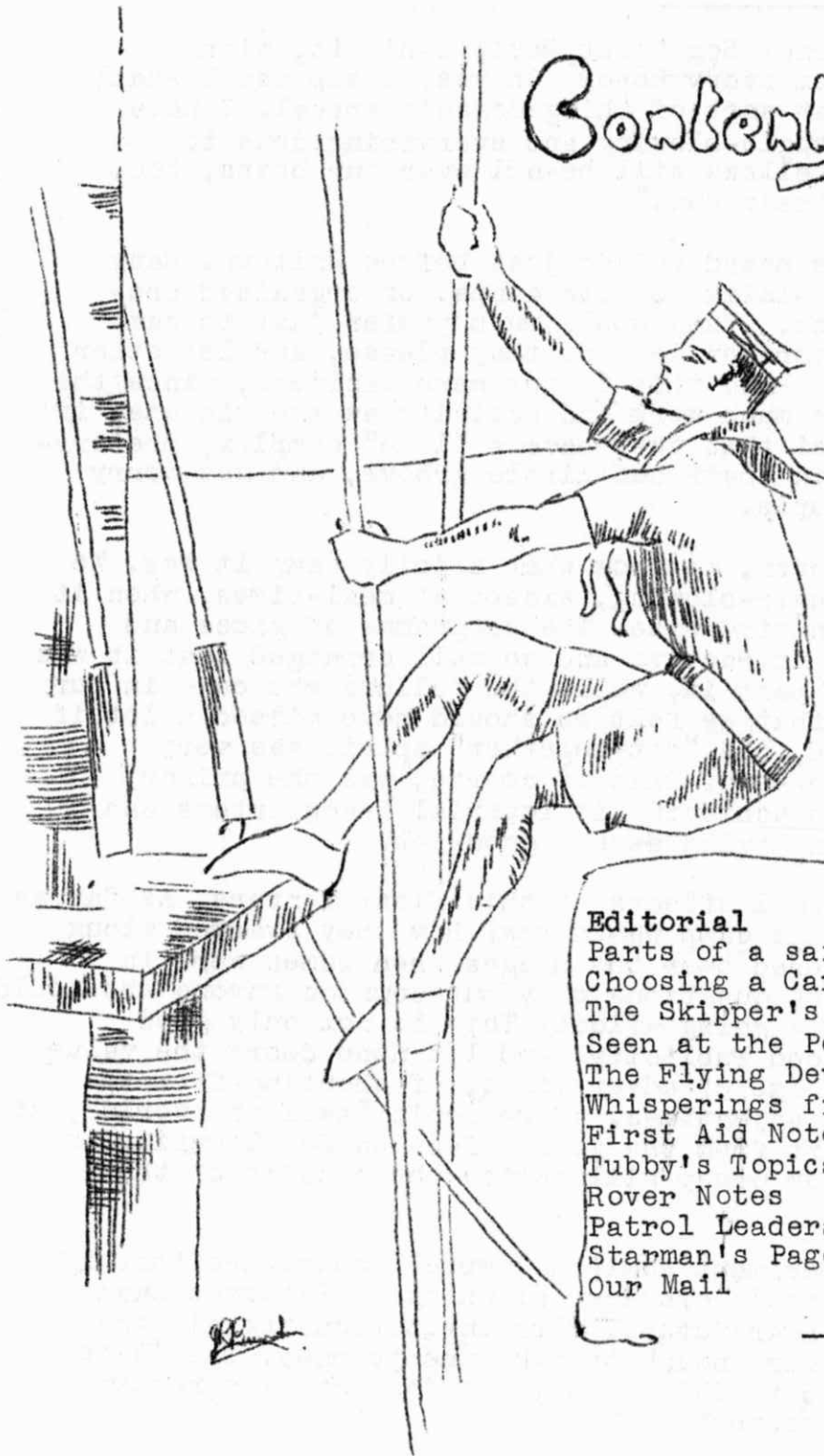


Contents for May, 1934



Editorial	...	...	66
Parts of a sail	...	...	67
Choosing a Career	...	...	68
The Skipper's Scrawl	...	...	70
Seen at the Petersham Meet			71
The Flying Devils (continued)			72
Whisperings from the Jungle			74
First Aid Notes	...	...	75
Tubby's Topical Talk	...	...	76
Rover Notes	...	...	77
Patrol Leaders' Opinions			78
Starman's Page..	...	...	79
Our Mail	...	...	80

EDITORIAL,

"Petersham Camp? National Sea Scout Meet, isn't it, with visiting Troops coming from everywhere? Oh yes, I suppose I shall have to go, but really that sort of thing doesn't appeal. I hate "crowd-camping" with its bugle-blowing and everything done to numbers. And these other fellows will be all over our boats, too, because they can't bring their own."

