

# WITH THE LONE SCOUTS

A number of Lone Scouts were the guests at Camp this summer of other Regular Troops, and we understand that some wonderful experiences were enjoyed by these lucky Lones. Needless to say the Lone Scout Department is profoundly grateful to those troops who took, or offered to take, Lones to camp with them. Unfortunately the demand was greater than the supply, and many troops who offered hospitality were disappointed, but we are grateful just the same.

And talking of camp, there are a number of Lone Scouts who find it absolutely impossible to get away from their work in the summer time to attend a camp, and it has been suggested that some sort of a "Get-together" be arranged for these older fellows later in the fall or even during the winter months. This has now been greatly facilitated by the fact that a suitable location has been found for such a "Get-together" if sufficient Lones are interested.

At Ebor Park, near Brantford, Ont., where the Ontario Gilwell Training Course is held annually, suitable buildings have been erected especially designed for functions of this sort, and they have been placed at the disposal of the Lone Scout Department for a winter camp, and we should be very cosy and comfortable there.

What do you think of the idea, Lones? Would you care to hang up your stockings in the Kibbikowisom or the Caravanerai this Christmas? Write to "Lone E" and let him have your opinion.

**Lone Scout Question Box**

Don't forget the Lone Scout Question Box, which is operated in connection with this paper. If you have any queries concerning Scouting subjects write to "Lone E," c/o The Boy Scouts Association, 323 Bay Street, Toronto 2. Your questions will be answered in this column.

**Canadian National Exhibition**

This year will be Boy Scout Year! On Saturday, September 12th, there will be a big parade of some 2000 Toronto Scouts who will march, in the

afternoon, to the Exhibition grounds, where a Scouting Display will be given at the Grand Stand.

Don't miss it, Lones. You will see Bridge Building, Sea Scouting, Tent Pitching, Signalling, Firemanship, etc., and lots of fun as well. Just imagine 2000 Scouts taking part in a gigantic show!

For those of you who wish to visit the Exhibition and require accommodation, the Toronto Association has arranged to have a camp at the Exhibition Grounds for the whole period of the Ex., to accommodate you. There will be no charge, and you will just have to find your own food, and bring your own Blankets, Ground Sheet and eating utensils.

The Camp will be located just inside the Exhibition Grounds, near the Dufferin Street entrance.

This year it is particularly required that Scouts attending the Exhibition shall be properly dressed in Full Scout Uniform, including Shorts. To obtain free admission to the grounds, each Scout must also show his Registration Card. So hurry up and pass that Tenderfoot Test.

There will be a special Scout Display in the Ontario Government Building, which will include Lone Scouting, and members of the Lone Scout Department will be on duty there to welcome all Lones who visit the Ex. So don't forget to pay us a visit.

**This Week's Summer Activity Proficiency Badge**

How many of you keep bees? Here are the requirements of The Beekeeper's Badge:

Have a knowledge, gained in practice, of swarming, hiving, hives and general apiculture, including a knowledge of the use of artificial combs, etc.

**Are You a Scout?**

If not, why not? If you are between 12 and 18 years of age, and are unable to join a regularly organized Troop of Boy Scouts, write to "The Lone Scout Department, Boy Scouts Association, 323 Bay Street, Toronto 2, Ont." They will be pleased to tell you how you can become a Lone Scout.—Lone E.

## Sunday School Lesson

August 23. Lesson VIII—A Gospel For All Men—Acts 11: 5-13. Golden Text—There is no difference between the Jew and the Greek: for the same Lord over all is rich unto all that call unto him.—Romans 10: 12.

**ANALYSIS**

I. A GENTILE'S PRAYER ANSWERED, Acts 10: 1-3.

II. A JEW'S OUTLOOK BROADENED, Acts 10: 4-23.

III. A GENTILE PENTECOST, Acts 10: 23b-43.

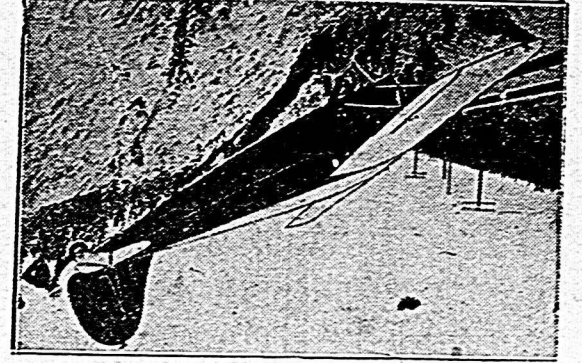
IV. THE GOSPEL FOR ALL MEN, Acts 11: 1-13.

