THE
FLESHERTON ADVANCE

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F. J. THURSTON, Editor.

NOT EASY TO ENLIST ROYAL AIR FORCE

By Hugh Templin

It is not easy to join the Royal Canadian Air Force.

That is not because men are not wanted: they are, and the need will become greater. It is not because one has to go far to find a Recruiting Centre: they are scattered all over Canada, and every province has at least one of them. Ontario has six —at North Bay, Windsor, London, Hamilton, Toronto and Ottawa. It is hard because the R. C. A. F. is particular about those it allows into its ranks. There is a high tradition to be maintained. For the air crews, at least, educational requirements are high. A pilot, for instance, must have junior matriculation or better.

Alert, physically fit young men are needed, of course. The age limit for pilots is 30 years; for air observers and wireless operators, two years older. According to the official literature, "aplicants are required to be of good character, possessing intelligence and personality, and to be observant, self-reliant and keen on flying." And this means just what it says.

In order to find out just how a young man would join the R. C. A.F. I started at the beginning of the procedure. I went to the Recruiting Centre at 297 Bay street, Toronto, choosing it because it is the largest and the busiest in Ontario. The staff numbers 45.

The Recruiting Centre is in an old office building. That was obvious, not only because of the layout but because the names of brokerage firms and the like are still to be found on some of the doors. In the hallway, a man scrutinized me carefully. He said nothing but his look was penetrating. I wondered if I was suspected of spying or something of the kind but my guide, Flying Officer Nicol, steered me safely past. Later, I learned that the man in the hall is an expert in character study. Had I fortified myself with a few drinks, or been otherwise unsuited to become a member of this great brotherhood, he would have found an excuse for steering me out the door.

Every applicant must have proof of age and education, at least two letters of recommendation and character, one of them from a recent or present employer, a marriage certificate, if applicable, birth certificates of children, if any, and discharge papers, if formerly in military service. I might have supplied them all, but had none with me. Most applicants go like that and are sent to the Parliament Buildings or wherever it is necessary to go to get the certificates. There is no charge for these, if applicant uses the form given him at the Recruiting Centre.

PILOTS ARE MOST POPULAR

Nearly every applicant, who has the qualifications, wants to be a pilot. That's easy enough to understand for there's a certain glamor about the job. What boy hasn't dreamed of flying through the skies? Who hasn't heard what Canadian pilots did during the last war? And how many really know much about all the jobs the Air Force offers?

Many don't realize that conditions have changed greatly in the air since the last war. Then the pilot usually flew and fought alone: now co-operation is essential. Many planes carry crews of three or four or more. They require air observers, wireless operators and air gunners.

For every plane flying in the air, a large crew is needed on the ground. The R.C.A.F. lists some 65 trades in its ranks. Experienced men are much preferred, but inexperienced men of the right kind will be trained.

Many applicants try to bluff their way into the positions they desire. There's nothing new about that, of course, but it's almost impossible in the R.C.A.F. All applicants for trades must pass the "trade tests" even before the medical examinations. Two corporals start the questioning. If the man passes them, he goes to the Warrant Officer.

To save time, I slipped past the two corporals and went directly to Warrant Officer W. H. Day, familiarly known as Sergt.-Major Day. In years past, I knew more than one Sergeant-Major. It was never the most popular rank in the Army. But Sgt.-Major Day was unlike any other of the rank that I had met. For one thing, he had a sense of humor. Equally important, he seemed to have an uncanny knowledge of the intricacies of all the trades in the Air Force.

I looked down the long list and pretended I wanted to be a motor mechanic. (I really wanted to be a pilot, but I was a bit too old.) I couldn't imagine myself being a diesel oiler or a pigeon loftman or a masseur or an interpreter, but everybody knows how to drive a car, so I would be a motor mechanic.

"Suppose you were out driving with your girl on the way to Niagara Falls and you were on a back road somewhere" (What that man knows!) "and your car stopped, what would you do first?" asked the Sgt.-Major.

I said that I would look in the gas tank, but it appeared I had plenty of gas. After covering several possibilities, it seemed I had trouble in the timing of the ignition, and I was soon beyond my depth. The Warrant Officer knew far more about it than I did. So I decided to be a pilot after all.

That is typical of what every recruit goes through at first. I asked if some were not too nervous to answer. After all, a man joining the Air Force was taking an important and decisive step. Sgt.-Major Day agreed, but he said that he soon put most recruits at ease and I believed him. If a few were still nervous, he sent them in to talk to the girls on the staff for awhile. I didn't know whether to believe that or not. Anyway, I skipped that part of it.