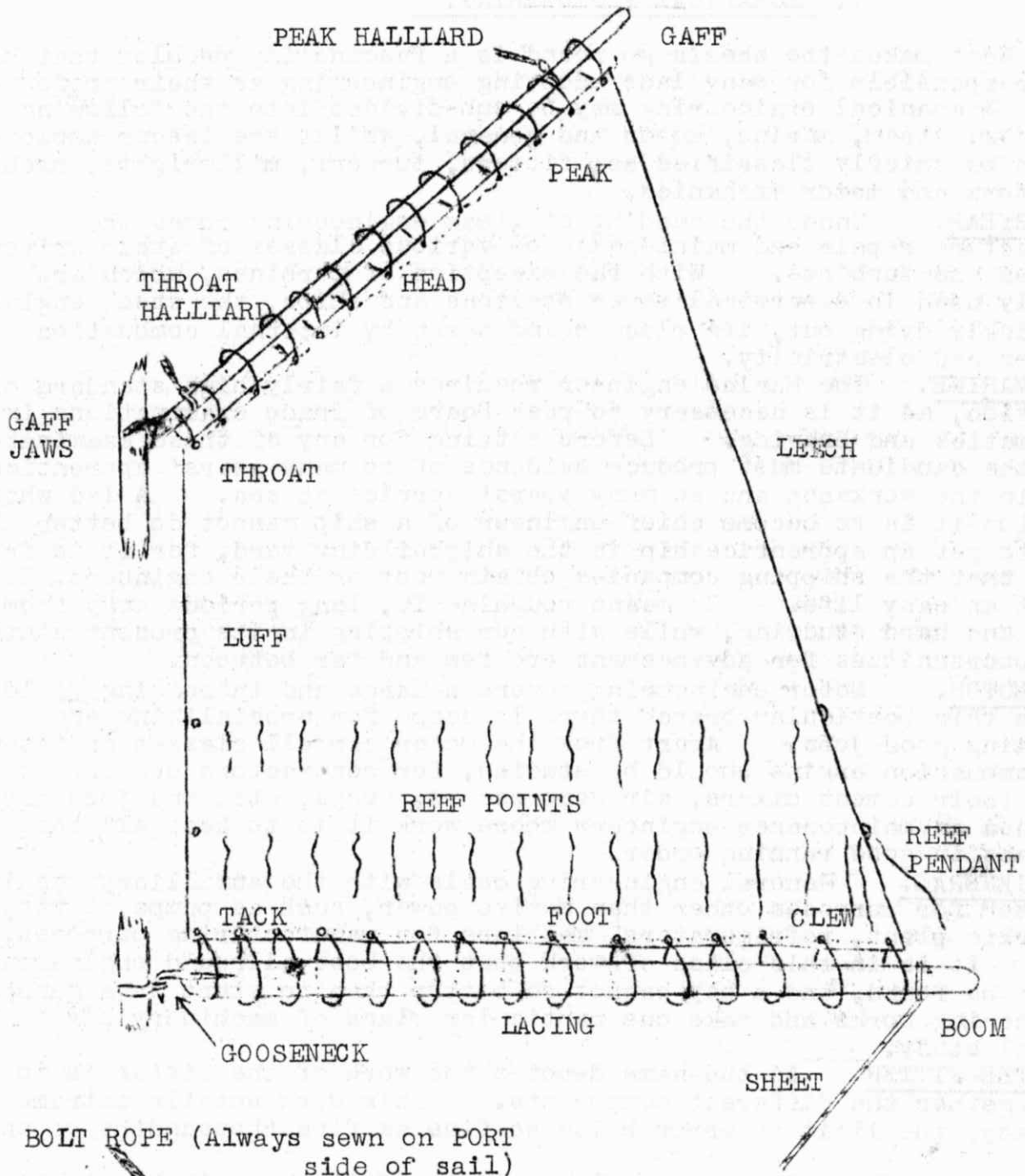
That is an opinion we heard voiced just before Whitsun. Many fellows seem to have this dislike of big camps, of organised programmes and mass activities. They would much prefer just to camp with their own Troop, do more or less as they please, and let other units go their own way. And this is not mere laziness, since the small camp entails just as much work and activity as the big one, if properly run. It is just that they have a "lone" complex, preferring to go their own way, in their own little groove, and not worry or be worried by other people.

Now that Whitsun is over, we know what a jolly camp it was. We didn't notice very much bugle-blowing, except at meal-times, when it appeared more welcome than otherwise. The programme of games and boating activities was so attractive and so well arranged that it was always a pleasure to take part in, while the fellows who came in our boats were such good fun that we felt we should have missed a lot if we hadn't met them. Indeed, the "get-together" spirit was very evident throughout the week-end. This of course, was the primary object of the camp, and in achieving it Imperial Headquarters can congratulate themselves on having done a good job.

So much for the internal effects of this first venture. As far as the outside public goes, the camp was a wow! How they swarmed along that towpath, how they peered over the hedges when games were in progress, what a barrage of questions they put down on anyone who could listen, when the boats were going afloat! This is not only good Scouting, Readers, it's good Publicity! And let none decry the value of such publicity in this age of advertising, of shouting from the roof-tops, of superlative adjectives. If we don't "tell the World", at least let us show it! Apart from the good effect on Sea Scouting in general, our own particular Group will notice the benefit of the Whitsun Meet.

