

School on

III.—Jesus Teach... Work 12: 13-17... He taught them authority.—Matt. 7:

YSIS REJECTION OF THE CAL CONCEPTION OF B-17. OF THE KINGDOM,

wherein we see the of the first part of The Jewish lend- Jesus in some ay be used to dis- mass of the peo- an answer which to the anti-Roman He refuses to of God's kingdom. onal revolt from rejected.

of our lesson we forward as the real of God, namely, manly Love, not al for his na on. precedence over and to govern the

is skillfully and begin by profess- ical respect for fearlessness in de- God. Then they Caesars or not?" to the fact that if would alienate followers, while if a error: himself bority.

ven this subtlety for the wisdom which Jesus met the dishonesty did told them what only. Then un- hem to bring him as a silver coin five cents, and it Only the Ro- the right to coin stine. Jesus ap- showing that the in Palestine had and basis in law. Whose name raved round- of course, only "Caesar's." rejoins: Duty to man. The hie obedience of mean that they ing taxes to the when order and their midst. It obligations fol- of the an- fuses to confuse of God with the deal self-govern- imitates and im- party among his shew has made things of God.

ly we take this going. The re- law were so ful and earnest selves driven principle which ndments. What inple? "Which mandments?" answer is to sum ve—love to God ve to God must e of our person- od, and belongs mind, strength, eye to God—be- low-men. Jesus law as turning ple of love. We refers to the e sense of to the knowl- which is given to the doing of recognized that our neighbor is did not make upreme. They all hatred and is what Jesus neerly that the understood, for ou are not far God." In other is, there the which brings as begun. And at Jesus' word was quite an-

TRMO-13 (Smith, in Buffalo res.)

he is rich until more. Boys being told woman is complaining is. is most wom- e of a woman's better as a re-

brage unless eating grape-

Wilkins "Hop O'er the Top" Greatest Event in Aviation

The Australian Knight of the Air Accomplished a Wonderful Performance in His Little Advertised Flight

OF SCIENTIFIC VALUE

To the aviation records of a year already replete with wonderful adventures in the air must be added the greatest of them all—the flight of Capt. George H. Wilkins and Lieut. Carl B. Eielson from Point Barrow, Alaska, to Svalbard (Spitsbergen), on a great circle course between Greenland and the North Pole. This non-stop flight of approximately 2,200 miles was a victory for a practically untried machine, and for the type of air-cooled engine made famous by Lindbergh. It was the third attempt of the Australian soldier-explorer and his American pilot to explore by airplane the unknown area between Alaska and the pole, and Captain Wilkins deserves all honor for his conquest by what is regarded as the greatest flight in history. He takes his place, as a result of this flight over the top of the world, among the truly great figures in aviation and Arctic exploration. There has been nothing like it in the annals of aviation, the achievement clinches the contention of Captain Wilkins that the airplane, rather than the dirigible, is the most suitable medium for Arctic exploration.

Amundsen, Ellsworth, and their companions flew from Spitsbergen toward the North Pole in two airplanes, were forced down, and made a thrilling escape on the one plane which remained serviceable. Byrd and Bennett went North with a crew of volunteers, and with seeming ease took off for the pole, flew around it, and were back within a few hours. The Amundsen-Ellsworth expedition, with its personnel transferred to a dirigible balloon, next flew to the pole from Spitsbergen and continued on to Alaska. During all that time Wilkins was struggling against a heart-breaking defeat of his efforts at exploration with Point Barrow, the northernmost tip of Alaska, as a base. This was his third expedition. The first was almost a complete failure, though a brief flight over the Arctic Ocean bit a sizable piece out of the unexplored area. The second was marked by an air cruise which charted an immense area of the ice-cap. Wilkins and Eielson brought their plane down, and landed on the ice to make soundings which would determine the ocean depth. They found it was more than three miles. They made a second landing for scientific reasons. On the third landing they crashed and were forced to abandon the machine, fashion parts of it into a sled and "mush" their way out—a harrowing experience.

Wilkins' work has been of extraordinary value to world scientists for many years, and it is strange that the public generally has passed him by for more picturesque heroes. He is an Australian. His first experience in the Arctic was with Stefansson in 1915. He came back to fight in the British Army during the World War, and won conspicuous honors for bravery. The war gave him training in aviation, and he was navigator of one of the planes which made the London-Australia flight in 1919. Few in this country will remember his ensuing exploration of tropical Australia. Later he was second in command of Sir Ernest Shackleton's last Antarctic expedition. For the past three years, most of Wilkins' fellow explorers have been inclined to scoff at his efforts in the North. They could honor him for his courage and determination, but could not understand his adherence to airplanes as a conveyance and to Point Barrow as a base. His faith has been vindicated, and he stands to-day among the greatest of living explorers.