**INTRODUCTION**—For a time the church had to deal only with Samaritans, proselytes, or a "stranger" in the exceptional position of the Ethiopian eunuch. It now took the great stride which carried it over into the purely Gentile world. Not until the church council of A. D. 48 did the equality of Gentiles, and the baptism of Cornelius and its ratification by the church was the first step toward a world brotherhood. It was a great achievement for Jewish Christians to welcome Gentiles. The Gospel is for the whole world.

**I. A GENTILE'S PRAYER ANSWERED, Acts 10: 1-3.**

After the persecution, the church in Jerusalem enjoyed peace. It was a period of quiet and steady growth. The "scattering abroad" of the believers resulted in the growth, in various centres, of the new faith. The need of superintendence was apparent. At the time when Peter was on one of these tours, there was stationed in Caesarea a Roman military officer named Cornelius. Dissatisfied with the pagan religions, he had been attracted to the purer worship of the Jews. He acknowledged Jehovah as the true God, and was widely known (v. 22) for his honorable character and philanthropy. Still, he was the seeking soul, desiring to know God, if he might find him. He had gathered around him a group of similarly seeking souls, v. 2. Had Philip, probably by the time settled in Caesarea, influenced them? In a dream he saw an angel who told him that his prayers and charity had risen before God as a sacrifice to be remembered, v. 4. Obedience to the light he brought Cornelius to fuller knowledge.

## Forced Landing Proves Successful



Skilful flying on the part of Lawrence Talbot, after the motor had stalled, saved the lives of four passengers at Inglewood, Calif. From 500 feet up Talbot made a forced landing. The aeroplane finally rested in a railway right-of-way.

Winter had come! Work in the furrow had ended. The plow was brought in, cleaned and greased to prevent its rusting, and while the horses munched their hay in well-earned holiday, father and I helped farmer Button husk the last of his corn.

One night as we were all seated around the kerosene lamp my father said: "Well, Belle, I suppose we'll have to take those young ones down to town and let 'em out for school." These words, so calmly uttered, filled our minds with visions of new boots, and though we went obediently to bed, we hardly slept, so excited were we, and at breakfast next morning not one of us could think of food. All our desires converged upon the wondrous expedition—our first visit to town.

## Africa's First Ocean To Ocean Railway

The first train to cross Africa from ocean to ocean left Lobito, on the west coast, early in July, and ran to Beira, on the east coast, a distance of 2,919 miles. It was the first time in the history of railway development in Africa that a through train was run from ocean to ocean. This train, it is noted, traversed in turn Portuguese, Belgian, British, and again Portuguese territory.

But the whole enterprise is predominantly British, claims the London Times, and will always be associated with the names of two men, Cecil Rhodes and Sir Robert Williams. A correspondent of this newspaper advises us further:

It was by the decision of Cecil Rhodes that Beira became the port of Rhodesia; it was Williams who, having convinced himself of the mineral wealth of Katanga, determined that it should have a direct outlet to the sea by the shortest route—namely, to the west coast through Angola.

"That project has now been realized; moreover, since its inception, the highly mineralized belt of country has been found to extend south from Katanga into Northern Rhodesia, and the Lobito Bay route will thus serve the very rich mines now being developed in British territory."

Editorially The Times calls our attention to the fact that a remarkable change has come over this land in a single generation, and it goes on:

"As diamonds drew the railway from the Cape to Kimberley, and as gold drew the railway on to the Rand, so copper has drawn the railway to the heart of South Central Africa."

"Katanga, but yesterday a thousand miles from anywhere, almost unknown to the white man, is now the most highly developed province of the Belgian Congo."

"It has a considerable white population; its mines have already exported copper to the value of \$250,000,000; in Elisabethville it has an attractive capital which at the moment is indulging in its first International Exhibition."

"It was Livingstone who first kept open the road to the north, and it was the reading of entries in Livingstone's journal that guided Williams, as he has himself said, to his discovery of the immense mineral wealth along the Congo-Zambesi divide."

"Williams was an early associate of Cecil Rhodes, and an ardent believer in the Cape-to-Cairo railway scheme."

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"Two years before his death, Rhodes wrote: 'The junctions to the east and west coasts, which will occur in the future, will be outlets for the traffic obtained along the route of the line as it passes through the centre of Africa.'"