Referring to the experiment Admiral Campbell mentioned that if it was a success, I.H.Q. would consider planning an International Meet at some date in the near future, with invitations to all the foreign Groups that are near enough to make the journey. The "Water Rat" looks eagerly forward to this event, knowing that its readers will be in whole-hearted support.

PARTS OF A GAFF-SAIL.



CRINGLE

Instead of a GAFF a LUG sail has a YARD extending forward of the mast and with a single halliard in place of one each at THROAT and PEAK.

CHOOSING A CAREER.4. MECHANICAL ENGINEERING.

What makes the wheels go round is a fascinating problem that has been responsible for many lads adopting engineering as their profession. Mechanical engineering may be sub-divided into the following branches: steam, marine, motor and general, whilst the labour employed can be chiefly classified as, fitters, turners, millwrights, machine operators and motor mechanics.

STEAM. Under the heading of steam engineering comes the manufacture repair and maintenance of various classes of steam driven engines and turbines. With the exception of turbines, which are greatly used in electrical power stations and ships, the steam engine is quickly dying out, its place being taken by internal combustion engines and electricity.

MARINE. The Marine engineer requires a fairly high standard of education, as it is necessary to pass Board of Trade examinations in mathematics and drawing. Before sitting for any of these examinations the candidate must produce evidence of so many years' apprenticeship in the workshop and so many years' service at sea. A lad whose ambition it is to become chief engineer of a ship cannot do better than to get an apprenticeship in the shipbuilding yard, for it is from there that the shipping companies obtain most of their engineers. It is not an easy life. It means roughing it, long periods away from home, and hard studying, while with our shipping in its present state the opportunities for advancement are few and far between.

MOTOR. Motor engineering covers a large and increasing field and in this particular branch there is scope for specializing and obtaining good jobs. Apart from the motor car all classes of internal combustion engine should be studied, for contractors use them to drive their cement mixers, air compressors, pumps, etc. and jobs may be obtained as maintenance engineers whose work it is to keep all these machines in good running order.

GENERAL. General engineering deals with the auxiliary machinery used for purposes other than motive power, such as pumps, lifts, hydraulic plant, refrigerators, machines for manufacturing purposes, etc. It is in this class of work that the best allround engineers are to be found, and a boy cannot do better than to start in a general engineering works and make one particular class of machinery his special study.

THE FITTER. As the name denotes the work of the fitter is to fit together the different components. This work entails extreme accuracy, the limit of error being so fine as five thousandths of an inch.

THE TURNER. The principal machine used in the workshop is the lathe, on which various metal parts are shaped from the rough casting to the finished article. On this machine are cut the threads on large bolts and worm gear. The man who operates this machine is termed a turner, and it is usual in the case of rough work for the fitter to do his own turning, when he styles himself a fitter and turner.

THE MILLWRIGHT. The actual erection of machinery in the place where it is going to function is the work of the millwright, the name being derived from the erection of machines in the mills. This is interesting but heavy work and often means absence from home for long periods.

MACHINE OPERATORS. Apart from the lathe there are milling machines on which gears are cut, the shaping machine for shaping and slotting large pieces of metal, and the drilling machine. In addition to these in an engineering factory engaged in the mass production of repetition work there is a machine known as the capstan lathe fitted with several tools on which small screws and fittings are turned in large quantities. The operator of this machine generally works piecework.

MOTOR MECHANICS. It is generally understood that a motor mechanic is one who has served an apprenticeship in a garage or motor works. With the growth of motor traffic on the roads there should be an ever increasing demand for good motor mechanics. The work is interesting, but it is also dirty and often means long and late hours.

TOOL MAKERS. Repetition work is generally done by the use of jigs and stampings and the tool makers have to make the necessary tools for it. It is a job that calls for great patience and accuracy.

WELDERS. Welding is a new branch of the engineering trade now making its appearance and the shipbuilding companies have decided to apprentice boys to it. It deals with both oxy-acetylene and electrical welding.

Apprenticeships of 5 or 7 years, although on the wane, are still recognised in the engineering trade, but it is also possible to obtain any of the above-mentioned positions by commencing as a boy in the workshop. The average wage paid for a skilled workman is £3.3.0 per week paid on the hourly basis. The standard of education required depends upon what position one intends to aim at, but for the commencement an elementary education will suffice, providing that one is intelligent. There is one essential, however. A lad wishing to become an engineer must have the ability to handle tools and be able to make things. If he has not this faculty then he will never succeed in this trade. It is also of no use for anyone who is jealous of his social position, for a man who gets dirty has no social position, and is generally classed as just a workman, but as I said in a previous article, snobs are poor guys and the satisfaction of actually making things should counteract any inclination to develop an inferiority complex.

It is advisable, if possible, to learn the trade in a general engineering establishment where there is the chance of dealing with all classes of work. In the large firms a boy is apt to be kept at one particular job and not have the opportunity of gaining experience in the branches of the trade.

THE SKIPPER'S SCRAWL.

