

The Scout

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for Boy Scout & Wolf Cub



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❖ Sea Scouting in Canada ❖



Royal St. Lawrence Sea Scouts
spring-outfitting their yacht
Jellicoe.

THE Sea Scout troops of Canada have been comparatively few in number, and at present are confined chiefly to the Atlantic and Pacific ports of Halifax and Vancouver and the great inland port of Montreal. Ottawa has had an active Sea Scout Troop for two years.

Advocates of Sea Scouting argue that Sea Scout troops should, and could with some encouragement and guidance, be brought into being all along our great inland freshwater seas, lakes and big rivers, and that Canadian Scouting in general would benefit by the addition of this appealing variety to the field of Scouting. They believe that boys in many places would respond enthusiastically if given the opportunity to become Sea Scouts; particularly that many older boys not interested in ordinary Scouting would be attracted by Sea Scouting, and thus be brought under the helpful influence of the Scout training.

One reason for the comparatively little interest so far shown in Sea Scouting in Canada undoubtedly has been the general lack of information on the subject available to possible Sea Scoutmasters located along our inland waterways. It was to meet this lack that it was decided to make

the November Scout Leader a Sea Scout number, and within the limited space available to discuss Sea Scouting, and to offer as much practical help as possible to those who may be interested.

Just What is Sea Scouting?

Briefly, Sea Scouting is land Scouting plus a certain technical knowledge of boats and water. In principle it inculcates all the ideals of land Scouting, and adds something else. This something may be described as sea-consciousness; a wider outlook and vision; something of that quality that has given England so many leaders with a world outlook.

The uniform has a strong appeal to many boys, and perhaps even more than the land uniform does it carry the atmosphere and tradition that, under right leadership, is of such important value in the training of character and development of good citizenship.

The purpose is not to create seamen. The full objective is gained when the Game of Sea Scouting has helped to make of a boy an all round resourceful, cheerful, useful and companionable good citizen, always willing to carry his share of responsibility, ready to make sacrifices if need be, and to cheerfully accept the knocks along with the good things of life.

The Subjects Taught

The subjects taken up include knotting, whipping, splicing, and work with tackle of various descriptions;

small boat work in theory and practice; theory of sailing, theory of stability, rules of the road, marine spike seamanship, boat construction, watermanship, navigation (dead reckoning) and weather lore. In addition, swimming and water rescue methods are taught, first aid, signalling, and campcraft and woodcraft, the latter practiced during inland cruises.

Sea Scout Age.—Properly Sea Scouting is for boys of 15 or over. The boy under 15 is not sufficiently mature to benefit fully by the training.

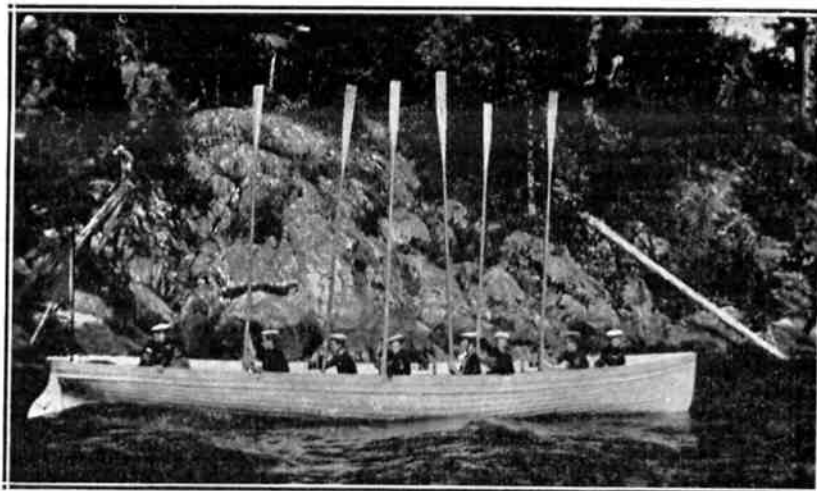
Organization

There are four essentials to the full success of a Sea Scout Troop: first, the troop should be connected with some organization having permanency; second, it must have the right kind of Sea Scoutmaster; third, it must have the right "sea-going" atmosphere, and fourth, it must have a craft of some kind.

Undoubtedly the best all round backing for a Sea Scout Troop, and the support having most permanency, is the established yacht club or boat club whose members are interested both in boys' work, and in the encouragement of the club's sport. The Troop Committee would be made up of members of the club, and a suitable summer headquarters for the troop could be provided in the clubhouse.

A church may be considered permanent if a group of men connected with it are really interested in Scouting, and willing to give practical and continuous service in backing the Sea

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"Toss oars!"—1st British Columbia Sea Scouts.

The Scout Leader

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Chief Scout for Canada
His Excellency Viscount Willingdon,
Governor-General of Canada.

Chief Commissioner

James W. Robertson, C.M.G., LL.D.

F. E. L. Coombs - - - - - Editor

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OTTAWA, NOVEMBER, 1926

Our New Chief Scout

SCOUT leaders throughout the Dominion will learn with pleasure that His Excellency Viscount Willingdon, our new Governor General, has consented to act as Chief Scout for Canada. Viscount Willingdon comes to us an established friend of Scouting; and we may confidently look forward to continued progress under his leadership.

All will join in extending to our new Chief a warm Scout welcome, and best wishes for "good camping" during his sojourn with us.

The Scoutmaster's First Year

DOMINION Headquarters takes much pleasure in announcing the above book,—which represents some three years of study, and compiling, writing, criticizing and re-writing. While the first aim has been to answer every "What shall I?" and "How shall I?" of the new Scoutmaster during his first year of troop leadership, it is believed that much if not all of the matter will be found useful to the experienced Scoutmaster.

The Scoutmaster's First Year covers practically all details of troop organization, development and handling, and is full of examples drawn from actual experience in Canada. A number of the chapters are based on articles which have appeared in the Scout Leader.

A chapter which should prove widely useful is that on Troop Finances, containing a very full list of means by which various Canadian troops have in the past met their financial problems. Another chapter which should prove interesting is that on Troop Headquarters. This contains a number of pictures of special headquarters buildings in various parts of Canada, and descriptions of numerous other types, and where and how secured. A feature that many Scoutmasters will appreciate is a list of 23 sample Troop Meeting Programmes.

The longest chapter in the book is that on Games—for all occasions, indoors and out. A cross index at the back of the book permits the ready location of any subject desired.

The book contains 194 pages, including the Contents outline and the Index, and is bound in a stout pliable linen cover similar to that of the

Handbook. The price is \$1.00, post-paid. An order blank will be found enclosed in this number of the Scout Leader.

Between 900 and 1,000 Scout leaders from every part of the United States gathered for the Fourth Biennial Conference of the Boy Scouts of America, held September 20 to 29 at Hot Springs, Ark. The very striking conference photograph showed a group of some 800 men in the low cut shirt and shorts which have been adopted as the official field uniform of American Scout Executives. Assistant Chief Commissioner John A. Stiles was present as representative of Scouting in the British Empire.

Lord Byng's Good-bye

FROM the boat at Quebec, Lord Byng, retiring Chief Scout for Canada, wired the following parting message to Dominion Headquarters for the Scouts and Scout leaders of Canada:

Good-bye! Good luck! Good Scouting!

—Byng of Vimy.



Some sixty delegates were present at the quarterly meeting of the Patrol Leaders' Council held at White Rock, B.C., on Saturday evening, October 2nd. Patrol Leaders were present from Burnaby, New Westminster, Abbotsford, Chilliwack and White Rock. Dr. Purvis of the New Westminster Kiwanis Club addressed the boys on "Public Health." Outside delegates were entertained in the homes of local Scout families.

Quartermaster George Ferguson of the Dominion Headquarters Stores department made a trip through the west during September in connection with the service rendered by his department. The conferences with local and district leaders resulted in a number of excellent suggestions for the further improvement of the supplies service, and incidentally many expressions of appreciation of the promptness of shipment, prices and the quality of uniforms and other items at present supplied. The many courtesies extended by brother Scouts everywhere was a most pleasant feature of the trip.



Are you preparing to register your Troop for 1927?

Don't forget the year's best Good Turn,—the Christmas Toy Repair Shop.

If you have not yet sent your census figures in to Provincial Headquarters, kindly do so at once.

One of the results of the International Boy Scout Conference at Kandersteg, Switzerland, was the entry of the Mexican Scouts, adding substantially to the existing world membership.

A recent visit of Field Commissioner J. O. Kaulbach to Springhill, N. S., developed the fact that during last year's strike in the mines one troop undertook and carried out the feeding of thirty-five families for ten days.