The attestation paper which the recruit must fill out, contains the expected questions, such as name, age, place of birth, and so on. There is space enough to list the names of eight children, which should be ample. There are also some less obvious questions: Have you ever been convicted of an indictable offence? Are you in debt? (If so, state particulars — and there is plenty of space for the particulars) Sports and Hobbies? In addition, there is a question about flying experience in hours, solo, dual or passenger. It is said that some of the applicants, particularly from the United States, have plenty of hours to their credit, but that doesn't always guarantee that they will be good pilots in the fighting services.

Definite and detailed instructions are given to each applicant when filling in the forms, yet 90 per cent are said to make one stupid mistake: they don't write in the name of their home town. They don't forget their street address, but most of them applying at that centre are from Toronto and don't think it necessary to say so.

The Medical Examination

The medical examination is thorough, particular attention being paid to the eyes and hearing, as might be expected. After passing the usual eye tests, reading letters on the chart at a distance of 20 feet in a darkened tunnel, and so on, the doctor held up his finger two feet in front of my eyes and told me to watch it, as he slowly pushed it nearer my face. Gradually I grew more and more cross-eyed, which was quite proper. He asked me to try it with him. His eyes followed my finger to a certain point, then one suddenly snapped back. I was surprised, but it's fairly common. Those candidates haven't perfect muscular co-ordination, it seems, and can't judge distances accurately. They are the ones who might crash into another plane while landing.

Finally, there was the color blindness test. I looked at colored circles in a book, one to a page. Each one looked as though it was a mosaic pattern and in each I could trace with little difficulty usually, though not so easily sometimes, a pair of figures—57, or 29, or a pattern. A man who was color blind would see an entirely different number, which didn't show up until pointed out by Flying Officer Kinsey, who was giving me the tests. The system was devised by a Japanese professor who had made a study of color blindness. For those who are seriously color blind, there is a light test with red and green lights. It is said that five per cent of the recruits are color blind and so useless as members of an air crew.

Last stage in the recruiting process was carried on in a basement room where a full set of my finger prints was taken. The fingers were stuck on a sheet of glass coated with printer's ink or something of the kind, then pressed one by one in the proper places on a card, then the four fingers of the left hand together and the four of the right hand. My guide enjoyed this immensely, but there seemed to be a certain grimness to it as well. The members of the R.C.A. F. carry copies of these and other identifications with them wherever they go.

After farewells to Flight Lieut. Lumsden, O.C. at the Recruiting Centre, and Flight Lieut. Muckell, I headed for the Manning Depot, the next stage in the life of the recruit in the R.C.A.F.

Next Week — The Manning Depot

There is no better way to make a town attractive to strangers than by having its citizens saying something pleasant about its people, is interests, its beauties and its advantages. One of the very best ways to make any town draw other people to it is for every man and women living in it, and working in it, to have a pleasant word for all the other people in the town. Talk up your town, its industries, its government its schools, its health advantages, and its neighborly interesting people. If you wish others to be interested in your town, show them you are interested in it yourself, and boost it every opportunity you have.

VANDELEUR

(Intended for Last Week)

A very successful quilting was held one afternoon recently at the home of Mrs. Howard Graham under the auspices of the Woman's Assoc. Two quilts were completed during the afternoon. Luncheon was served at the close by the hostess.

The June meeting of the Girls Club was held at the home of Misses Aleda and Kathleen Ratcliffe with a good attendance of members. A report was given on the sale of tickets for the quilt and also on the recent social. The sale of tickets amounted to $23.65 and the proceeds of the social were $11.05.

The next meeting will be at the home of Mrs. Annis in Markdale.

The home of Mr. and Mrs. Jim Cargoe was the scene of a pleasant social evening on Thursday of last week, when Mrs. Will Burrell, a recent bride was presented with a set of dishes and other gifts by a host of friends and well wishers in the community.

The Markdale A. Y. P. A. put on their play "Tempest and Sunshine" in the church here on Monday evening under the auspices of the Woman's Institute. It was much enjoyed by those present.

MAXWELL

(Intended for Last Week)

Dedication of a new steel flag pole at Maxwell on Thursday afternoon, June 19 at the school grounds. The dedication service took place around the new pole which was purchased recently with the money which was raised at the Christmas concert. The school is also supplied with paper towels from this fund. The flag pole is set in a cement platform and it is quite an addition to the appearance of the grounds.