The busy time predicted in my last Scrawl was indeed a period of hard work for all those concerned. Now that the Scoutcraft Exhibition and the National Sea Scout Meet are over we have a short breathing space before the Association Sports on JUNE 30th. Some unknown poet has said "Life is just one blank thing after another". So it is and it all depends on the point of view whether we enjoy life or not. If we look upon "things" as tasks to be overcome life becomes a drudgery. On the other hand if we grasp them as opportunities what a difference. Scouting consists of a series of opportunities for a diversity of worth-while actions. Not least in value are the opportunities of meeting our brother Scouts from other districts. (Keep off the Editorial Grass.-Ed)

Returning to the Exhibition, I must congratulate all members of the Group on the excellence of their exhibits. Not so great a number as on previous occasions, but of a far higher standard. The number of Certificates gained was very high in proportion. In repeating the demonstration of the Royal Life Saving Society's Land Drill from the Albert Hall Show the Scouts had the assistance of ten members of the 1st Hampton Hill Troop. We are greatly indebted to them for coming over to help us and hope to be able to return the compliment in the near future at an outdoor demonstration at Hampton. The raft-building by a team of Scouts under P.L.Hallett was so well received by Friday's audience that it had to be repeated on Saturday.

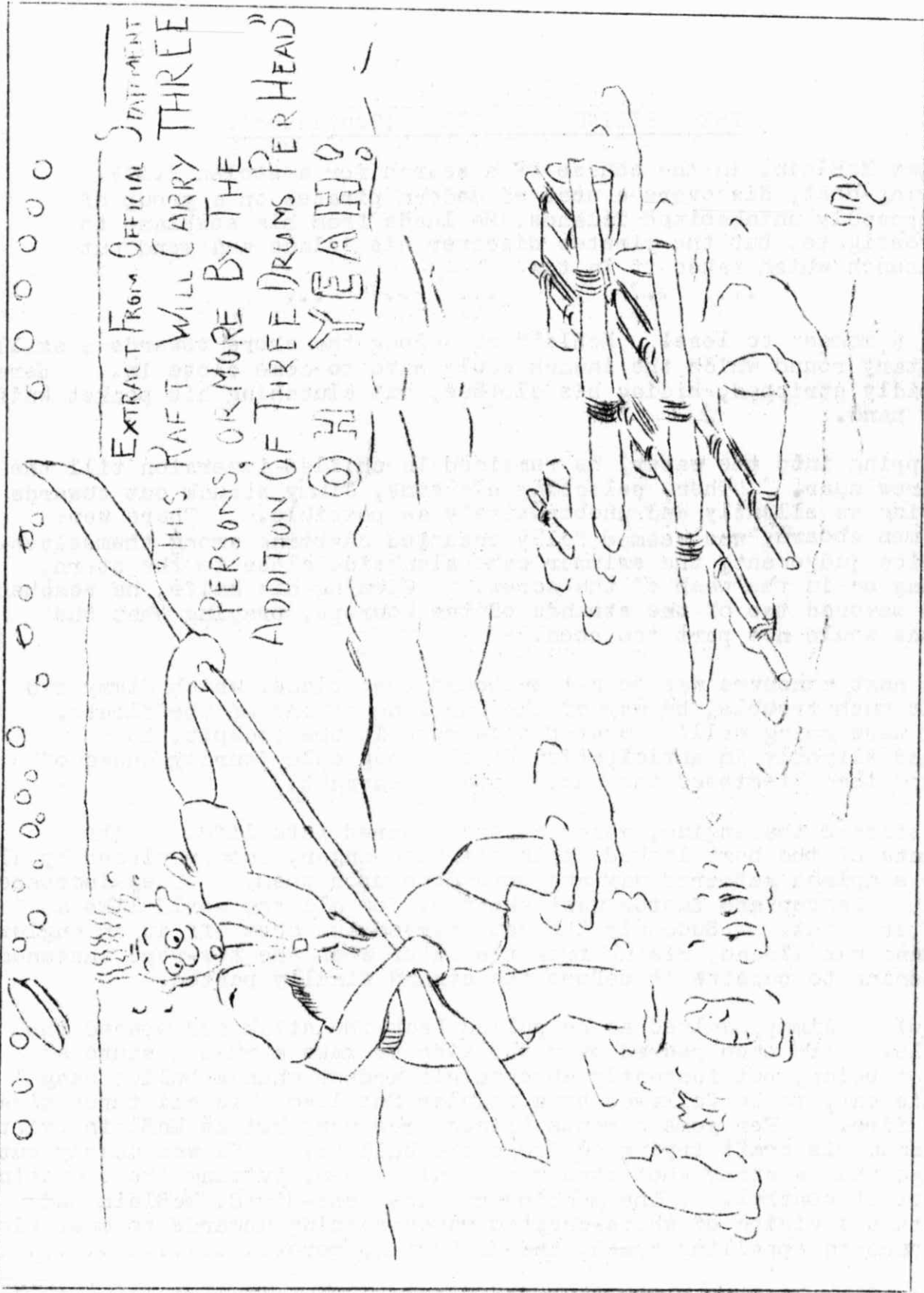
The Refreshment Department broke all records as the following figures will show.