"That was written in 1900, the year in which Williams got his first mineral concession in Katanga. To-day two great junction lines are complete and the markets of the world's traffic obtained along the route of the (main Cape-to-Cairo) line. They are also opening up lands rich in agricultural and mineral possibilities."

## Man Slowly Dominating Cold Wastes in North

Antarctic Still Has Unexplored Areas, But Its Secrets Are Disclosed From Air

When the Graf Zeppelin recently made her trip to the North it was with the intention of surveying more accurately than has been possible from ships caught in the ice the unknown area east of Franz Josef Land, writes Russell Owen in The N.Y. Times. For although the probability of there being large unknown land masses in the unexplored region north of Siberia and Canada is minimized by those who have studied the problem of drift, there is always the possibility that new islands may be discovered on the continental shelf. Several small islands were found on the Graf's flight, and Northern Land was found to be, as suspected, much larger than its hitherto known boundaries.

Despite the many expeditions to the Arctic, the proportion of undiscovered area is still so large that even near the known islands explorers frequently find land which has escaped the eyes of other men. It is often difficult to distinguish ice-covered land in the polar regions, and no explorer can regulate the drift of his ship. Only in the air is freedom of movement possible, and even there vision is hindered by fog. So some land will always escape notice until a lucky man finds it by accident.

**NORTHERMOST LANDS**

The lands which approach most closely to the North Pole, which extend furthest into the Arctic Sea, are off the Siberian, Russian and Norwegian coasts, Greenland and Canada. Greenland is the only large land mass extending far north, but nearly on a line with the top of it are some of the Canadian islands and, to the east, Spitsbergen, now known as Svalbard, Franz Josef Land and Northern Land. Between Northern Land and Wrangell Island, although the continental shelf extends far toward the eighth parallel, there is no similar large island or group of islands, except the New Siberian Islands, which are much further south than the others. This brings the greatest unknown areas on either side of a line from Alaska to the Pole, a line followed a few years ago by the dirigible Norge. The eastern half of this area was bisected by Wilkins in his flight from Alaska to Spitsbergen. On neither of these flights was there any sign of new land and it seems doubtful that there are even small islands in this inaccessible portion of the Arctic Sea.

So it can be seen that the route taken by Dr. Eckner from Franz Josef Land to the east, over a partly explored region, held the greatest promise of results. It was also within easy cruising distance for the Graf. Explorers have penetrated this area for hundreds of years, but are always finding something new. It was only in 1913 that Northern Land, which now seems to be larger than Novaya Zemlya, was discovered. Only the eastern coast line was mapped, and it was believed that a greater territory remained to be found to the north and west than had already been discovered before the Zeppelin's cruise. How much was seen of this little known country on the flight has not been definitely reported.

**CHANGES IN THE MAP**

Although Franz Josef Land has been known since 1873 and successive expeditions have outlined most of its islands, it appears that the observers on the airship have made a few changes in the map, finding two or three new islands and altering the outlines of others. It was on Franz

Josef Land that Nansen wintered after his miraculous trip across the ice from the Fram.

Novaya Zembla, further south, is not so difficult to reach, although Barents, who first wintered there, escaped with great difficulty and died on the journey home. It is inhabited by hunters, nearly 200 people living there. Spitsbergen, of course, supports the largest population of the northern islands, its coal mines being profitable, and at one time during the height of whaling it had a large settlement far north of its present northernmost village.

But perhaps the most interesting of the northern islands are the New Siberian group. When they were first reached some of them were found to be literally built on the bones of mammoths and other large prehistoric animals. The bones of the mammoths and other large prehistoric animals have been carried on there ever since. Some fossilized trees bearing leaves and fruit have been found also, giving evidence of a much different climate at one time; studied in connection with some significant discoveries in the Antarctic they have made scientific men wonder if there had not been in past ages a shift in the Poles.

Scattered along the edge of the continental shelf between the New Siberian Islands and Wrangell Island are a number of small islands of no particular importance. There are undoubtedly others there also which have not been found, for the shelf is wide at this point and large parts of it have never been reached.