Some five hundred Ottawa Scouts, Cubs and their leaders were stretched along the roadway from Rideau Hall to give Lord and Lady Byng a final Scout farewell on their departure. The boys were excused from school in order that they might participate.

Every Scout carrying an up-to-date registration certificate stands a 50% better chance of securing a position. Registrations made now are good to the end of 1927.

The Moose Jaw District Council has been running a course for Rovers under the direction of District Commissioner A. K. Strachan. Sessions will be held once a week for two months.

The many friends of Provincial Commissioner H. A. Laurence of Ontario, who has for several weeks been lying ill at his summer home at Severn Falls, will be glad to learn that he is improving, and hopes to return to his duties at an early date.

All the reports of fall re-opening meetings of troops and packs are most promising. In numbers of cases troops are reported over strength. One of the outstanding examples was the 41st Ottawa French Canadian Troop, with over 80 boys.

Nova Scotia Scouts again rendered efficient service by collecting returns during the recent election. Troops participating included those of Glace Bay, Halifax, Wolfville, Amherst, Antigonish, Bridgewater, Carleton, Chester, Lunenburg, New Glasgow, New Waterford, Parrsboro, Pictou, Sydney, Sydney Mines, Truro, Wedgeport and Yarmouth.

For a visit of the Lieutenant-Governor to Duncan, B. C., a guard of honour was furnished by the Scouts and Cubs of Duncan, Quamichan and Chemainus. Archdeacon Collison was in charge of the Quamichan Cubs and Rev. A. Bischlager in charge of the Duncan Scouts.

SEA SCOUTING IN CANADA

(Continued from page 13)

Scoutmaster in his work. In this case presumably the Troop headquarters would be located in the church hall or basement, with ultimately, a boathouse on the waterfront.

Falling such backing as the above, a Troop Committee may be organized as for a land troop, with headquarters in a school or any other similar building.

In all cases the rules applying to the organization of a land troop and the functions of a Troop Committee would apply. (See the pamphlet, "Troop and Pack Committee," furnished free by Provincial headquarters.)

The Sea Scoutmaster

In addition to all the qualifications as to character and boy leadership ability expected in a Scoutmaster, the Sea Scoutmaster should be an amateur yachtsman or waterman,—preferably a yachtsman; at least a canoeist. And in some department of his sport he should be an expert. Having one specialty, he can afford, without loss of prestige among his boys, to call in as many other experts as desired to assist him with other details.

As has been said before, Sea Scouting is not merely technical instruction; it is a game, in which the sea-going atmosphere is important—the atmosphere of that eternal mother of the human race, the sea. Hence, as a final qualification, the Sea Scoutmaster must have the ability to create and maintain that atmosphere.

Atmosphere

This comes even before equipment, for without the proper atmosphere there can be no real Sea Scouting. Atmosphere is something created in the first place by the man who heads the troop. Its underlying idea is that the troop is, not a land troop which sometimes takes to the water, but a water unit temporarily ashore. This atmosphere will be in part secured by the habitual use of sea terms, by the way in which clothes are worn, by the use of ship's time, by the decorations and equipment of the troop room, etc.

Initial Equipment

The possession of a boat is not necessary to the initial organization of a Sea Scout Troop. A satisfactory beginning may be made with a club room and a quantity of rope, other items of equipment being added from time to time,—and the boat last. This may be an ordinary row boat, or if nothing else is available, may be a canoe. Better still, the boys may build a boat of their own during the winter.

Programme

An outline of the work to be taken up by a Sea Scout Troop will be found fully described in "Sea Scouting and Seamanship for Boys" (60c), and "Seamanship for Scouts" (40c). Also excellent is the recently published edition of the American Manual of Sea Scouting, \$1.50. This book contains, in addition to other matter, a glossary of sea terms and a number of Sea chanteys with music.

Minimum Equipment

A coil of rope. Nothing smaller than 5/16; preferably 3/8th inch. No string!

Rope Work to be Taken Up

The rope work to be taken up should include two or three types of whipping, 12 knots, bends and hitches, and 4 splices. The knots include the six ordinary Tenderfoot knots, and in addition the anchor bend (fisherman's bend, not fisherman's knot), rolling hitch, double sheet bend, Blackwall hitch, wall and crown knots, the back splice and the Matthew Walker. The splices include the short, long, eye and split. The making of a grommet (for quoits) also may be included.

In knot instruction the clove hitch and the bowline should be emphasized. The Sea Scouts should be able to make a bowline under all circumstances, behind the back, in the dark, etc.

Sea Scouting Results

It is safe to say that the maximum results in the development of resourceful and courageous self-dependence and initiative are achieved by Sea Scouting. Usually cruising is done by small crews, of which every member has definite and important responsibilities. For the Patrol Leader or Coxswain, the responsibility probably is of a type and scope not offered by any other programme of boy training. It is a genuine experi-

excellent heavy weather boat, and comparatively safe to beach even in a breaking sea.

Another type of boat that will prove generally satisfactory is a life-boat of about 30 feet over all.

Whalers can sometimes be purchased at a nominal figure from the Royal Canadian Navy, and life-boats often can be purchased quite cheaply from the larger shipping companies. It would be well for a Sea Scout Troop Committee to investigate these possibilities before purchasing a boat through a ship's broker.

Where the Sea Scout Troop is connected with a yacht club the members of the Troop Committee may learn of a second-hand yacht already in commission which may be purchased at a reasonable figure—when the troop is ready by experience, and financially, to expand its activities.

There usually are a number of old ship's or yacht's boats at the docks and shipyards of every port of any size. The ship's boats usually are discarded for having become unsound, chiefly from non-use, inattention and exposure to heat. The Government surveyors decline to pass them for further use at sea, and they go to the scrap heap. Properly directed work

OTTAWA Sea Scouts in from sailing practice on the Rideau River, under A. S. S. M. Alkman of Montreal.—The sails, mast and rigging were made by the Troop during the winter.



ence in responsible leadership. The story elsewhere in this number of the 1,000 mile cruise of a whaler crew of Montreal Sea Scouts to New York and return offers a concrete and recent example.

How Craft May be Secured

The kind of craft to be sought for the new Sea Scout Troop will be to a great extent governed by the troop's water location. An Atlantic or Pacific coast or Great Lakes troop, with possible off-shore cruising ahead, would require a different type of boat to that required by an inland troop the limit of whose cruising would be week-end trips on rivers or small lakes. Probably the majority of the prospective new Sea Scout troops will do their cruising on protected waters, with occasional trips in the larger lakes or ocean bays and sounds.

For this kind of cruising, a combined rowing and sailing boat is most suitable, both in the variety of experience offered and in its safety. Probably the boat best meeting all requirements is the 27-foot British naval Montagu type of "whaler." The whaleboat, or whaler, is a double-end boat of fine lines and with considerable sheer; an

by a troop of Sea Scouts would in most cases soon restore such a boat to good condition. Similarly, yacht's boats which have lost their smartness may be secured. Ship and yacht owners may only need a hint from the right quarter.

Regarding Clubhouse Privileges

Experience suggests that it is not wise to accord club privileges to the members of a Sea Scout Troop affiliated with a yacht or boat club. Both the social activities and other features of the average clubhouse may prove a distraction, and interfere with Sea Scouting activities proper,—just as the use for troop meetings of a well equipped gymnasium has been found a drawback to a land troop.

The best clubhouse arrangement for Sea Scouts is that the boys be allowed about the clubhouse only during or in connection with troop activities.

An exception to this rule might be the inviting of the boys to take short cruises with members of the club, until the Scouts have a craft of their own,—as a way, meanwhile, of providing them cruising experience.

(Continued on page 22)



Ottawa
Sea
Scouts
on a
week-
end
Cruise.

A Sea Scout Training Programme

THE following outline of a Sea Scout Troop's training programme was contributed by Sea Scoutmaster James Glass of the 1st Ottawa Sea Scout Troop. It is offered, not as the one type of programme to be used, but merely as a programme which has been found successful by one inland troop.

IN the case of inland Sea Scout troops located where the lakes or rivers freeze, the Sea Scout year naturally divides into two training seasons. We so divide our year—into Winter and Summer, or Land and Boating periods.

Winter Training

(a) Tenderfoot, Second and First Class, and Proficiency Badges. In the latter work particular attention is given the badges associated with Sea Scouting, i.e., Handyman, Swimmer's and Rescuer's (taken at the Y pools), Ambulance, Signaller's, etc.

(b) Knotting, splicing, etc.

(c) Theoretical Seamanship, i.e., Rules of the Road at Sea, Compass, Ship's bells and watches. Small Boat Seamanship, Breeches Buoy Rescue, rigging of blocks and pulleys sails, types of, names of, etc.; boats, parts of, types of, etc.; sea phraseology.