	<u>Turnover.</u>	<u>Profit.</u>
Catering	£24.13.11.	£17. 1.10d.
Confectionery	14.10.11.	3.12. 1.
	<u>£39. 4.10.</u>	<u>£20.13.11d.</u>

The profit has been divided with the Association in the proportion 1 : 2, so that the Group Funds have benefitted to the extent of £6.18.0d.

This splendid result was only achieved by extremely hard work under somewhat cramped conditions in an atmosphere which at times was almost stifling. On this occasion Mrs. Gentry had the help of 18 other ladies whom space doesn't permit me to mention individually (and perhaps they wouldn't like it if I did!)

Mention must be made, however, of Rex Davies' efforts in the confectionery department helped by his sister and a number of the Scouts. I want to thank them all for their willing service and to express the hope that some of these ladies will be able to help with the catering at the Sports which provide us with yet another opportunity for profit!



EXTRACT FROM OFFICIAL STATEMENT
"THIS RAFT WILL CARRY THREE
PERSONS, OR MORE BY THE
ADDITION OF THREE DRUMS PER HEAD"
OH YEAH!

9/13

SEEN AT THE PETERSHAM MEET ?

THE FLYING DEVILS (Continued).

(Jimmy McBlain, in the course of a search for a stolen R.A.F. flying-boat, discovers a nest of modern pirates on a group of supposedly uninhabited islands. He lands from his seaplane to investigate, but the pirates discover his 'plane and send out a launch which takes it in tow.)

... ..

NOT a moment to lose! McBlain ran along the shore towards a small promontary round which the launch would have to come close in. Here he rapidly stripped, hiding his clothes, but clutching his pocket knife in one hand.

Slipping into the water, he remained in chilled immersion till the boat drew near. Then, selecting his time, Jimmy struck out towards it, going as silently and unobtrusively as possible. There were three men aboard, who seemed fully occupied chatting among themselves. With nice judgement, the swimmer came alongside close to the stern, and hung on in the wash of the screw. Opening his knife, he reached up and severed two of the strands of the towrope, praying that the last one would not part too soon.

The next manoeuvre was to get on board the 'plane, which Jimmy did without much trouble, by way of the far side of one of the floats. Things were going well! Seated once more in the cockpit, he shivered slightly in anticipation of the long cold journey ahead of him, and then dismissed the uncomfortable thought.

He started the engine, which at once roared into life. The occupants of the boat looked up in startled anger, soon replaced by alarm as the seaplane gathered way and bore down upon them. They increased speed. Faster and faster went the two, for all the world like a dog after a cat. Suddenly the cat swerved and shot off at an angle. The plane was already rising from the water when the tow-rope tautened threatening to capsize it before the strand finally parted.

Free! Jimmy exalted as he pulled back the stick and opened the throttle. He even peered over the side to make a rude gesture at the boat below, but instantly checked his ardour when a bullet sang past his ear, to be followed by a regular fusillade, as all three pirates opened fire. For some moments things grew very hot as McBlain twisted and turned his craft trying to dodge the bullets. He was nearly out of range when a stray shot struck the tail wires, putting the elevating gear out of control. The machine at once nose-dived. McBlain had an instant's vision of white-crested waves rushing upwards to meet him, there came an appalling crash, and he knew no more.....

Gradually the long blank darkness receded, giving place to a single ray of light, an upright glimmer of yellow that slowly penetrated the grey of returning consciousness. With a jerk, Jimmy came to his senses

and discovered that he was lying on a rough bed, covered with a coarse blanket. The gleam of light he identified as coming from the next room, the door of which was ajar. With it came a sound of voices and the acrid tang of coarse tobacco. He sat up slowly, in an effort to still his swimming head. Apart from this, he seemed alright, so he proceeded to take stock of his surroundings.

He was in a low building, apparently one of those he had noted the day before. Getting gingerly to his feet, he was surprised to find himself clothed in a long nightshirt. Then he remembered that when he crashed he had no clothes at all. His captors had at any rate put him to bed properly! Creeping to the door, he saw beyond a rough living-room, fitted with bunks round the walls, and a table in the centre, above which was suspended a cheap oil lamp. Two men sat at the table talking in low tones, while perhaps a dozen more lay asleep in the bunks.

As he watched, an outer door opened, and a man in a peaked cap, put his head inside and said a few words, whereupon one of the others rose from the table and went out. The remaining man sat alone at the table for awhile, then got up, stretched, yawned, and removing his top clothing, turned in and soon joined the sleepers.

This was McBlain's chance. With extreme caution he pushed open the door, tip-toed across the living room, lifted the latch of the outer door, and in a moment was outside in the cold night air, his single flannel garment flapping oddly about his legs. With a hundred vague plans of escape in his head, he crept from the shadow of one building to the next, making his way down to the harbour where the boats lay.

Reaching the quay-side, he gave a grunt of satisfaction at seeing a large motor launch moored there, one man in seaman's dress seeming to stand on guard. Jimmy picked up a large stone and glided up behind this fellow, all unsuspecting. Choosing his moment, he tapped him gently but firmly on the head, and caught the body as it fell.