All of these islands have their interest, but the possibility of a large land in or near the centre of the Arctic Sea has held more importance for the explorer. There was a time when it was thought that Greenland continued across as a continent to Siberia or Alaska. Some peculiarities of drift led to that theory. But when De Long drifted on his fatal expedition across the area where the supposed continent was imagined to lie this idea was abandoned. Peary's journey to the Pole cut through another part of the unknown region. However, the hope of some large islands persisted until the Norge flew from the Pole to Alaska and no land was seen. Then Wilkins made his flight far north from Alaska and on landing on the ice found an ocean depth of nearly three miles. His next flight from Alaska to Spitsbergen eliminated the possibility of land in a section east of the Norge's route. But despite all these journeys, by sea and air, some explorers still cling to the hope that land may be found outside the continental shelf in the large expanse which is still unknown.

The airplane and its ship have done much to reduce the unknown in the Arctic and with their perfection undoubtedly the blank region now on the map will diminish rapidly. Geographical exploration was a slow process in the days when men were entirely dependent upon ice drift and the strength of their ships. For although the old-time explorers could stay for long periods in the Arctic Sea, after they learned how to prevent scurvy, and did detailed scientific work which is not possible during the short flights of an airship, there is no doubt that for quick surveys the latter is incomparably better. Fog is the greatest obstacle to discovery from the air, but repeated trips north are bound eventually to uncover all Arctic secrets.

## Rich Placer Find Reported in B.C.

Victoria.—Discovery of a rich gold field at an obscure point tributary to the Finlay River, in the northern part of British Columbia was reported to the Government Saturday by J. B. Munro, Deputy Minister of Agriculture.

At a village in the Peace River country last week, Mr. Munro met M. C. Brown, veteran prospector, who had just staked claims from which, in three days, he took 27 ounces of coarse gold with the use of a crude rocker made with three poles and a blanket. This gold would be worth about \$400.

Brown is now on his way back to his claims with several companions who will also stake claims and spend the winter working with him.

Brown declined to indicate where his find lay, beyond saying he had come down the Finlay to Finlay Forks. He indicated that his claims were a long way from the river overland and extremely difficult to reach. All supplies must be back-packed.

## A Typewriter for a Penny

A penny-in-the-slot typewriter has now been installed in Berlin's large department stores.

Every hour of the day crowds of business men line up in the queue waiting their turn on the automatic typewriter. It's all very simple. Attached to the machine is a small meter with a slot which takes the coins. You drop in the equivalent of a penny and start to type.

You calculate your letter as you go along, for every tap is registered on the little dial of the meter. A thousand taps—not words—is the limit, and at the thousandth tap the machine locks, refusing to do another word until you insert an additional coin.

A clever invention! But how long will the machine hold out against the thousands of different hands that hammer its fragile keys daily?—London "Answers."

The average woman wears better than the average man, but not so much.

## Some delay in the tanner's kitchen

The hunger of a lodger whose soul was troubled, occasioned a dream which changed the course of early church history, v. 10. The question of the relation between Jew and Gentile had forced its issue. Peter, the Jews and Gentiles were "common." As they did not conform to Jewish regulations, they were "unclean." Therefore, all social intercourse was practically prohibited. What was a Christian Jew to do? Peter should have known the answer, for Jesus had been long ago (Mark 7: 19), but he had forgotten. He was slow to grasp the implications of the Jesus Way. Joppa, with its shipping, its busy Gentile traders, would raise the question. It would also raise the question, did the Lord's commission extend to these foreigners? His troubled waking thoughts wove themselves into the fabric of his dream. Did it mean that for Christians the old regulations no longer held? That no man was "common" in the sight of the All-Father? When the Gentile messengers arrived, Peter welcomed them as equals, and he went with them to Caesarea.

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## Professor Piccard Describes Beauties of the Stratosphere

Brussels.—Professor Auguste Piccard, in very simple words, recently described what it was like to float in the stratosphere. He recommended the airman present to follow in his steps but not to use balloons, but airplanes with triple motors, which are being built for the purpose of exploring the stratosphere.

"Kipper and I did not even know we had started," said Piccard. "Sealed up in our cabin, with a slice of atmosphere, we were wondering what had happened outside when Kipper, looking through the glass window at the bottom of the cabin, said, 'There's a chimney down there, and we knew we were off. We were very comfortable, seated among our instruments, and before we knew it we had shot into the stratosphere.'"

In order to prevent loss of air when discharging ballast a tube was fitted to the cabin. It had a tap at either end. The ballast was dropped into the tube, the upper tap turned off, the lower tap opened and the ballast released. This insured very little loss of air.