Nautical Atmosphere

One of the factors most necessary to the success of a Sea Scout troop is nautical atmosphere. Thus, the troop room becomes a ship, the floor becomes the deck, the windows or skylights are scuttles or hatchways, the stairs are companionways. Your Patrol Leaders become Coxwains, your patrols boat crews, your A.S.M.'s are Mates, and the Scoutmaster is always the Skipper.

The use of sea terms should be encouraged; but care must be taken that these are correct. (Correct terms will be found throughout the text matter of "Sea Scouting for Boys," by B.P., in "Seamanship for Scouts," by Garnett, and in the Admiralty "Manual of Seamanship," Volume I. An excellent glossary of sea terms also will be found in the back of the Sea Scouts' Manual of the Boy Scouts of America.)

Install a ship's bell, and have the Cox'n of the Watch on Deck (the

Duty Patrol) strike the bells every half hour.

Place your Scout flag at the after end of the room, designate this as the quarterdeck, and hold to the practice of each Scout saluting as he comes aboard, and whenever he passes the quarterdeck.

It may be interesting to note that the old time custom of saluting the quarterdeck dates from the far off days when a Crucifix was placed aft, and was saluted by all passing or approaching it. In saluting the Sea Scout quarterdeck the thought may be emphasized that we are saluting the spirit of the Scout brotherhood.

Above all, instill discipline aboard your troop room "ship." Prompt and cheerful obedience to orders will later be an absolute essential to safe and sane work on the water.

Summer Training

Boat work. Use your boat constantly. Get every boy out. We meet practically every evening during the summer, but not as a complete ship's company. Each of our four boat crews is allotted one evening per week. As part of their plan to keep one "knot" ahead of their boys, the officers reserve to themselves one evening of each week for special training. Week-end cruises by various groups of boys are taken throughout the summer.

Our present craft is rather small, four boys constituting a boat crew.

Don't forget that, like land Scouting, Sea Scouting is a game—"the game of Sea Scouting for Boys." Mix in your programme plenty of games—Smugglers, Pirates, Ship Wrecks and Rescues, etc. Of course the ideal combination is one which includes fun and instruction. Ship Wreck and Rescue games are a good illustration of this.

Our Ship's Company

The organization of the ship's company will of course depend upon circumstances. We believe in small numbers. Our officers consist of the Sea Scoutmaster, or Skipper, and an A.S.S.M. or Mate, who also does the accounting, etc.

The troop is organized into two Watches, Port and Starboard, under A.S.S.M.'s, or Mates. Each Watch is composed of two boat crews of four boys each. The Mate is assisted by a T.L. or Assistant T.L., known as the Bos'n or Bos'n's Mate, who have charge of all stores and equipment.

Each Watch is practically an independent unit. The Sea Scoutmaster supervises, indicates the method of training, and invests new members, but the discipline, actual training, etc., is left entirely to the Mate. Each crew is under an Acting Cox'n. Thus when the boating season opens you have a sufficiency of senior and junior officers to take charge of boat crews on cruises. At present all two-week or longer cruises are made in charge of a Mate, and week-end or all-day cruises in charge of an Acting Cox'n. This is working out quite satisfactorily; it provides ample opportunity for the boys to develop leadership ability. We expect in the not distant future to permit long cruising under Cox'ns.

All ranks below Sea Scoutmaster are with us understood to be acting ranks. Boys who are unable to give

the necessary time and attention to their duties as senior officers, or who fail in some respect to measure up to their responsibilities, revert to the rank of Sea Scout or Rover Sea Scout.

Competitions

Each Watch holds its own crew competitions and judges its own crews. The competitions include knotting and splicing, Tenderfoot, Second and First Class work, theoretical seamanship, games based on test work and other games.

Throughout the year a competition between the two Watches is conducted by the Sea Scoutmaster along similar lines.

For one meeting a month a special or surprise programme is arranged. This may include indoor sports, a sing-song, yarn telling, special crew competitions, etc.

A Sample Winter Programme

7.30 Scouts come aboard. Any activities they care to indulge in.

7.50 Stand to. Ensign (Red Ensign, not Union Jack) broken out.

8.00 Duty Cox'n strikes bell. Crew instruction (knots, compass, rules of the road, etc., as planned by Mate.)

8.20 Lively steam-off game.

8.30 Duty Cox'n strikes bell. Ship's company instruction by Skipper or outside instructor.

8.45 Steam-off game.

9.00 Duty Cox'n strikes bell. Inspection by Watch Officer. Inspection by Skipper (may comprise almost anything,—uniform, test questions on knotting, signalling, boat equipment, etc., etc.).

9.15 Announcements. Mates announce crew points on the evening's work of their watch. Skipper announces points in the evening's competition between the Watches, and awards pennant to winning Watch.

9.30 Duty Cox'n strikes bells.



"Laying into it!"

Lower ensign. Promise.
Break away.

9.40 All clear.

Court of Honour is held on separate night.

The Court of Honour

Each Watch holds its own Court of Honour weekly. A Troop Court of Honour is held once a month. In addition a social get-together of officers and Sea Rovers is held once a month, usually on the last Friday evening of the month, at the close of the regular meeting.

The Log Book

The importance of the ship's log should not be overlooked. We make the Cox'n of the Watch responsible, and thus get different views on troop activities. In addition to the troop log each Watch keeps a log of its own, and many Scouts an individual log. The last is optional.

Age for Sea Scouting

This is a subject on which there is some difference of opinion; probably locality and other conditions should determine for each Sea Scout Troop. We have made 14 our minimum age limit, but are about to experiment with a crew of 12 year old boys.

A Thousand Mile Cruise

AN interesting example of the possibilities of Sea Scout training is presented in the following necessarily condensed summary of the log of the inland cruise to New York and back of the Montreal Sea Scout whaler James Caird, with a crew of six Scouts. Probably only those with water experience will fully appreciate the measure of responsibility borne by the young Patrol Leader, or Bos'n, who for practically a month and for a thousand miles of cruising was responsible for the navigation, meals, health, discipline, safety and conduct of a group of boys only slightly younger than himself.

A very complete log was kept. The first entry, dated August 1st, was as follows:

Left Dorval 12.50 p.m. Were given a salute of 3 guns by the Yacht Club. "Jellicoe" towed us to Pte. Claire, arriving at 1.45. Had lunch and then a representative of the Fox Films came and took pictures for the news review of us and our craft. Took parents aboard, and "Jellicoe" towed us to the Dixie Light, where she dropped us at 3.35 and left with many good wishes. We made for the Lachine lock at 4.20 and cleared at 4.27, towing alongside of canal. Cleared second lock at 6.20 and set "Columbus jib," as a light breeze had sprung up. Entered first of final series of locks at 7.15, cleared canal 8.25. Rowed downstream and at 10.30 anchored under a lee shore at Longue Pointe. Crew pretty well tired. Had supper and decided to keep a watch all night as the ground was not too good for holding and we were pretty close to the ship channel. McRobie and Smeed took the first watch, Collis and Clift the second, Gemmel and Brown the third. Set riding light

and turned in at 11.30 p.m. Today we made 18 miles from Dorval. So ends this day.

Supper: Soup, Canadian Boiled dinner. Bread and Jam. Pies and cake.

Considerable rain and very little breeze marked the succeeding three days, necessitating frequent dependence on the oars. On August 5th United States waters were entered and the necessary formalities gone through at Rouse's Point.

The following morning brought a strong south-west wind and the first heavy weather. "As soon as we cleared the breakwater we got the full force, but as we had our reef down we were O.K. The wind then shifted to dead ahead, and rollers broke in over the boat." As a result of the heavy weather, the log records, "McRobie parted with his breakfast at 10.20." Another incident was the loss of a scarf overboard, whereupon "we came about and rescued it, providing a little practice in manœuvring."

In the evening the Sea Scouts landed at a little wharf, and were invited to camp there, "so we pitched tent, as it looked like rain." And in



The whaler and her crew.

further demonstration of their land training, "a couple of chickens were bought, killed and cooked." Regarding distance, the log noted "we made 12 miles, sailing about 35 to do it."

The entry for August 7th notes that "Don and Bob" swam out and brought the whaler in from her moorings. "Everything wet. Reaved a new main halyard to replace the old one which broke yesterday. Another strong head wind. Tacked up repeatedly, getting soured in the heavy seas. Rounded Cumberland Head at 3 o'clock." The night was spent in a little bay on Valcouer Island, "where we camped and slept on the rocks."

August the 8th brought a further test in boat handling under sail.