The parents and friends of the school children were all invited. Rev. Dr. Mercer gave an address and the children saluted the flag as it was being raised. They also sang a few songs which were much enjoyed, after which the teacher, Miss Kathleen Morrison served lunch. A very pleasant time was spent by all.

Mr. and Mrs. James Guy of Midland, Mr. and Mrs. Jack Yearly and family of Toronto visited on Sunday with Mrs. Thos. Guy and Jennie.

Don't forget the strawberry festival on Friday evening at the United Church.

We are sorry to report Mr. Medlar Guy who underwent an operation in Collingwood hospital not improving as well as was hoped for.

Mr. Geo. Long of Niagara was home for the week end.

Mr. and Mrs. Elmer Wright of Owen Sound visited on Sunday with his brothers, Vern and Emerson Wright, Fourth Line.

ARTEMESIA S. S. CONVENTION

The annual Sunday School Concention for Artemesia, Markdale and Flesherton was held in St. Columba Church, Priceville on Wednesday, June 18th. Sessions were held in the afternoon and evening and were well attended. The resident, Mr. Russel Freeman presided in the afternoon and the new President, Mr. W. J. Messenger in the evening.

Rev. W. F. Dean of Markdale led the opening Devotional exercises and Rev. A. R. Muir of Priceville gave the address of welcome.

The following are the new officers; President, Mr. W. J. Messenger, Markdale; Vice-Pres., Mrs. Chas. Martin, Eugenia; Secy.-Treas., Howard Graham, Vandeleur; Childrens Supt., Ethel Artley, Markdale; Girls work, Mrs. Gemmel, Markdale; Boys work, Rev. G. K. McMillan, Flesherton; Young people, Rev. Dr. Mercer, Maxwell; Adult Dept, Mrs. W. Armstrong, Flesherton; Home Dept., Mrs. R. Freeman, Ebenezer; Teacher training Dr. Campbell, Priceville; Missionary, Mrs. Harrison, Priceville; Temperance, Mrs. Hare, Markdale.

Rev. R. H. Campbell of Priceville gave an address, "Preparing Next Sunday's Lesson."

A pleasing feature of the afternoon was a demonstration in teaching primary children by Mrs. Dr. Milne, head of the primary department in Flesherton Sunday School.

Rev. S. J. Mathers of Toronto was the Provincial Representative gave splendid leadership to the convention. He gave a demonstration in teaching teenage boys and girls, and conducted the Round Table Conference in the afternoon. In the evening he inducted the new officers and delivered an address, his subject being the theme of the convention, "Betteh Christain Teaching for a Better World."

Rev. G. .K McMillan of Flesherton gave an address on "Vocational Schools, Standard Training Schools and other means of Instruction."

The devotional exercises in the evening were led by Rev. Dr. Geo. L. Mercer of Maxwell and Mrs. K. Gemmel of Markdale led the song service.

The next convention will be held in Annesley Church, Markdale.

The battle of the Atlantic may be on to keep United States goods and war supplies from reaching Britain, but we notice that U. S. bombers have been doing effective work in North Africa.

Flesherton High School

Pupils have obtained standing in the subjects listed after their name for the grade indicated. Percentages are shown after the pupil's name.

GRADE 9

Allen, Eunice— 73.28: Eng., Fr., S. S., Math., B.P., Sc., Music & Art, P.E.

Atkinson, Vernon — 60.14: Eng., S. S., Math., B.P., Sc., Music and Art, French, P.E.

Blackburn, Ruth — 65.43: Eng., S. S., Math., B.P., Sc., Music and Art, French, P.E.

Brackenbury, Marjorie — 63.18: Eng., S.S., Math., B.P., Sc., Music and Art, French, P.E.

Buchanan, Frances — 82.57: Eng., S.S., Math., B.P., Sc., Music and Art, French, P.E.

Henry, Kenneth — 52: Eng., S.S., Math., B.P., Sc., M. & A., Fr. P.E.

Karstedt, Jane — 75.43: Eng., S.S., Math., B.P., Sc., M.&A., Fr., P.E.

McCracken, Jean — 64.71: Eng., S. S., Math., B.P., Sc., M.&A., Fr., P.E.

McMillan, Donald — 57.14: Eng., S. S., Math., B.P., Sc., M.&A., Fr. P.E.

McMullen, Jean — 62.00: Eng., S. S., Math., B.P., Sc., M.&A., Fr., P.E.

Milne, Genevieve — 81.43: Eng., S. S., Math., B.P., Sc., M.&A., Fr., P.E.