Hits Bulls' Eye In flying from Point Barrow, Alaska, to Dead Man's Island, in the Spitsbergen group, Captain Wilkins performed a feat of navigation that is acclaimed by his greatest rivals, Byrd and Amundsen by his preceptor in exploration, Stefansson; and by the man in the street. While the transatlantic flyers of the last nine years have had a continent to aim for, his setting a course for Spitsbergen, over 2,000 miles distant, was like looking for the proverbial needle in a haystack. In his flight to the pole, Byrd followed a comparatively simple course, parallel with the Greenwich meridian, as did Amundsen; Wilkins flew over a route much more difficult to navigate. Scoring the fame that would have been his as the second explorer to fly over the North Pole by airplane, he deliberately followed the course previously mapped out over the area most likely to contain land.

No foxes seen, says his brief message to the American Geographical Society. Decoded, this means that he discovered no land. But the knowledge that land does not lie along the course of his flight is of just as much value to science as the actual discovery of a new continent would be.

Original Survey Records Captain Wilkins and Lieutenant Eielson, according to newspaper dispatches, flew from Fairbanks, Alaska, to Point Barrow, a distance of 550 miles, on March 19. He had made the trip over mountains 10,000 feet in height a dozen times before. It was nearly a month later—April 15—that they managed to get their small mono-

plane into the air, with its load of 3,400 pounds. Most of this consisted of gasoline and oil—570 gallons of the former and twelve gallons of the latter. When they landed, there was barely enough fuel in the tanks to carry them a hundred miles. Furthermore, they landed on a bleak and desolate island during a storm, in which a radio operator at the neighboring King's Bay station lost his way in walking from the station to the village, and froze to death.

From previous experience, Captain Wilkins decided that the machine for the arctic flight should be the lightest and fastest monoplane capable of covering the distance. He chose a practically untried machine, the Lockheed-Vega, powered with a Wright air-cooled motor. The food supply consisted of chocolate, biscuits, pemmican, malted milk, and raisins. They carried two primus stoves, which burn vaporized kerosene or gasoline under pressure; a rifle and 350 cartridges, in case of a forced landing on the Arctic ice-pack; sounding gear, thermometers, snow-shoes, a wind-proof tent, and spare clothing. Their wireless set functioned for a time, then gave out.

The successful outcome of the first transpolar journey by airplane, in the opinion of Captain Wilkins, was due to the skillful piloting of Lieutenant Eielson, a perfect monoplane and engine, reliable gasoline and oil, favorable weather most of the way, good luck, and careful navigation. Wilkins himself did the navigating, yet one might gather from his story of the flight that he was a mere passenger. As a matter of fact, it was his experience in exploration and his knowledge of aviation that enabled him to fly over the top of the world. His success against heavy odds will bring a sense of satisfaction to all who have admired his pluck and determination in sticking to his original plan.

Of Scientific Value The Wilkins flight makes a contribution to our definite knowledge of the globe; it is more than a flying stunt. In the first place, it seems to establish beyond further doubt the non-existence of land between Alaska and the Pole. It also shows that an air route over the polar regions, for example, is feasible—and thousands of miles shorter. The map of the world has been changed by the Wilkins-Eielson flight, and such mythical territories as Keenan Land and Crocker Land definitely eliminated.

Writing in "The Elks Magazine" at the time Captain Wilkins was making his plans, Burt M. McConnell, an associate of his on the Stefansson expedition, explained that—"Captain Wilkins is in search of meteorological and commercial flying data, at the top of the world. Later, from the information obtained on this expedition, he hopes to interest the circum-polar nations in establishing meteorological stations in the Arctic and Antarctic, and in working out this system of observations whereby weather conditions for the entire world may be forecast.

"Captain Wilkins believes that if he finds land in the unexplored area north of Alaska, it will have great potential value both from the commercial and military view-points. His chief purpose is to discover whether the last unexplored area of the Northern Hemisphere is land or sea, but he will also attempt to prove that the shortest air-trade routes of the world are across the Arctic wastes. Since the days of Magellan, Stefansson reminds us, it has been a commonplace that you can go east by sailing west. It is now about to become an equal commonplace that you can go east by flying north; that the shortest route from Europe to China is a northerly one.