The wind hauled round to the west so we set the spinnaker as a reaching jib. Port Kent abeam 10.30, wind lightening. At noon the "Four Brothers," 4 little islands, were on the port beam. Wind again hauled to the north, so we set the spinnaker as such,

A
shore
berth
for the
night.



and had lunch, consisting of the mortal remains of the two chickens. After lunch we rigged up a "bib"—the jib rigged up as a spinnaker on the mizzen mast, using part of a broken oar as a boom. The scenery is beautiful, with the Adirondack Mountains on the New York side and the White Mountains on the Vermont. Rounded Split Rock Point at 3 o'clock, and as we emerged on the final 10 miles stretch to Port Henry the wind increased and rain storm blew up. We tore along, and as someone failed to ease the spinnaker sheets in time as we gybed, the end of the boom caught in the water and the boom snapped. Used an oar instead. Clift cooked dinner under way. Passed Port Henry light at 6.15 and entered the narrow part of the lake. Ate a fine supper Gemmel in crossing the boat slipped and gashed his foot on the stove. Ken bandaged it, but Gemmel will have to see a doctor tomorrow. Decided to sail all night if the wind holds, to try to make Whitehall, so as to cut down delay as much as possible. Following this decision, the wind dropped at 8.15, so at 8.30 we took to oars and rowed in the dark as far as the Watch Pt. Light. Here we ran the boat ashore and landed all but Clift and Gemmel, who slept aboard, moving the whaler out from shore and anchoring her bow, keeping the stern belayed to the shore. Prayers and lights out at 10.30.

Today we made 53 miles. From Dorval 223. So ends this day.

Breakfast: Oranges, porridge, bread and jam, pancakes.

Lunch: Bread and jam, cold chicken, lime juice, canned peaches and pineapple.

Dinner: Beefsteak, potatoes, fresh carrots and corn, bread and jam.

Historic old Fort Ticonderoga was passed early the following morning. An afternoon incident brought further variety. "Once as Bob was up at the mizzen peak a girl rushed down to the water with a camera and shouted to us to wait while she took our pic-

ture. Bob in his hurry to get down brought the mizzen with him, causing quite a spectacle."

August 11th saw the Caird finally clear of the upper Hudson's canal system, and in the river at Troy, N.Y., at the head of navigation to the sea. Albany was reached at 5.45, and after a visit to the steward of the Albany Yacht Club the whaler was tied up at one of the club floats. Here the boat was unloaded and thoroughly cleaned.

Rain and heavy head winds marked the run down to New York. The outstanding experience followed the acceptance of a tow, against tide and wind, when both the towing launch and the whaler ran ashore. Before they were clear the entire crew of Sea Scouts had to go over the side and heave.

Grant's Tomb was passed early on the morning of August 14th, and at 8.45 the Caird tied up alongside the U.S.S. Illinois. Through the courtesy of Commander Condon the training ship was made the headquarters of the Canadian Sea Scouts during their stay in the big American port.

Shore leave began the following morning, Sunday, with the crew of Scouts attending service at the Cathedral of St. John the Divine. The crowded week that followed included a visit to the National Headquarters of the Boy Scouts of America, where the boys were entertained at lunch; a visit to the Brooklyn District Scout Headquarters, a luncheon by the Canadian Club and visits to numerous places of interest in and about New York. An evening at the world's largest movie theatre in company with five New York Scouts, as guests of District Commissioner Price of Brooklyn, is mentioned in the log; a big league baseball game and a number of excursions as the guests of Mr. C. S. Allen, Assistant District Scout Commissioner of Montreal. An experience that especially interested the Sea Scouts was a visit to the Hudson river docks, and an inspection of the two great ocean liners, the Belgenland and Olympic.

The return trip of the Sea Scout voyagers was made without special incident. On Saturday, August 28th, the Caird was once more in home waters, and on Tuesday, August 31st, at 7 p.m., she was back in her berth at the Royal St. Lawrence Yacht Club, Dorval; and

"The end of a splendid cruise was marked by a salute of three guns, three cheers, and an invitation, eagerly accepted, to have dinner."

The ship's company was made up as follows:

Kenneth Brown, Bos'n in charge.

Bob Smeed, Cox'n, second in command.

Wilson Gemmel, Cox'n.

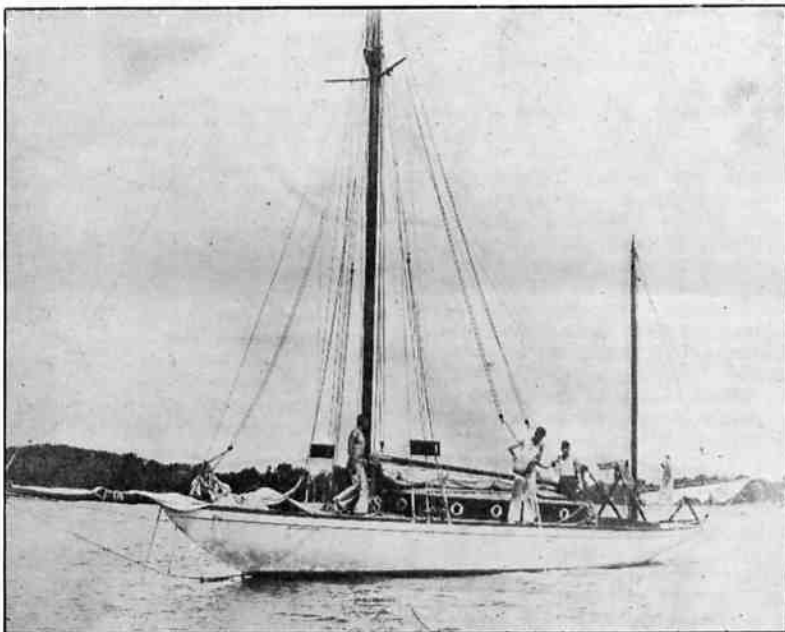
Erol Cliff, Cox'n.

Donald McRobie, Second.

Harry Collis, Sea Scout.

The National Rifle Association has published its announcement regarding miniature rifle shooting competitions among boys of the Empire during 1927. Scoutmasters may secure a copy from Provincial Headquarters.

The Annual Cruise of the "Jellicoe"



EACH year during August a group of the fortunate lads of the Royal St. Lawrence Yacht Club Sea Scout Troop of Montreal enjoy a yacht cruise of some 700 miles to Toronto and return. The following interesting story of this summer's cruise—based on the always well kept log—was furnished by a member of "Jellicoe's" crew.

During the week the "Jellicoe" was overhauled, and given a fresh coat of paint; and on Saturday morning, August 14th, the Scouts selected for the crew reported. The day was spent in final preparation—getting cruising stores aboard, removing unnecessary equipment, etc. Among the special items of equipment brought aboard was an extra mainsail, recently presented by a good friend of the Troop, Mr. Wm. C. Finley. This was to prove of great value on a memorable day of the cruise.

"Adventures" Begin—Oil and Rain

We left Dorval August 15th, at four bells of the afternoon watch. As there was no wind, we cleared harbour under power, and set a straight course for the St. Lawrence channel, and thence up the steamer channel to the entrance of the Soulanges Canal. Here we encountered our first bit of adventure, in the shape of a deposit of thick oil, which the waves jauntily smeared over our new and beautifully clean top sides. Notwithstanding a suitable combination of swab drill and sea-going remarks anent oil tankers, it proved impossible to remove the oil completely; and for the balance of the cruise "Jellicoe's" white sides did not have that spotless cleanliness that good Sea Scouts would have desired.

We made the end of the long Soulanges Canal by evening, and anchored for the night. All hands were roused early next morning, and we cleared the canal shortly after five bells, and set sail to a light and favorable breeze. We proceeded up the

main steamer channel, and mid afternoon found us off Cornwall. We entered the Cornwall Canal, picked up some stores in town, and held on westward. Half an hour later we ran into one of the heaviest rain storms of several years' experience. The watch on deck were soaked to the skin, in spite of their oilies and sou'westers. However, we made the end of the canal by evening and anchored for the night.

A Tussle With the Current

Tuesday morning brought fine weather, and a fresh and favourable wind. We cleared the canal at about four bells (6 o'clock), and after a hard struggle with the current made Morrisburg at about two bells of the afternoon watch. We proceeded through the canal immediately, and out into the river again, for the hardest struggle of all—the breasting of the current below Iroquois. This was a real struggle. There was one stretch where the "Jellicoe" crept along almost imperceptibly, although the engine was on "full ahead." In fact, at the worst point nearly 20 minutes was required to make 100 yards.