Phillips, Jean — 64.57: Eng., S.S., Math., B.P., Sc., M.&.A., Fr., P.E.

Shaw, Wallace — Eng., Math., M.& A., P.E.

Smith, Muriel — 68.57: Eng., S.S., Math., B.P., Sc., M.&A., Fr., P.E.

Turney Margaret — 66.18: Eng., S. S., Math., B.P., Sc., M.&A., Fr., P.E.

Wood, Lois — Sc., M.&A., Fr.

Marshall, Edna — Sc., Fr.

McMullen, John — Fr.

Sayers, Willis — S.S.

GRADE 10

Adams, Ena — 81.17: S.S., Eng., Sc., Math., Lat., Fr., P.E.

Bannon, Fred — 62.17: S.S., Eng., Sc., Math., Fr., Lat., P.E.

Falconer, Dorothy — 64.83: S.S., Eng., Sc., Math., Lat., Fr., P.E.

Karstedt, Isabel— 72.83: S.S., Eng., Sc., Math., Lat., Fr., P.E.

Loucks, Carman—52.83: S.S., Eng., Sc., Math., Lat., Fr., P.E.

MacDermid, Beatrice — 72.17: S.S., Eng., Sc., Math., Lat., Fr., P.E.

MacVicar, Angus—56.33: S.S., Eng Sc., Math., Lat., Fr., P.E.

Marshall, Edna — S.S., Eng., Sc.

McConkey, John—62.17: S.S., Eng., Sc., Math., Lat., Fr., P.E.

McMillan, John — 66.50: S.S., Eng., Sc., Math., Lat. Fr., P.E.

McMillan, Margaret — 55.00: S.S., Eng., Sc., Math., Lat., Fr., P.E.

McMullen, John—50.50: S.S., Eng., Sc., Math., Lat., Fr., P.E.

McWilliam, Jos.—55.50: S.S., Eng., Sc., Math., Lat., Fr., P.E.

Parker, Grace — 71.83: S.S., Eng., Sc., Math., Lat., Fr., P.E.

Proctor, Arthur—59.27: S.S., Eng., Sc., Math., Lat., Fr., P.E.

Sayers, Willis — 58.60: Eng., Sc., Math., Lat., Fr., P.E.

Smillie, Margaret — Eng., P.E.

Taylor, Arlene — 61.00: S.S., Eng., Sc., Math., Lat., Fr., P.E.

Taylor, Ethel — 43.50: S.S., Sc., Lat., Fr., P.E.

Thurston, Earle — 58: S.S., Eng., Sc., Math., Lat., Fr., P.E.

Wood, Lois — 74.33: Eng., Sc., Latin, P.E.

Bellamy, Ben — Math.

McConkey, Ross — Math.

McConkey, Winnifred — Math.

Proctor, Jean — Math.

Thistlethwaite, Marjorie — Math.

Nichol, Gordon — Fr.

GRADE 11

Beaton, Emerson — 53.50: Eng., Fr., Lat., Hist., Physics, Alg., P.E.

Clark Harold — 52.50: Eng., Fr., Lat., Hist., Phys., P.E.

Collinson, Marion — 66.66: Eng., Fr., Lat., Hist., Phys., Alg., P.E.

Doupe, Edna — 57.83: Eng., Fr., Lat., Hist., Alg., P.E.

Duncan, Jean — 80.83: Eng., Fr., Lat., Hist., Phys., Alg., P.E.

Loucks, Jean — 71.33: Eng., Fr., Lat., Hist., Phys., Alg., P.E.

MacMillan, Agnes — 67.50: Eng., Fr., Lat., Hist., Phys., Alg., P.E.

McMullen, Mary— 58.50: Eng., Fr., Lat., Hist., Phys., Alg., P.E.

McTavish, Jean — 55.66: Eng., Fr., Lat., Hist., Phys., Alg., P.E.

Meads, Emerson— 51.50: Eng., Fr., Lat., Hist., Phys., P.E.

Nichol, Gordon — 43.50: Eng., His., Phys., P.E.

Campbell, Janet — 61.66: Eng., Fr., Lat., Hist., Phys., Alg., P.E.

O'Dell, Robert — 66.00: Eng., Fr., Lat., Hist., Phys., Alg., P.E.

O'Neill, Florence—81.00: Eng., Fr., Lat., Hist., Phys., Alg., P.E.

Thistlethwaite, Marjorie— 56.20: Fr., Eng., Lat., Hist., Phys., Alg., P.E.