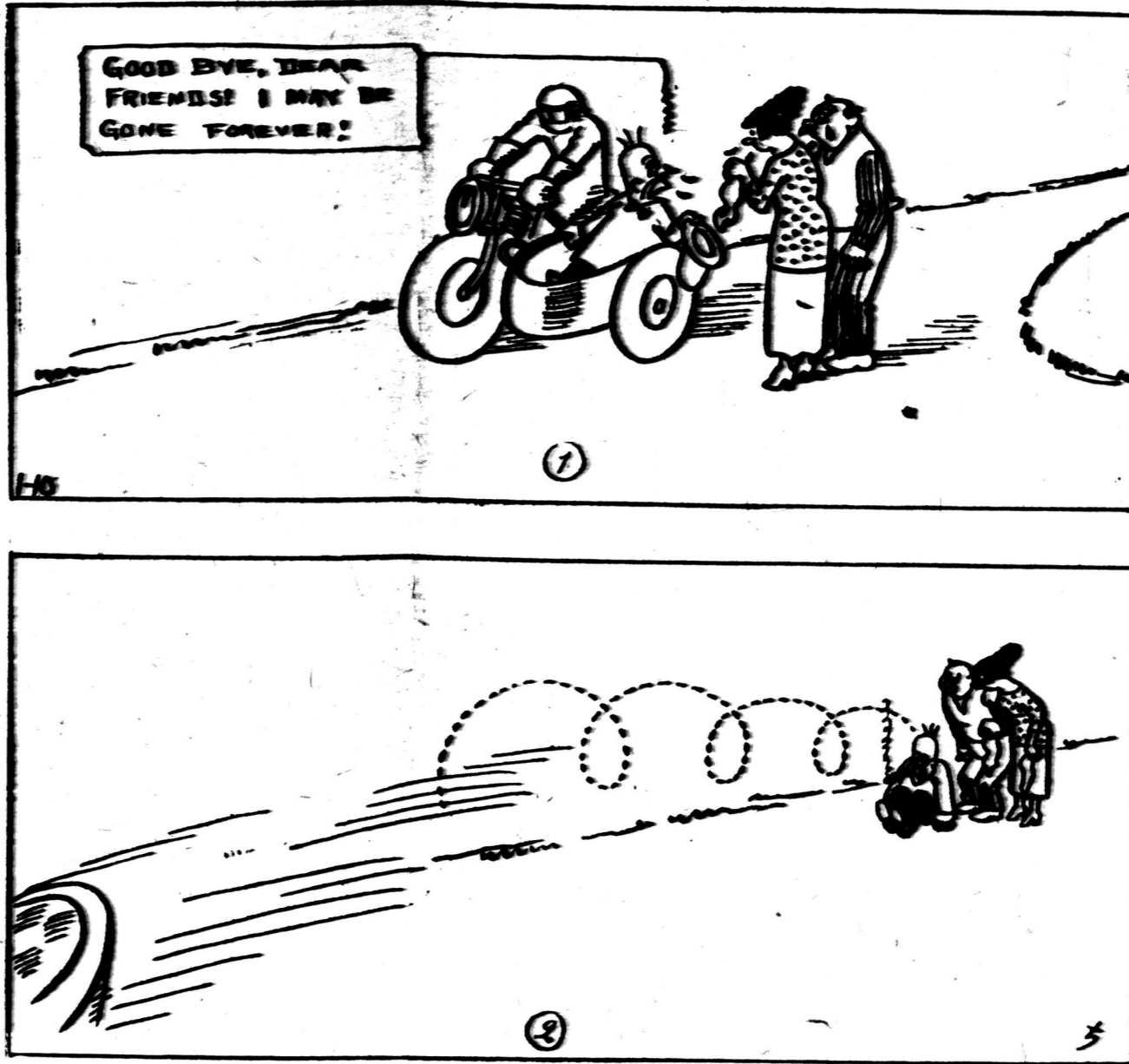
"Wilkins is probably better qualified for the flight he contemplates than any other man. He has had more experience in aviation than any other explorer, and a broader training in both Arctic and Antarctic exploration than any other aviator."

No Advertising There was no blare of trumpets to buoy him up and hearten him. There were no loud or lurid proclamations. The adventure was undertaken with as little initial publicity as Lindbergh's famous trip to Paris, and the result was accomplished with equal ease in relatively as brief a time.

And what is gained to science or garnered for human knowledge by Wilkins' flight? There are no doubt scientific gains. But the greater gain lies in the exaltation of the human spirit that all such victories over nature bring; in the lofty hope that man's progress, though impeded by great natural obstacles, will yet wrest all her secrets and treasures from the unknown.