At Iroquois we entered the Cardinal Canal, clearing at about two bells of the first dog watch, and were off on the run to Prescott. We slipped in there early in the evening, anchored for the night, tumbled up early Wednesday morning, and made Brockville by one bell of the forenoon watch. During the balance of the day we were sailing through some of the finest scenery in Canada—the Thousand Islands. Nightfall found us anchored at Gananoque, and on Thursday morning we headed for Kingston, which we reached about noon. Here we had a thorough ship cleaning, and later in the day entertained a number of Kingston visitors, including the Kingston Sea Cadets under Captain McDonald.

Up the Bay of Quinte

Early Friday morning saw the Lime-stone City slipping astern as we laid a course up the Bay of Quinte. Presently the wind, about east, freshened considerably, and within two hours we were laying over to it nicely, and making around $6\frac{1}{2}$ knots. The sail up picturesque Adolphus Reach was most enjoyable, although the strength of the wind made tacking to loo'ard necessary in order to avoid undue risk, with the wind dead aft. Prinyer Cove and Glen Isle soon dropped astern, and then all sheets were hauled aft for a close-haul run to Deseronto. Here some exciting sailing was enjoyed. At noon, in order to enjoy a quiet lunch, we dropped anchor in shore, out of the wind,—and incidentally discovered how hot the day was.

A Casualty Up Aloft

Under way again, we were about five miles from Napanee when in a particularly stiff gust of wind a forged iron ring at the cap of our main mast gave way. The main peak hal-yard fell, which had the effect of hoisting the gaff jaws. This upward movement of the throat caused the main luff bolt rope to part, and in a moment our big mainsail had torn from luff to leach. In a very narrow passage and with a strong wind blowing, we were in a somewhat difficult situation. We immediately put the "Jellicoe" into the wind, lowered away our fore stay-sail, then the mainsail, on the instalment plan. The wreckage was finally lashed to the main boom, and we fell away on our course, under jib and jigger. Our speed was considerably reduced, but by seven bells of the afternoon watch, we had rounded the gas buoy near Napanee and set a course for Telegraph Narrows. Once on this course, we substituted our spinnaker for a jib, and under this canvas completed the run to Belleville, where we anchored for the night. We had made the run from Kingston to Belleville in eleven hours of actual sailing time, or an average of 6.8 miles per hour for about 75 miles.

Saturday saw us "in dock for repairs," with rain still falling and a heavy east wind blowing. We had a new eye-bolt forging made for the top of our mainmast, and bent our spare mainsail,—congratulating ourselves that we were so fortunate as to have such a good assortment of canvas in our sail locker. All ship shape once more, we cleared Belleville early Monday morning and set a course for Trenton. We passed this bay port at about one bell, and shortly after, entered the Murray Canal. The canal was cleared at around five bells of the forenoon watch; and we were in Lake Ontario. We made an offing of three or four miles, then set a straight course for Toronto, about 100 miles away.

Shortly after laying our final course we encountered some fishermen, and hailed them and lay to and bought some splendid whitefish—which were in our frying-pan within a few minutes. Freshly caught whitefish is one of the real delicacies of the Great Lakes.

The "Jellicoe" bowed along without incident until about two bells of the afternoon watch, when the barograph began to toboggan in a somewhat precipitous manner. By eight bells the sky had assumed a most threatening aspect, with peculiar greenish tinges that made us somewhat dubious as to what was coming. It was decided not to take chances, so a course was set by dead reckoning for Port Hope—about ten miles away—or until such time as we could determine what the weather was to be. By the time we were well away on the new course the wind was blowing hard and the visibility was very low. By three bells of the first dog watch we were able through the haze to make out the land, and within a short time much to our gratification picked out the harbour of Port Hope. We made the harbour and cast anchor.

By this time rain was descending in torrents. The prospect of a good hot meal with no motion under foot made a strong appeal, so we decided to lie up for the night. The morning saw us again slipping along westward, with rather light fluky winds. Without further event of importance we made Toronto late Tuesday afternoon, and dropped anchor with considerable satisfaction at the Royal Canadian Yacht Club. Here we picked up another member of our crew, Cox'n Wilson Beckett, who had just finished his season's work on one of the C.P.S.S. Great Lakes' vessels.

Some U. S. Sea Scouts

Wednesday was spent in cleaning ship, and on Thursday we had the pleasure of welcoming a party of 12 American Sea Scouts from Flint, Michigan, who had cruised to Toronto expressly to meet us. On Friday we made a sight-seeing trip to Niagara Falls, and on Saturday we visited the Canadian National Exhibition; where Assistant District Commissioner O'Callaghan was most kind. On Sunday morning we held a church parade to St. James' Cathedral.

We bade good-bye to our Toronto friends and set sail for Montreal on Sunday afternoon, with a light west wind. By evening we had dropped

Toronto below the horizon; but with the growing darkness we could still see the city lights in the sky, and occasionally, from the crest of an extra large roller, we could catch a glimpse of the lights of Ashbridge's Bay. The night was clear and fine, with a rolly sea and fresh wind; and over head a wonderful sky of stars.

Homeward Bound

Dawn found us well down Lake Ontario, and by noon we had picked up Peter Head Light, on the Prince Edward County shore. When on Monday evening we tied up at the Kingston Yacht Club pier we had completed a run of 29 hours, which considering the wind and the sea, was a quick passage. Tuesday night found us at Brockville, after another delightful run through the Thousand Islands and on Wednesday morning we hoisted sail at four bells (morning watch) and laid a course for the Gallops Rapids.

Shooting the river and the rapids-east-bound provides a delightful experience, particularly as contrasted with the slow process of west-bound travel. By two bells Wednesday noon we entered the Cornwall Canal. Here we ran into a series of delays, and it was dusk when we finally entered Lake St. Francis. Darkness had fallen when we reached Stanley Island, and we decided to lie up there for the night. Early morning again found us skimming eastward, and by early afternoon we cleared the last stretch of canal, and were once more in Lake St. Louis, our home waters. During the final run we had been giving the "Jellicoe" a thorough cleaning; and by 7.30, land time, the "Jellicoe" was once more at her moorings—spotless—and the crew were saying good-by to her and to one another, after another most delightful and instructive cruise of about 750 miles.

The ship's company consisted of: Lesslie R. Thomson, Sea Scoutmaster in charge; E. T. Buchanan, Assistant Sea Scoutmaster, Second in command; H. Aikman, Assistant Sea Scoutmaster; W. Beckett, Coxswain. Sea Scouts: G. Chipman, D. Hamilton, N. Legallee, J. MacFarlane, R. Rutherford.

Keep
'em
busy!



❖ Scouting from Coast to Coast ❖

THE usual Scout section was a feature of the Cape Breton Fall fair. The exhibit included flowers, garden produce, nature study collections, poultry and pets, and examples of Scout handiwork.

The 1st Rossland Cub Pack, B.C., is starting a Pack Library, to which the boys themselves are contributing books.

Cubs of the 33rd Montreal Pack take a Sunday morning swim prior to going to church. Through this programme many of the boys have learned to swim.

Fall activities of the 28th Winnipeg Troop commenced on a Sunday with the re-opening of the Scout's Own Bible Class at Fort Rouge United Church. This class started in 1921 with twelve boys, and the present number is over 40.

Markdale, Ont., Scouts visited Dundalk for fall re-opening of activities in that town.

A Scout farewell at Medicine Hat, Alta., and a Scout welcome at Ottawa marked the transfer of Rev. H. W. Browne from Holy Trinity Church in the former city to St. Barnabas Church, Ottawa. Cubs and Scouts of Holy Trinity Troop and Pack paid the departing rector a regretful farewell, and on his arrival at Ottawa at 8 a.m. three days later he was met at the station by Scoutmaster Day and four boys of the 9th Ottawa (St. Barnabas) Troop, in uniform.

The 2nd Moose Jaw Troop, Sask., held a masquerade entertainment, charging an admission of 25 cents.

The 3rd St. Thomas Troop, Ont., accompanied by the 2nd St. Thomas Cub Pack, hiked to Yarmouth Heights for a joint outdoors council fire with St. Luke's Scouts. The programme included an interesting talk on the Sixth Scout Law by Dr. C. M. McCall, a veterinary surgeon.

At an ice cream and confectionery sale held by the Wolf Cub Pack of Falmouth, N. S., cakes made by the boys were auctioned off, and brought good prices.

Scouts, Cubs and Rovers of the 18th Winnipeg (Point Douglas-United Church) Troop, held a church parade at which a new Wolf Cub flag was dedicated.

The Salvation Army Hall at Sackville, N.B., was crowded to hear a programme put on by the Salvation Army Scout Troop of Moncton, under Adjutant Parsons.