When their instruments showed that they were in the stratosphere, they took their observations and their photographs. Then they began to think about descending. It was only when they discovered an accident to the valve, of which they had been in happy ignorance, that they realized they must float in the stratosphere, helpless, until the balloon gradually deflated through the escape of gas. They immediately rationed their water and oxygen supplies, observing that the extra heat of the sun's rays at that altitude was causing the gas to expand and making the balloon more buoyant instead of less so.

Their airtight cabin was unbearably hot, the top too hot for the touch. Drops of water, from the condensation process, they carefully licked from the walls of the cabin, to save their remaining supply. Little by little their store of oxygen was running out. Looking from the horizontal window they could gauge the rate of the drift of their apparatus by noting the position of objects on the earth below.

Presently they came into the region of high mountains, with peaks standing above the clouds. This was a scene of indescribable splendor. They

## London Women Favor New Style Chapeau

The Second Empire style in hats reign supreme.

The verdict is the result of an analysis following the introduction of the new tricornes, bowlers and pill-box styles of headgear.

By actual count over half the women at Lord's attending the Eton and Harrow cricket matches wore them. During one day nine articles and two editorials about the hats appeared in the seven morning newspapers of London and in three afternoon newspapers of the same day.

Since their introduction, 75 per cent of the hat advertisements have featured these new models. Men discuss them and women buy them.

Walk along Bond Street and eight out of ten women have them.

Anywhere in London one may see a tall woman with a long skinny neck balancing a small straw pill-box absurdly on her head, or a short, fat woman, with a neck like a heavyweight wrestler wearing a Robin Hood felt trimmed with flowing plumes that would make a turkey cock or a peacock jealous.

## Collects 1,000 Lapp Melodies

More than 1,000 melodies of the Swedish Lapps have been collected and written down by Karl Tiren, whose real occupation is that of a station agent of the Swedish State Railways, but who is a painter, violinist and Lapp specialist by avocation. Recently Mr. Tiren was given a scholarship so that he can give more time to ethnographic work among the Lapps. The American-Scandinavian Review says.

## Training Ship Shows Successful Sailings

Worcester, S. A. The annual report of the board of control of the only South African training ship, the General Botha, just issued, shows that during the nine years' work of this ship, nearly 300 cadets have found employment at sea as apprentices and otherwise, a field of occupation which was previously closed to South Africa.

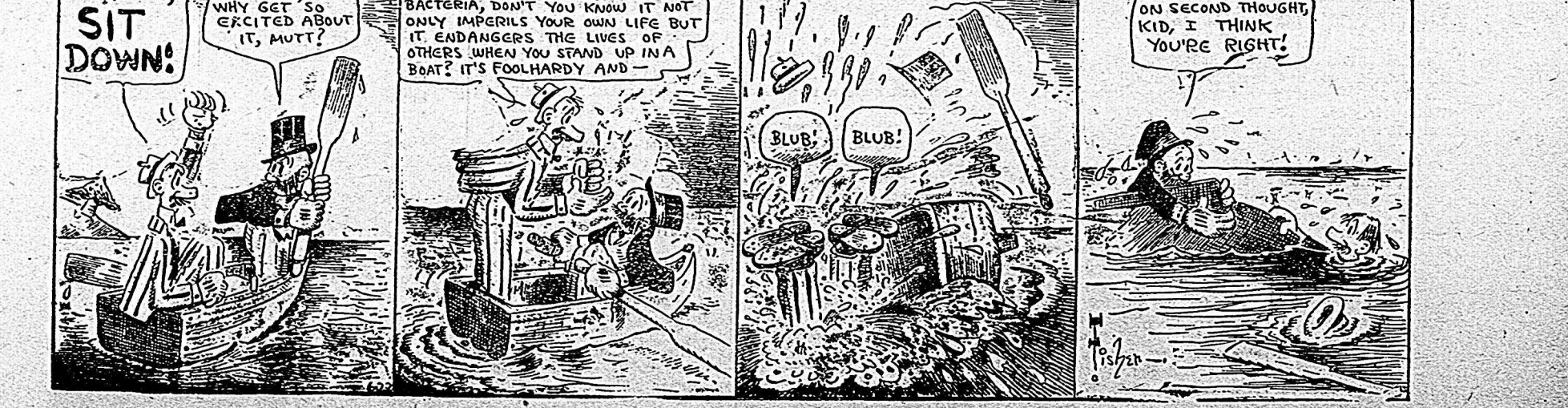
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## MUTT AND JEFF—The Next Speaker To Get Up Was...



By BUD FISHER