Murmuring to himself "My need is greater than thine", he made haste to dress himself in the seaman's clothes, and then boarded the launch and took rapid stock of the engine and controls. The wind and tide were favourable, so he just cast off and allowed the boat to drift towards the harbour entrance, not daring to start the engine till he was well clear of the pirate settlement.

Then at last he let her have it, opening wide the throttle and steering back over the course he had flown the day before. All that morning he drove on without anything to eat or quench his growing thirst till sometime after noon he sighted the smudge of a steamer coming up fast on his starboard beam. He altered course to head her off, but as time wore on it became increasingly obvious that he could

(continued on page 74.)

WHISPERINGS FROM THE JUNGLE.

Dear Little Brothers,

We can breathe again now that the Exhibition is over, but Sports Day is close on us. Get your second wind ready as we must practise for it. I was very pleased with the working party for the Exhibition, in fact it was the most willing party the Pack has ever had. Congrats. to P. Fullick on attaining his Swimmer's Badge, and his Sixer's stripe. May his Six hunt well, and leave good tracks in our jungle.

We are in need of two good bats before we can really tackle cricket. Now Cubs, what about it, who can supply the necessary willow for us? There are some little Brothers who really love a game of cricket, so see what you can do about it.

I feel sure we shall have some new second Star Cubs very soon now as Ginger, Dicky Doughnut, and Ely are getting quite masters of semaphore, they only needed a rousing to get going.

The Jam Jar collecting fund seems to have suffered a bit lately but get going again as our good name is depending on being a real help to the Group.

Good Hunting, Little Brothers,

AKELA has spoken.

THE FLYING DEVILS

(continued from page 73.)

not get close enough to attract the other's attention, especially as the short winter's day was drawing to a close.

As dusk fell the steamer's lights gleamed out red and white in the gloom. She was close, and seemed to be a warship, but well ahead now and had not noticed the distress signal Jimmy was flying (the discarded nightshirt hoisted on the stumpy mast). He grew desperate. At all costs the vessel's attention must be drawn, for he had little hope of reaching land on his remaining supply of petrol, even if he didn't succumb to exhaustion first.

And so he did the maddest thing imaginable. Unscrewing the petrol filler cap, he flung in a lighted match, and hastily leapt overboard. As he dived deep, there came a blinding flash above, and a spout of red shot out as the muffled report penetrated to the bed of the ocean. Pieces of wood and metal rained down on the water for nearly a minute afterwards.

(To be continued)

(In spite of the curiosity of readers, the Author wishes to remain entirely anonymous. - Ed.)

FIRST AID NOTES.

A FIRST AIDER must use his own JUDGEMENT on which treatment is most suitable to its circumstances until professional help is available.

POISONS.

Poisons can be divided into two classes which are the DO'S and DON'TS. In other words those that DO stain or burn the mouth and those that DON'T stain or burn the mouth.

In the case of non-staining of mouth give an emetic which can be salt and water. Two tablespoonsful to a tumbler of warm water, or mustard and water, 1 tablespoonful to a tumbler of warm water. If vomiting is retarded, putting two fingers to the back of the throat sometimes hastens it.

If the lips and mouth are stained or burnt, give NO emetic but, if an acid is known to be the cause, at once give an alkali such as Lime water, or a tablespoonful of whitening, chalk, magnesia or wall plaster in a tumblerful of water ($\frac{1}{2}$ pint), and if an alkali is known to be the poison at once give an acid, such as vinegar or lemon juice diluted with an equal quantity of water.

IN ALL CASES when the patient is not insensible, give milk, raw eggs, beaten up with milk or water, cream and flour beaten up together.

Animal or vegetable oil (except in Phosphorus poisoning) and Tea (tea is always safe, and may be made by throwing a handful of tea into a kettle and boiling), olive, salad and cod liver oil or oil in which sardines are preserved, may be given. (Mineral oils such as paraffin oil are unsuitable.)

These may be given either before or after the emetic if the poison calls for one.

The simplest way of remembering the above is to say.-

THOSE THAT DON'T DO,
THOSE THAT DO DON'T.

In other words, those that don't stain the mouth give an emetic, and those that do stain the mouth, don't give an emetic.

More about poisons next month.

TUBBY'S TOPICAL TALK TO ROVERS.

Another Exhibition has gone and once more it has proved a great success, if the number of visitors or their enthusiasm at the various shows is anything to judge by. Once again Mrs. Gentry and her Staff worked like Trojans trying to quench the great thirst, whilst our champion "boatrace Imp" seller, Miss Davies, in charge of the confectionery stall, administered sweetness to the younger fraternity, some of whom I am sure must be suffering from sugar diabetes.

At this great Scout event we are always sure of seeing old friends of the Movement with whom we have lost touch, and it is a great opportunity to gossip and compare notes. One of the topics discussed was: Do the present boys get as much pleasure out of Scouting as we did in the old days? The conclusion we reached was that they do, only the lads of today do not show their enthusiasm so much as they did in our time, and we are apt to be misled by their seeming indifference. Another query was: Is there too much spoon feeding, and what would happen if we suddenly found ourselves without a clubroom and gear? Bunny quoted his experience of the time when this did happen to the Troop, and expressed his opinion that it would prove the greatest tonic the Troop could receive. What is your idea? Write to the "WATER RAT" and let us know.