Dunnville Scouts, Ont., assisted at the local Lions' Club parade and sports on Labour Day and drew many complimentary remarks on their smartness and willingness. A particular comment was made regarding

one Scout, who with a salute and a smile accepted a commission which took him away from the sports to help at the gate, where he could see nothing.

The Eagle Patrol of the 1st Vernon Troop, B.C., acted as instructors for over 30 Cubs at the re-opening meeting of the Vernon Cub Pack.

A Scout window display competition held under the direction of the Vancouver Display Men's Club was won by the 13th Vancouver Troop, with the 28th in second place. Special mention is made of the displays of the 1st B. C. Sea Scouts, and the 15th and 24th Troops.

Boy Scouts participated in a parade of public school children which opened the Leamington, Ont., fall fair.

The 1st Falmouth Troop, N. S., began its fall activities with a banquet in honour of the troop fathers and mothers. Forty guests were entertained. Following the banquet games were taken part in by all.



A Red Deer, Alta., Patrol weekend camp.

A Going-Up ceremony of several Cubs of the 1st Brandon Pack into the 1st Troop was made a notable occasion. Representatives were present from each of the other troops and packs of the district, and refreshments were served. Rev. H. B. Barrett, rector of the church, presented the former Cubs with their Scout registration certificates.

The Byng and Connaught Patrols of the 1st Saint John Rover Troop, N.B., plan each to organize a first aid team as part of the winter's work.

Real birthday cakes with candles and other special decorations featured the birthday party of the 11th Hamilton Troop and Pack. A letter of greeting was read from former Scoutmaster Bullocks, now on a western mission station; and Mr. E. Grass, the new Scoutmaster, formally took over his duties. Visitors included Assistant Provincial Commissioner Irwin.

The Revelstoke Troop, B. C., is expanding its Scout section in the Revelstoke Review and making it "The Scout Corner." A special section, "Scouting Snippets," will be made up of troop personals.

Each week's programme of the 3rd Moose Jaw, Sask., will for a time include a short talk by a P.L. or Scout on some subject of Scout training.

The fall and winter programme of the 1st Middleton Troop, N. S., calls for the moving up by one rank of each boy.

Following a largely attended concert of the 22nd Hamilton Troop in St. Andrew's Presbyterian Church Sunday-school room, the Ladies' Aid served refreshments to all who had taken part. In appreciation of her help on numerous occasions, the troop presented Madame Vellamo with a leather music roll.

The 14th Montreal High School Troop held a Parents' Night in the school gymnasium.

On Calgary's Memorial Sunday wreaths placed around the Memorial before the Public Library included a floral Patrol Flag deposited by the Colour Patrol of the 10th Calgary Troop.

Saint John, N.B., Scouts assisted in a first aid demonstration given at the Saint John Fall Exhibition by Arthur T. Woolley, General First Aid Organizer of the C.N.R.

Thirty-five boys of Cub age applied for membership in the newly organized pack of St. Alban's Cathedral, Prince Albert, Sask.

At an outdoor Scout's Own of St. Thomas, Ont., Scouts it was suggested that in order to give the boys a greater interest in church work, the Scouts should act as ushers at church services.

Some 35 Scoutmasters, Cubmasters, Assistants, Rovers and Patrol Leaders and members of Troop Committees from Kitchener, Galt, and Preston met for a conference in St. John's Anglican parish hall, Preston. An address on "Co-operation" was given by Field Secretary Edgar T. Jones of the provincial office. Refreshments were served by Lady Cubmasters and Assistants.

A new and interestingly chatty column of Scout news appearing in the Halifax papers is signed by "The Old One." A recent article suggested various ways in which local troops might raise troop funds.

Two Scout's Own classes have been formed in the Sunday-school of Rosemount First United Church, Montreal, seventeen Scouts being enrolled.

The Rotary Club of Vernon, B. C., is behind a campaign to raise funds for the building of a headquarters for the local Scouts.

Scoutmaster F. E. Adolph has been giving the 5th Brandon Troop, Man., a course in map making and reading.

The Anglican troop of Prince Albert, Sask., hiked to the Little Red River, cooked dinner, and spent an afternoon of test games, including distance judging and Scout's Pace.

Lindsay, Ont., Scouts were asked by the local police to help find a shotgun used by an unknown who killed an employee of the International Malleable Iron Company. The weapon itself was not discovered but the Scouts found the empty shell supposed to have been used.

A Wolf Cub pack has been organized in connection with the Sarnia, Ont., Y.M.C.A.

A Thanks Badge was presented by the Scouts of St. Andrews, N.B., to Miss Van Horne and Lady Van Horne in appreciation of the clubhouse built and equipped for them by Miss Van Horne, and for drums donated by Lady Van Horne. The very complete headquarters equipment includes a piano. The Swastika presentation was made by the Scoutmaster, Rev. Mr. Ideson.

Scouts played their part in welcoming to Chilliwack, B.C., a visiting detachment of British sailors from H.M.S. Curlew.

Expressions of appreciation from the Troop Mothers' Auxiliary and from a representative of the troop fathers, addresses by the boys and the presentation of an auto tool kit were incidents of the farewell of the 6th Edmonton Troop to Scoutmaster John MacDonald.

Four Scouts of the 2nd and 21st Windsor Troops did a 70-mile bicycle trip over Labour Day.

A garden party given by the Scouts of Lunenburg, N.S., realized a good sum for the troop's equipment fund. The Scouts served and entertained, and sold various articles of woodwork made by themselves.

Troop Surgeon Dr. H. A. Wrong, is giving the 1st Niagara Falls Troop, Ont., a special series of lectures on first aid.

One of Hamilton's most active Cub packs is that connected with the Boys' Home. The pack was outfitted by the local Gyro Club.

For the coming season Rovermaster Shaw, a recent arrival from Scotland, will have charge of the 2nd Winnipeg Rovers. The 2nd have their headquarters at Trinity Hall, where they have their own den and gym.

As an appreciation of many good turns, the Scouts of the Edith Ave. Troop, Saint John, N. B., at their annual "bean supper" presented Mrs. M. Whipple with the Thanks Badge.

An indoor council fire in the school-room of St. Andrew's Church was made the setting for a Going-Up ceremony of Cubs of the 21st Border Cities Pack to the 21st Troop.

Selected Scouts of the 3rd Moose Jaw act as instructors for the 3rd Cub Pack, whose meetings precede the Scout meeting.

It is expected that the new Winnipeg Rover Guest House will be ready for use during the coming winter.

As a token of their appreciation of the service rendered by the local Scouts at the Lions' Club field day in September a letter accompanied by a cheque for \$25.00 was received by Scoutmaster H. Stoneham of the 1st Dunnville Troop, Ont.

The 1st Brockville Troop, Ont., held a corn roast to which a number of friends of the troop were invited.

A two-column cut in the *Halifax Herald* shows the newly completed headquarters cabin on the 3,000-acre reforestation project of the Halifax Boy Scouts Association. The cabin will be made the centre of outdoor winter activities for the district.

Every Cub of the 25 entered passed the fall athletic tests held by the Winnipeg district.

The Minden Cole district trophy for athletics, won this year by the 53rd Montreal (Vickers') Troop, was presented at a special fall field day held on the Vickers' football grounds. The presentation was made by Mr. George Barr, managing director of Canadian Vickers' Limited.

An open night for parents and friends and new boys desirous of joining marked the opening fall meeting of the 1st Iroquois Troop, Ont.

A radio "Scout Hour" was put on by Station CKY of Winnipeg. The programme included Scout songs, a phonograph record of a speech on Scouting and Cubbing by Sir Robert Baden-

Powell, and a lecture by Mr. M. Muckle of Clondeboye on wild animal calls.

The district Scout baseball championship pennant given by Mayor W. W. Hoyt of Saint John, N.B., was won by the 14th (Victoria St. Baptist) Troop, with the Stella Maris Troop team as runners-up. The Scouts challenged the City All Stars to a three-game series for the 16 year old championship of the city.

Scouts of the 1st Brockville Troop, Ont., acted as ushers for the opening of the new juvenile section of the Brockville Public Library.