Original Survey Records In the Record Office of the Topographical Survey Branch, Department of the Interior, there are on file over 54,000 different items in the nature of plans and original survey notes, being the returns from Dominion lands surveys since their inception in 1869.

ADAMSON'S ADVENTURES—By O. Jacobson.



Veterans Trained for Farms Ready to Settle Here

Commandant of British Army Vocational School in Montreal MANY AVAILABLE Discusses Project With Railway and Canadian Government

Thousands of men leaving the British Army yearly are available to come to Canada if satisfactory arrangements can be made in the Dominion to accommodate them, according to a statement by E. J. Stibbard, commandant of the British Army Vocational Training Centre, Chisleholme, Wiltshire, England, who is now in Canada to study ways and means of bringing about this possible immigration.

Col. Stibbard is on his way to Ottawa to interview representatives of the Canadian Government concerned with immigration to Canada. Col. Stibbard carries on his work at Chisleholme under the jurisdiction of the British War Office.

The men represent the highest type of manhood and will be trained for the farm before being brought to Canada, declared Col. Stibbard. In this regard he stated: "Approximately 30,000 to 35,000 men leave the British Army in England every year. A certain proportion might go to their own home districts where their friends and relatives reside and secure work. The larger proportion, however, have nothing whatever to do. These are the men we try to get some months before they are due for demobilization, to test and to train them for overseas settlement.

"From a physical point of view, these men represent the best that Great Britain has to give. With the splendid food and training which they receive in the army this fact can be readily understood. "The testing and training centre at Chisleholme covers 1,000 acres. Six months before a man is due for discharge from the army he is transferred from his unit to the centre and

receives regular pay right up to the time his training for overseas settlement is complete. The men do not all join at the same date, but are transferred from their unit on the first of the month, so that there is a continuous stream of men coming in and going out all the time.

"During their course the men develop what I call a farm sense and the course of instruction is quite broad. The men learn to drive horses in pairs, fours and eights. In this connection remounts are used—a horse of lighter type than English farm horses so as to correspond as nearly as possible with those in use in Canada and Australia. In some cases the remounts are unknown, which, of course, is an added opportunity for the men to learn the handling and care of these animals. Then we have 100 dairy cows and while a man is engaged in that part of the course he milks three times a day.

Poultry Methods "Other features of the training include up-to-date poultry methods. The men themselves record, select, incubate naturally and artificially, rear, kill and pluck. Another part of the course covers the making of ham and bacon."

Particular attention is paid to the training of the soldiers' wives and the children. Col. Stibbard regards this as essential for any successful scheme of emigration from England to the Dominions overseas. "You will be particularly interested to hear," continued Col. Stibbard, "that excellent provision is made in connection with the training of the families of married men. They are all accommodated at the centre and wives are taught milking, poultry methods, and in addition given instruction in domestic housework. Even the children, are included and all over the age of twelve, when they leave the centre, are good milkers.

"The real reason of course why we pay particular attention to the question of the wife is, as I have said from the platform time and again, that a woman represents 90 per cent. of the failure or success a man meets with in migration to an overseas dominion.

Go to Australia "Most of the men and families trained at the centre have gone to Australia, and they have earned such a reputation in that country that when it is known that colonists from the centre are available there is a very strong demand emanating from Aus-

tralia to secure these people on arrival. This is remarkable considering that the Austrian scheme for settlement closed in 1924, but the real reason for the demand for army trained settlers is the fact that they have done so much better than any other class proceeding to Australia.

"Now, I hope that the future will bring a similar demand from Canada. I am here to study conditions for myself, and Canadian schemes of settlement which are at present available, with a view to sending trained colonists next year. If I may say so, without, of course, any intention of being the least little bit critical, my observation has been that in the past Canadian schemes have been launched too late in the year to allow proper preparation on our side and for a scheme to be actually taken in hand and the necessary training begun before the plan could actually come into operation the following spring.

Studies Schemes "My idea in coming now is to get an outline of all your schemes in my head, return to England, circulate my findings to every unit of the British Army in Great Britain so that the best available types can be selected, tested, and put in the necessary six months' training and be ready to come to Canada next spring.

"I am never tired of stressing the testing feature of our undertaking. The men we are training are not those who have been demoralized by having had nothing to do for years. After a hard training they leave Great Britain, and if, after a thorough test in the case of families, the woman is not considered the type that will make good as a farmer's wife, the whole family is returned to the regimental unit and another takes its place for testing and training.