One encouraging sign I specially noted was the number of fellows who had left the Movement but had come back into it again, which shows that they do miss something and that we are "getting it over".

I was glad to hear of the election of Dick Napper and Norman Smart as the new Rover Mates. I think you have chosen the right fellows and I am sure you will support them in their endeavours to arrange a live and original programme. I except great things from them, and I certainly appreciate the unselfishness of Frank Biden and Butter Cole, who in the interests of the Crew volunteered to stand down and let the others take their places.

ROVER NOTES - MAY.

TO UPHOLD PRECEDENT.

The wedding of Bill Myers to Miss Dorothy Dunn, must have the share of publicity usually accorded in this feature to such events. The celebrated William is now residing in the Non-Royal and Inferior Borough of Wimbledon. I have been told that Bill's new home is the last word in luxury, and a tribute to his ability as a handyman, except for the gaspipes which he has run across the ceiling of the drawing room, and on which Mrs. Myers now airs the washing.

AMBIGUITY.

As a one-time P.L. of the Stork Patrol it gives me great

pleasure to note that a certain P.L. refers to his Patrol as cast-off Seagulls. We also have some cast-off Seagulls in the Rover Crew.

NAUTICAL INFORMATION.

I was surprised to hear a prominent member of the Group querying the function of the row of white posts which has appeared in the proximity of Turks Boathouse. Let me hasten to explain that these are the new Sea Scout "Flood Moorings". You will be able to make-fast to them at the first High Water before Michaelmas.

ANOTHER THING.

As I am airing my knowledge this month, let me tell you of the Langridge Ludicrous Automatic Launching Gear. You may have seen four bits of wood tied together with gas pipe. Well, that is it! We tried it out with the "Hero" the other Sunday. She rolled along beautifully and without effort. We came to the last section, the sharp slope over the rocks. Muggins was hanging on to the transom. The rollers performed their function in a supreme manner. "Hero" shot into the drink like the Margate Life-boat, to the joy of the onlookers, the designer of the apparatus still clinging manfully to the stern, with his beautiful Oxfords in a state of total immersion.

FOLLOWING THE LAUNCH.

A very excellent first cruise was made to Hampton Court Bridge. We were favoured with a very high wind blowing directly down the Canbury reach, attaining almost gale force at times. Owing to absence of reefing gear we made the trip under full canvas, a very hard press in the squalls which are a feature of our sheltered waterway. It was a demonstration of the genuine excitement which may be had with our boat, and a warning of the necessity for experience and sound gear before we venture into deeper waters. Bob's handling of the boat was a revelation to us, and I will say that some of us have a long way to go before we can hand him the stern painter.

The position now is this: We have the boat; who has the wind?

A. J. L.

(For the information of the Scribe, following his remarks of last month, the Sub-Editor's address is 73, St. Alban's Road. These Rover Notes were addressed to No.75 !!)

PATROL LEADERS' OPINIONS.CAST OFF, SEAGULLS.

The Display at the Albert Hall last month went off all right, altho' the stairs to and from the gallery were almost too much for some of us.

As I am late with my notes this month, the Scoutcraft Exhibition at Surbiton is all over, and I am glad that all our exhibitors, except two, were lucky enough to gain certificates. Let's hope for even better luck next time.

There was a record attendance from all Troops at the All England Sea Scout Meet at Petersham this Whitsuntide. I am glad the Seagulls were represented.

Well, I'll belay now till next month.

L. G. WILD.

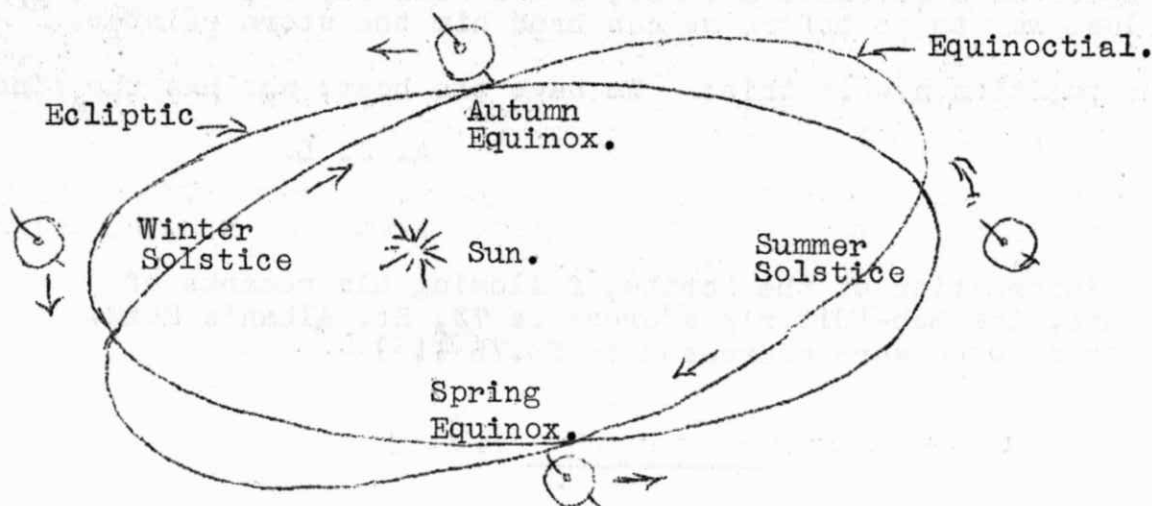
HAIL, STORKS.