Whyte, Ruth — 79.67: Eng., Fr., Lat., Hist., Phys., Alg., P.E.

Meads, Donald — Lat.

McConkey, Winnifred — Fr.

McConkey, Ross — Latin.

Buchanan, Melville — Latin.

Russell, Elmer — Latin.

GADE 12

Bellamy, Ben — 45.27: Eng., Fr., Hist., Phys., P.E.

Buchanan, Melville — Eng., Hist., P.E.

McBride, Walter — 50.28: Eng., Geom., Hist., Phys., Alg., P.E.

McConkey, Ross — 50.60: Eng., Hist., Phys., Chem., P.E.

McConkey, Winnifred — Can. His., Phys., P.E.

Meads, Donald — 42.75: Hist., Alg., Phys., P.E.

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Plester, Earl — 44.33: Fr., Hist., Phys., Alg., P.E.

Proctor, Jean 53.00: Eng., Hist., Phys., P.E.

Sutherland, Robt. — 68.17: Eng., Fr., Lat., Hist., Phys., Alg., P.E.

Turney, Ruth — 56: Eng., Lat., Hist., Phys., Can. Hist., P.E.

Warling, Franklin — 62.33: Eng., Fr., Lat., Hist., Phys., Alg., P.E.

Wilson, Virginia— 57.71: Eng., Fr., Lat., Hist., Phys., Alg., Chem., P.E.

Brown, Iva — Lat., Phys., Alg.

Chapple, Alan — Lat., Can. Hist., Algebra.

Sutherland, Laurie — Latin.

Russell, Elmer — Can. Hist.

Results are subject to Departmental acceptance of employment certificates, where pupils have been released for war emergency work.

A Narrow Escape

Two local high school lads had a narrow escape from being run over by the Friday morning northbound freight train. They were each mounted on a bicycle and were having a race. On approaching the Main St. railway crossing they were unaware of the approach of the train until too late to stop. One lad attempted to turn and the other to beat the train over the crossing. In the excitement of the moment the bicycles collided, one boy and one bicycle landing on either side of the track as the train tore by. The only injury suffered by either of the boys was a cut finger. It was indeed a close call for the boys and should serve as an object lesson to all to approach railway crossings with utmost caution.—The Dundalk Herald.

DITSON — HEATHCOTE

Burns Presbyterian church, Feversham, was the setting for a pretty summer wedding on Sat., June 7th, at three o'clock when Annie Beatrice Heathcote, only daughter of Mr. and Mrs. Harry Heathcote of Feversham, became the bride of Mr. Lorne James Ditson, son of Mr. and Mrs. James Ditson of Stayner. Rev. F. Thomson officiated.

The bride, given in marriage by her father, wore a street-length dress of turquoise blue crepe, with white accessories, and carried Sweetheart roses. The bridesmaid, Mrs. John McLean, was frocked in rose triple sheer, with white accessories, and also carried Sweetheart roses. Mrs. F. Thomson played the wedding march. Mr. John McClean was groomsman. The ushers were three cousins of the bride.

Following the ceremony a reception was held at the home of the bride's parents, where the bride's mother received, wearing navy blue crepe and corsag of carnations. The groom's mother wore navy heer

The guests, numbering thirty-five, enjoyed a buffet luncheon, served from a table centred with pink and white streamers. After the luncheon a three story wedding cake was served.

After the reception the happy couple left on a motor trip to different points, the bride wearing a navy blue suit with white accessories.

(Collingwood paper please copy)

HORSEPOWER IN CANADIAN ARMY 40 TIMES LAST WAR

Expressing confidence that the call for 30,000 young Canadians to fill the ranks of the recently expanded military establishment would be magnificently answered, Major-General H. D. G. Crerar, D.S.O., stressed the importance of men for armored formations in a recent Dominion-wide broadcast. A soldier, today, must often as not, be a skilled tradesman, as well as a fighting man. He pointed out that in order to man the army machines 5,000 soldier tradesmen will be constantly in training at technical schools, youth training centres and the Army Trade School at Hamilton, with an output of close to 20,000 soldier tradesmen a year. In this way industry will not be robbed of the key specialists required in order that the vital flow of armaments may be still further accelerated.

Mechanical horsepower of a Canadian division today approximates 200,000, forty times that of an old division. Its weapon power, even measured in the number of projectiles which could be fired at a given time, is at least five times as great as in 1918, taking no account of the important factors of increased range, accuracy and mobility of these modern weapons.