"You may be interested to know," Col. Stibbard concluded, "that our scheme has been in operation for seven years. The centre was first located at Catterick, Yorkshire, and the plan was known as the 'Catterick Scheme.' This camp has now, however, been made into a permanent 'Aldershot of the north.' The whole atmosphere of our scheme and centre, while dealing with men still on the pay-roll of the army, is what you might call one of demilitarization. Our whole idea is to get the men used to civilian agricultural work and civilian ideas."

Isn't it strange that many houses furnished in modern style are just full of antiques?

Flogging of Native Boys Is Protested in Great Britain

Missionaries Regret Colonial Secretary's Approval of Southern Rhodesia Act

London.—Two veteran missionaries, Arthur Shearly Cripps, of the Society for the Promotion of the Gospel, and John White, of the Wesleyan Methodist Church, express regret at the approval by the Colonial Secretary, L. C. M. S. Amery, of the new Native Affairs Act for Southern Rhodesia, whereby under clause 18 native offenders under 16 may receive a whipping "not exceeding 15 strokes" in lieu of imprisonment.

They declare that in the Government White Paper dealing with this act, which concerns a population of nearly 1,000,000 natives, described by their governor as "loyal and law-abiding," notable attempts are made to abate the old-fashioned British prejudice against the habitual use of a punishment for Africans, which was an outstanding feature of preabolition days—punishment which is unfortunately associated with the treatment of Africans as human chattels.

Again and again, they say, pleas were advanced that the substitution of corporal punishment for imprisonment will rescue the youth of Africa from the contamination of prison surroundings.

The missionaries allege that "the adroit presentation of this insidious plea is the real menace to British colonial policy in present-day Africa." Mr. Cripps and Mr. White refer approvingly to the committee, which says: "Our committee's opinion is that the resources of a humanitarian policy for keeping young offenders out of prison cannot be said to be limited to corporal punishment, which tends, we submit, to brutalization, and we suggest that an enactment for serving sentence in existing industrial schools instead of in jail, would meet the requirements of the case."

According to the Executive Missionary Conference of Southern Rhodesia, "The power given to native commissioners, almost at discretion, to inflict corporal punishment on boys of 16 or under for offences in some cases in which the native commissioner himself may be concerned is against British principle."

Egypt Replies to Ultimatum Sent by Britain

Note Is Conciliatory, but Regrets Attempt to Interfere With Legislation

Cairo.—It is hoped here that Downing Street will be satisfied with the Government's reply to the British ultimatum demanding withdrawal of the Public Assemblies Bill, inasmuch as, despite the Government's declaration to the contrary, the reply establishes the British right to interfere in matters affecting the security of foreigners. It is true, the bill is postponed only till next session, but this is generally taken to mean sine die.

The text of the reply which was handed to the Residency will not be available till it reaches London, but it is understood to be couched in conciliatory terms, while maintaining the viewpoint that Britain has not the right to interfere with the country's legislation.

The note expresses Egypt's desire to maintain friendly relations with all powers, especially with Britain, and that, animated by this desire, the Government had recommended the Senate to postpone discussion of the bill till next session, thus hoping to afford Britain an opportunity of reconsidering its position in a calmer atmosphere. The reply further regrets that the bill is made an occasion to attempt to interfere with the Legislature in a manner incompatible with a continuance of constitutional Government and states that the Government will not submit in future.

Scotties Believe in Getting Their Money's Worth



CHEERING SCOTSMEN INVADDED PUTNEY FOR THE UNIVERSITY BOAT RACE The happy lads of the land o' cakes had journeyed down to old London for the international football match between Scotland and England, and it is evident that they made the most of the opportunity by taking in the boat race too. One fare covered both events.

British Warship Limp to Harbor

Bacchus Travels Stern First After Sinking Ship With Loss of Ten Lives

Portland, England.—The crippled British warship Bacchus reached haven with the survivors of the crew of the Greek steamer Igannis Falaflos, which it had sunk in a collision in the channel recently. Ten of the Greek sailors were drowned and two others died after being picked up from the water.

The Bacchus itself was so badly crushed forward that it was in grave danger of sinking. Its crew were able to navigate it slowly, stern foremost (since it was so down by the head) toward this port until two tugs and the battle cruiser Tiger came to its aid and took it in tow.

The masses are said to enjoy good music when they hear it. When they can't hear it, however, they don't.

Willesden Magistrate: "Are you old enough to be married?" Young man: "Yes, but not silly enough."