We have now started our recruiting campaign in earnest, and I want everyone to help by endeavouring to get at least two recruits each.

Our own attendance must be better, too! Some Saturdays I have missed Joe's magical presence, and once or twice Sid has failed to appear. I don't know whether they have been ill, but I hope to see them regularly in future. Now the Summer is here we must have no excuse for anyone's absence from parades.

This station is now closing down until next issue.

F. HALLETT.



THE STARMAN'S PAGE.

The Earth is a globe with a diameter of about 8000 miles between its Poles, and slightly greater at the Equator.

It was formerly supposed to have a molten interior, with a thin outer crust, but Lord Kelvin concluded that it is an elastic solid, more rigid than steel, but not so rigid as glass. Its density is $5\frac{1}{2}$ times that of water, and about twice that of the surface rock.

To compare the relative size of the Earth to that of the Sun, let a ping-pong ball represent the Earth. For the Sun a globe 12 feet in diameter will be required, and the distance between them must be a quarter of a mile.

The Earth's axis is inclined $23\frac{1}{2}$ degrees from the Pole of the Ecliptic, and if the plane of the Equator is continued to the heavens, it will divide the Celestial Sphere into two hemi-spheres, N & S. This great circle (the Equinoctial) crosses the Sun's path (Ecliptic) at two points, known as Spring and Autumn Equinoxes.

The Earth may be likened to a great TOP spinning on its axis in 23 hours and 56 minutes, and travelling round the Sun in $365\frac{1}{4}$ days, in a nearly circular orbit (eclipse) at a speed of $18\frac{1}{2}$ miles in a second. Like a top it also reels slowly, so that its Polar axis revolves round the Pole of the Ecliptic once in about 25,000 years. This very slow change in the direction of the Pole, carrying with it the Equinoctial, causes PRECESSION OF THE EQUINOXES, which advance 1 degree in about 70 years.

As the Earth rotates, half will be in sunshine and half in darkness, giving rise to DAY and NIGHT.

CHANGE OF SEASONS is due to the axis pointing in the same direction throughout the year, so that the Sun shines more directly on the Northern Hemisphere at Summer Solstice, and more obliquely in Winter. The contrary occurs in the Southern Hemisphere, where the Seasons will be opposite, although day and night will coincide.

For the same reason the Arctic Circle is alternately in darkness during the Winter months, and in sunshine during the Summer, making the year into one long day and night.

"ONLOOKER".

(See diagram on opposite page.)

O U R M A I L .

We are pleased to have received from a reader of the "WATER RAT" a letter criticising the article on "Printing as a Career" which we published in our March number. Our correspondent complains first of all that we have painted the trade in too rosy colours, and states that the constant demand from employers for reduced labour costs means a reduction in the number of employees. He answers this point himself, however, when he says that these things are common to every branch of industry.

The second issue he raises is the necessity of artistic ability to be able to visualise the appearance of the finished copy and to plan the right lay-out and type. We agree with him that this requirement certainly should not be overlooked.

He also complains that the rates of pay mentioned in our article are only paid in the London area, and that 30 miles out of London the operatives would receive about £1 per week less than quoted. Quite so, but surely it is up to an ambitious man to endeavour to obtain work where the pay is highest; to aim at the maximum and not be content with the minimum.

Finally, he finishes his letter by saying that there is very little of the career to be found for the majority of those who enter the craft. To this, our answer is, for your own good do not try to go through life with this pessimistic outlook. If you wish to get on, Snap out of it! Life is a dog-fight however you try to live it, and to get the plums you have just got to fight for them.

KINGSTON & DISTRICT BOY SCOUTS' SWIMMING CLUB.

The Kingston & District Boy Scouts' Swimming Club is about to commence another season's activities. The club meets at the Corporation Baths, Wood Street, on Monday evenings from 6.30 p.m. to 8.p.m. Membership carries with it the privilege of admission to the Baths at reduced prices. Expert instruction in swimming and diving is available on all club evenings.

As in former years, a Swimming Gala will be held on Thursday, September 27th and other events from time to time in accordance with the wishes of the members. The subscription is quite a nominal one:- Rovers 1/-; Scouts 6d.; Cubs 3d. Badge for costume extra.

Rover R. A. Davies of 48, Staunton Road, Kingston, has been appointed SWIMMING SECRETARY for all sections of the "Leander" Group and intending members should apply to him at once, stating name, address and date of birth, and enclosing the appropriate subscription.
