" Says Lord Bessborough

Montreal.—"This is the age of youth," the Earl of Bessborough, Governor-General of Canada, smilingly told graduating students of McGill University recently.

"That is not merely a well-worn rhetorical generalization—it is also a hard fact that can be supported by statistics compiled, as they say in the world of insurance, on an actuarial basis," Lord Bessborough continued. "One of the most remarkable changes in my own lifetime—and my generation has seen a great many changes—is the marked decrease in the average age of those holding positions of trust in every walk of life. In the services, in law, in politics, science and industry, young men and young women can now be found in posts of responsibility that 30 years ago, were held exclusively by greybeards.

"Your fathers have given you a finer heritage than was ever bequeathed by any individual emperor to his son; they have labored to build up for you, in the face of immense difficulties, a country that excites the admiration of the world, whose future is so rich in possibilities that it taxes the imagination of the world to estimate them. But if the Canada of today is the handiwork of your fathers, the Canada of tomorrow must be yours. Where they wrestled with the forces of nature, you will be face to face with forces less obvious, but no less formidable; your problems will not be those of time, space and climate, but problems of citizenship, of social adjustment to rapidly changing social conditions and of the sane application of scientific discoveries to daily life."

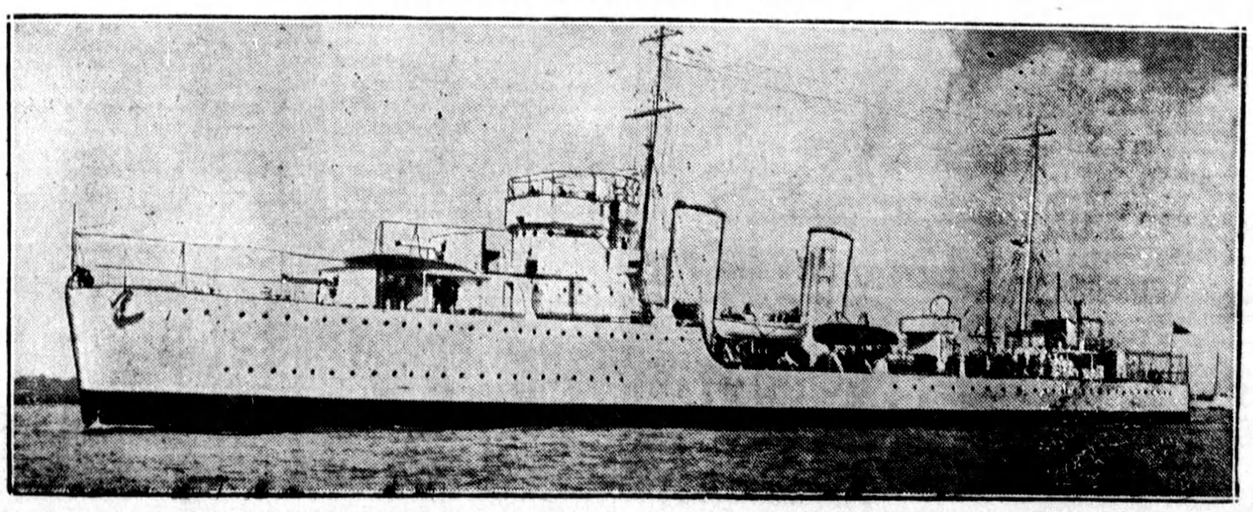
Spain To Be Represented At Regina Exhibition

Regina, Saskatchewan. — Though Spain is busy just now reorganizing its national administration, the importance of the World's Grain Exhibition and Conference to be held at Regina, July 25 to August 26, 1932, has not been lost sight of. A few days ago the headquarters' office of the Exhibition and Conference was advised by the General Director of Agriculture of the Spanish Ministry of National Economy that a special committee of cereal agriculture had been appointed to devote itself to the definite organization of participation by Spain in the World's Grain Exhibition and Conference.

Canada's Historic Sites

During 1930 nineteen historic sites in Canada were suitably marked either by cairns or tablets and a number of other sites acquired according to a recent statement of the Dept. of the Interior. The work of commemorating national historic events and the services of important personages is carried out by the National Parks of Canada Branch of the Dept. of the Interior in co-operation with the Historic Sites and Monuments Board.

One of Canada's New Destroyers



The Saguenay, sister ship of the Skeena, both of which are the two new destroyers built in England for the Canadian navy. The ships are built after specifications of Acasta class of royal navy with special equipment for sub-zero weather conditions.