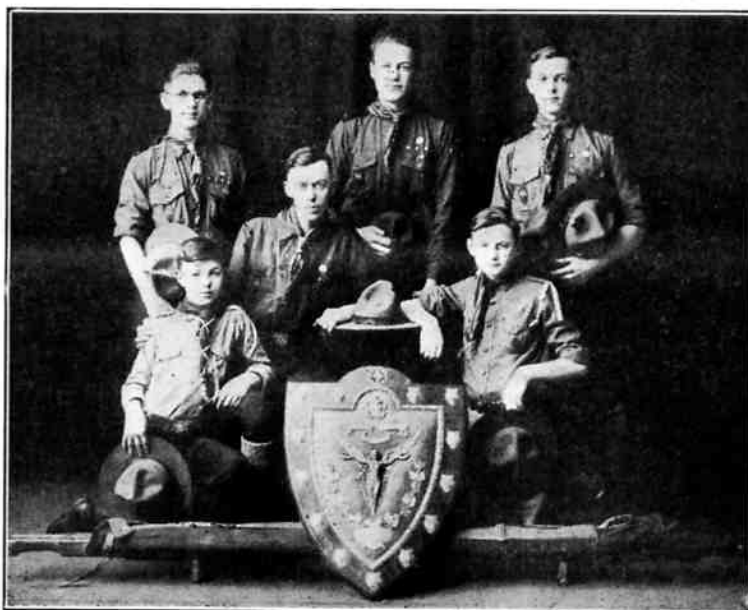
So successful was the first Mother's Night of the 22nd Winnipeg Troop and Pack—when, with the assistance of the Troop Ladies' Auxiliary, the boys acted as hosts to their mothers—that it was decided to make the event an annual affair.

Guysboro, N. S., Scouts erected a log cabin headquarters on the parish grounds. "Any time after school hours you are pretty sure to find some of the boys there. The number of scout 'gadgets' around the cabin is noteworthy. There is also a complete library of boys' books on the shelves."

The 1st Guelph Troop, Ont., wound up the summer holiday activities with a final hike, at the council fire of which several Wolf Cubs were invested and taken into the troop, and plans were discussed for the fall and winter.

The 8th Vancouver Rovers debated before the Scout troop on the question, "Resolved, that a Rover Patrol is of more benefit to a troop than a Wolf Cub Pack."

The 5th Edmonton (St. Peter's) Troop opened the fall season with a special programme announced as "Prize Night,"—every Scout present to receive some kind of a prize.



ROVER Scout First Aid Team of Saint John, N. B., winners of Senior Provincial Trophy of St. John Ambulance Association for 1926, and Dominion runners-up in 1925. Standing, L. L. Johnson, D. W. Colwell, L. G. Pincombe; sitting, Scout W. Dunbrack (patient), C. G. Hoyt, captain; Scout G. W. A. Pincombe (patient).

THE CAMP CHIEF'S PAGE

OUTDOORS IN NOVEMBER

Birds.—Note late migrants. What are they eating? How do this year's birds differ in marking and colouring from the old birds?

Weed Seeds.—Continue study of methods of travel. Note extent to which birds clean up weed seeds in certain definite areas.

Game Hikes.—This is an ideal month for several lively tracking-game hikes. Plan one for Thanksgiving Day morning.

Pick out a well protected spot to which you can hike for an over-night camp after the snow has come.

Discuss the building of winter feeding stations for birds. If you have not one, write to the National Parks Branch, Department of the Interior, Ottawa, for a pamphlet on the winter feeding of birds.

THE WINTER COURSES

Winter Class Courses now running: Part III-A—Winnipeg, under D.C.C. Charles A. Hill; Hamilton, Ont., under Assistant District Commissioner Weyburn Hill; Montreal, under Provincial Secretary E. Russell Paterson. Projected, Toronto, Chatham, Ont., Calgary, Saint John, N. B.

Part III-B—Projected, Winnipeg, Montreal.

Part II Akela running: Montreal, under District Cub Commissioner H. M. Jockel. Projected, Calgary.

A Vestibule Course was held at Kenora, Ont., under the supervision of Field Scout E. H. Davison, October 13-15.

IDEAS FROM THE CAMP QUESTIONNAIRES

The summer's Camp Questionnaires are still coming in,—and continuing to bring valuable experiences and suggestions. Every Scoutmaster or Cubmaster filling in and returning the Questionnaire is making a contribution to our pooled knowledge of Scout camping in Canada. Have you made the contribution of your 1926 experiences? If not, please do so at an early date.

BOYOLOGY COURSE INCLUDES SCOUTING

Two nights of the ten nights' "boyology" course held at K. of C. Hall, Montreal, were given up to Scouting. Over 100 men made up the big Troop. The Scout Patrol System was used throughout the course, and the large number of patrol colours and emblems made a striking picture. The lectures and demonstrations of Scouting were given by Mr. E. Russell Paterson of the provincial office. The big course was organized by Brother Barnabas.

A 5th Edmonton Scout Column announcement: Next Saturday at 2 o'clock, "A Lost Scoutmaster." Who's going to find him?

What Have You Planned for Thanksgiving?

BIG Thanksgiving Day rallies have been arranged by two Ontario Counties—South Grey and Waterloo. The South Grey Scouts will gather at Dundalk, and the Waterloo troops at Preston. The Kitchener troops will be billeted in Galt and Preston; and all will assemble for a Scout's Own service on Sunday afternoon. Scoutcraft and athletic competitions will make up the Thanksgiving Day programme.

The 1st Kincardine Troop, Ont., has planned a three-day camp over Thanksgiving, in order that the boys may have a final outing and an opportunity to qualify for several badges that must be passed outdoors. A summer cottage at Stoney Island, three miles from town, was placed at the disposal of the troop for sleeping quarters. The programme for the Rover Patrol includes a 20-mile hike. Full details, including the projected activities for each day, were published in the Scout column of the Kincardine Review-Reporter.

District Scout's Owns

TWO notable District Scout's Owns were held in connection with the re-opening of general Scouting activities this fall—at Montreal and Chatham, Ont. The Montreal service was held in the auditorium of the Montreal High School, and brought together some thousand Scouts and a large number of parents and friends. The service was conducted by District Commissioner T. H. Wardleworth, assisted by other district Scout leaders, and Dr. Isaac Gemmel, rector of the school. Professor Reilley was principal speaker, taking as his subject, "Degrees in Courtesy." The speaker emphasized the thought that the most important form of courtesy is reverence toward God.

A collection was taken up for the Scout Good Turn Fund, which will be used to procure special instruments for the Children's Memorial Hospital. The music was supplied by the 53rd (Vickers) Troop band.

At the conclusion of the service the Scouts formed up outside the school, where they were joined by the Roman Catholic, Jewish and Polish troops—65 troops in all—and marched passed the Art Gallery, where they were reviewed by Alderman Theodore G. Morgan, representing the Mayor of Montreal.

The Chatham District Scout's Own brought the six local troops together in Tecumseh Park on Sunday afternoon, October 3rd. The service, which was under the direction of Scoutmaster Fred Buesnel, opened with the hymn, "Nearer My God To Thee," and prayer by Rev. A. S. Orton, of St. Andrew's Church. The two speak-

ers for the occasion were Rev. Fr. Maurice Sullivan, acting pastor of St. Joseph's Church and Catholic Scout Commissioner for Kent County, and Mr. Spencer Stone, of the Boys' Work Committee of the local Rotary Club.

Fr. Sullivan referred to the Movement as an international one which "had the support of prominent churchmen of every denomination." He expressed the belief that "there is every reason to hope that some time it will be a factor in developing a world of unity in religion and unity among peoples."

Mr. Stone's talk took the form of a story of the life of St. Paul. He concluded by expressing the belief that there was a great need in the Dominion today for Pauls who would stand up and preach as did the early apostle. He believed that a number of these Pauls of the future would be developed in the ranks of Boy Scouts.

Interposed between the two addresses was a Bible reading, the 23rd Psalm, by Scout Dickerson, of the 3rd Chatham Troop. The service was brought to a close with the hymn, "Abide With Me," the Scout Silence and a benediction pronounced by Fr. Sullivan.

The troops were lined up in horse-shoe formation, with flags and standards at the rear of each unit.

SEA SCOUTING IN CANADA

(Continued from page 15)

Less Danger than on the Street

The dangers of "Scouting on the water" will be raised by some. Of course there is a certain amount of danger,—but less, it may be said at once, than there is on the football field. As a matter of fact, Sea Scouts face less danger than the average boy on the city or town streets. Actual figures of accidents and fatalities prove that today a person is safer afloat than ashore.

Another consideration is the fact that all boys sooner or later are going on the water in some kind of craft. It is one of the most universal impulses, even of a very small boy, on the first opportunity to make a craft, or to bestride a log and go for a cruise. Since this is every normal boy's impulse, how much safer then that their water activities should be supervised until they are safely able to take care of themselves; until they have learned some water wisdom!

The canoeing tragedy on Balsalm Lake would not have occurred if the boys of the party had had some Sea Scout training.

Naturally the Sea Scout training gives especial attention to swimming. Before he is allowed to take a cruise a Sea Scout must be able not only to swim 200 yards, but must be able to do this with ease. He also has received adequate training in water rescue.

A Training Course for Sea Scoutmasters

If sufficient interest is indicated it is possible that a Training Course for Sea Scoutmasters may be organized. Those interested may communicate with the Chief Commissioner, The Boy Scouts Association, Dominion Headquarters, Ottawa.

Scouty Remembrances Make a Scouty Xmas

Mr. Cubmaster!

ME—BELOW—Yes, I'm the Wolf Cub Christmas and New Year's card. I haven't much breath to say more—except that I'm in five colours. But I'll bet every one of your Cubs will be tickled to see me Christmas morning.



No. 2—Size $4\frac{1}{2} \times 6\frac{1}{2}$



No. 3.— $4\frac{1}{2} \times 6\frac{3}{4}$

AND WE, Mr. Scoutmaster—Nos. 1 and 3—are the 1926 Christmas and New Year cards for Scouts, Rovers and Leaders!

We think you will agree that more suitable subjects for Christmas greetings could not be chosen.

No. 1 is a beautiful reproduction of the well known picture "RAW MATERIAL," by the late E. S. Carlos, and No. 3, "THE PATHFINDER" by the same artist.



No. 4—Size $5\frac{1}{2} \times 7$

Don't forget ME—No. 4—Mr. Cubmaster! when choosing your remembrance card. I am a picture of a Wolf Cub and his namesake, in three colours, by a well known Artist. Any Cub would be delighted to receive me on Christmas morning.



Please don't wait until the last minute--ORDER NOW!

Prices Cub Xmas Cards

No's 2 and 4

1 DOZEN	-----	\$1.20
2 "	-----	2.16
3 "	-----	2.88
4 "	-----	3.36
5 "	-----	3.60

Complete with Envelopes

"RAW MATERIAL"

In full colours, on a $7 \times 4\frac{3}{4}$ card bearing greetings and the Scout Badge and Promise.



No. 1

Prices Scout Xmas Cards

No's 1 and 3

1 DOZEN	-----	\$1.80
2 "	-----	3.36
3 "	-----	4.68
4 "	-----	5.76
5 "	-----	6.60

Complete with Envelopes

THE STORES DEPARTMENT—203 WELLINGTON ST.—OTTAWA

A page of helpful ideas from wherever and whomsoever we can obtain them.

THE DUFFEL BAG

If you have a good one worked out with your own Troop, please send it in.

Sixers' Ideas of Teaching the Pack Law

A SERIES of highly successful conferences of Senior Sixers of the Wolf Cub packs of Winnipeg have been held by Mr. Frank W. Thompson, Assistant Provincial Commissioner for Wolf Cubs. At one session the teaching of the Law of the Pack was discussed, and the Sixers decided that the most effective way to do this was:

- (1) By heart (memorizing by the Tenderpad).
- (2) By explanation.
- (3) By example.

The conference was organized as a Pack, the Sixers being selected by the simple and effective expedient of a running race by the groups representing the different Winnipeg districts.

An Annual Campcraft Competition

THE annual Vancouver district campcraft competition for the Henry Eves Challenge Cup was won by the 6th Vancouver by a narrow margin over the 8th, last year's winners. This most practical competition calls for the erection of a Scout camp, all complete with hut, fire, wash-stand, clothes-rack, etc., and a council fire. A time limit is given, and at its expiration a whistle is blown and the judging begins.

This idea might well be used more widely. Would it not make a good competition display feature both interesting and instructive to the public?

Saint John Plans a Year Ahead

A big district council fire to be held during the fall, and a grand field day to be prepared for during the winter and held in the spring were planned at the annual meeting of the Saint John District Boy Scouts Association.

Plans discussed included two winter courses for training leaders, a special course for Patrol Leaders, and a Christmas Toy Repair Shop. It was recommended that arrangements be made for a Boy Scout booth at next year's fall Exhibition.

Some More "Relays"

Zig Zag Relay.—Patrols in Indian file, one pace interval between each boy. On "Go!" last boy runs around right of boy immediately ahead, left of next boy, right of next, etc. On reaching head of the patrol he stands at a pace interval and without turning tags boy behind. Tag is passed on to rear boy, who then runs. Game ended when Patrol Leader again in front.

Backward Zig Zag.—Same as Zig Zag, but running backward. Game begins with the P.L., who tags on reaching the foot of the patrol.

Scout Law Relay.—Patrols in Indian file. At opposite end of room a "referee" for each patrol. On "Go!" P. L.'s race to referees, and are asked to repeat one of the Scout Laws. On finishing they run back to rear of patrol and tag. One point for each

correctly quoted Law; for speed, two points to each patrol finishing in other than last place, one point "for trying" to patrol finishing last.

"Silent" and "Noisy" Relays

An excellent discipline rule used by Scoutmaster Leslie Miles of the 1st Kingston, Ont., in connection with the above contributed and other relay games, is that they start and finish with every boy at the "alert." Points off are given for patrols failing to observe the rule.

This looks like an excellent idea for developing individual self-control. Ordinarily boys are leaning or moving out of their places in their excitement, particularly near the end of a relay game. Under the "alert" rule each boy when not running would stand alert and silent until the race was decided.

Perhaps some Scoutmasters and Cubmasters will regard this as drastic, and "against nature." This suggests the alternative of playing "silent" relays and "noisy" relays, the boys in the latter games being permitted to "make as much noise as you like so long as you stay in your places."

Scout Dates

November

Four Saturday's for Hikes.

- 1st—All Saints' Day.
- 2nd—All Souls' Day.
- 8th—Thanksgiving. Attend Service, then a Sealed Orders hike.
- 11th—Armistice Day.
- Poppy Day.
- Participate wherever possible in local programmes.
- 30th—St. Andrew's Day.

December

- 1st—Order your copy of the 1927 Scout Leaders' Diary. Also remind every Scout and Cub to order his early.
- 11th—Saturday. Open Scout Toy Repair Shop.

Will Your Troop Be In the Toy Shop Chain?

OUR chain of Scout Christmas Toy Repair Shops is assured of further expansion this year. Already by a number of individual troops, and by five districts—Calgary, Moose Jaw, Ottawa, Saint John and Halifax. The preliminary plans have been reported 1st Peterboroughs, Ont., apparently were first on the move, when they took the question up at their opening meeting in September. The Moose Jaw Rovers were first to begin operations—early in October. The Saint John Rovers will direct the operations of their district shop, and the 8th Halifax (First Baptist) will head up the work in that city.

Last year fully 10,000 children were saved the pathetic tragedy of the "empty stocking" by the visit of a Boy Scout Santa Claus. This Christmas it is hoped to double the number. Is your troop to contribute its quota?

Telling the Public What They Do

ACCOUNTS of the weekly meetings of the 5th Edmonton Troop appearing in the local papers are giving readers an interesting outline of "just what is done" at a Scout meeting. In the Edmonton Journal of Sept. 17th a troop room observation game was described, and the list of one Scout observations given, as follows:

1. Scout Laws and Motto on wall wrong.
2. Calendar dated 13th instead of 14th September.
3. Knot tied wrong.
4. Collar button on Scoutmaster's shirt not buttoned.
5. Patrol colors on wrong shoulder.
6. Belt on upside down.
7. Sleeves rolled outside instead of inside, and
8. Pockets unbuttoned.

A Picture Observation Game

A recent observation game of the 2nd Sherbrooke, Que., called for the answering of 15 questions concerning a picture which the boys were permitted to study for one minute. For another game on the same evening two gentlemen visited each patrol, and the latter were required to find out as much as possible concerning them by asking not more than five questions.

A Boys' Employment Agency

A Boys' Employment Agency has been opened in the offices of the Boy Scouts Association, Halifax. Neatly printed cards bearing the necessary information regarding 'phone calls, etc., and stressing the needs of the boy seeking employment, were distributed to members of city business men's clubs. A file index is kept of the names of boys desiring employment and their qualifications. The bureau is under the direction of Mr. John H. Dwyer.

Selling Scout Page Ads.

THE 1st Trenton Troop, Ont., Scoutmaster L. D. Wooding, made a successful venture of a Special Scout Page in the local paper, *The Quinte Sun*. Advertising space was sold to eleven of the town's leading merchants, and the receipts added to troop's funds. The Scoutmaster in an announcement on another page cited the patronage of the public by the merchants who had taken space on the Scout page, and an announcement was made that at a later date another similar page would be run on which other merchant's ads. would appear.

BOOKS ON SEA SCOUTING

Sea Scouting (Imperial P.O. & R.), 15c; Seamanship for Scouts, by Garnett, 40c; Sea Scouting and Seaman-ship for Boys, by B.-P., 60c; U. S. Manual of Sea Scouting, \$1.50.—All Postpaid, Stores Department, Boy Scouts Association, 203 Wellington St., Ottawa.