

Bill Armstrong Writes of Trip From Ottawa to Victoria, B.C.

We reprint below a letter from ACI Bill Armstrong to his family. He was recently transferred with the R.C.A.F. from Rockcliffe Station at Ottawa, to Patricia Bay, Vancouver Island.

At 8.15 your time today, the day after Thanksgiving, we landed here at Patricia Bay, Vancouver Island. We've had a most marvellous trip imaginable taking in our journey across the continent and culminating it with a wonderful boat ride from the mainland to Vancouver Island. Maybe I could better describe it if I started from the beginning.

On Friday, we left Rockcliffe by bus for the Union Station at 5.15. At the station we were allowed to scatter around and talk to any friends present. We left Ottawa at 6.00, crossed the Interprovincial Bridge to Hull and recrossed on Chaudiere Bridge. Our first meal on the train was excellent. Saturday morning I woke up to find the train steaming along about 100 miles west of Sudbury. There had been a heavy frost during the night and the country we were passing through seemed to have the winter touch. There were myriad mirror-like lakes from which flocks of ducks rose as the train passed.

Our first stop was a Northern Ontario town called Chapleau, and we were here 20 minutes. Again we started out, the scenery changed very little being very rugged and northern like. We passed many Indian homes, cheap frame houses with tarpaper roofs. In some cases bear skins were stretched along the outside wall. The second stop was at White River, presumably the coldest spot in Ontario. The temperature has been known to drop as low as -72 degrees F. Here we could really see how the people lived. The little children swarmed around us, asking for souvenirs and pennies. They were very poorly clad and the girls, almost without exception wore boys pants and boots. I mean ones about 8 to 15 years of age.

The scenery in that part of Ontario at this time of the year is as I said very desolate. There are many evergreen forests and amongst these are liberally scattered many yellow tamarack trees, striking in contrast. In the afternoon we approached the northern shore of Lake Superior. The scenery was grand. The autumnal colours of trees and the multi-hued rocks of the shore were quite pretty. The line (C.P.R.) winds in and out along the bays and inlets of the lake. There were several tunnels right in the rock through which we passed. We had a route march at a town called Schreiber. Our next major stop was at Fort William where we passed a hurried half-hour. It was late in evening when we left here. Fort Arthur and Fort William, although we saw very little of either, seemed quite nice. Street cars a bit out of date, but stores quite modern and clean.

Sunday morning - The scenery had changed overnight to flat country with trees in scattered but numerous groups. Here there were no beautiful colors but merely stalks and bare trees. At 9.30 your time or thereabouts, we came to Winnipeg. I dropped a couple of hurried cards and took as long a look at the city as I could. Of course there was no life there and it was pretty quiet - but it was very nice just the same. Between Winnipeg and Brandon the country was full of scrub and grassland. Past Brandon we came upon the prairies proper. Endless stretches of vast brown fields. If you think the prairies are a vast waving mass of grass you are mistaken. It has its hills, though few, but there are fences, trees, barns here and there, and above all it, its

great emptiness. All day long we travelled through this country. At dusk we paused at Regina, later came upon Moosejaw, a very lively little place indeed, brilliantly lighted.

Monday morning - Into Calgary at 5.45 Mountain Time, 3 hours behind Daylight Saving Time. Had a brisk walk in the chilly dawn in this far Western city of the prairies. After leaving Calgary the country rolled from prairies into large hills. These hills were very round on top showing evidences of a great glacier. When the sun came up we were in the dining car eating marmalade, ham and eggs, when our first glimpse of the Rockies appeared. They formed a sharp contrast with their snowy peaks stretching above the clouds, to the brown rolling foothills of Alberta. The snow looked like white fingers of an octopus stretching over a huge rock.

The Rockies, when we came into them, were inspiring to say the least. It was a spectacular sight, impossible to describe. The air was clear and cold. We passed Castle Mountain, where there was an internment camp during the first World War; the Three Sisters, three formations of rock stretching a way, way up into the clouds; Mt. Cathedral, Banff, Banff Springs Hotel were gorgeous. The climax of it all came when we came to the Great Divide. This is the divide between B.C. and Alberta and is over 5,380 ft. above sea level. From here the train descends. We passed into the most gorgeous and wonderful scenery I have ever seen in all my life. The spiral tunnels in Yoho Valley. Through inky black tunnels out on two precipitous cliffs overlooking a valley surrounded by famous peaks down whose sides pushed raging mountain torrents. Words cannot describe the beauty of it all. You'll just have to wait till we get the pictures of our journey and see in a small part the grandeur of the Rockies. Later in the day we passed through Kicking Horse Canyon, along the gorges of the Columbia and Beaver Rivers. All these gorges, several hundreds of feet deep, are densely wooded by evergreen. At night we were passing through the Fraser Canyons.

Tuesday morning - To-day we awakened to find ourselves out of the Rockies following the Fraser River to its mouth - and Vancouver. There was a steady drizzle of rain and on approaching Vancouver we came into a dense fog. This gave us a rather dreary outlook of this city and when we disembarked from our train it was pouring. But we were given 2 hours before boat time and determined to see as much as we could we set out in the city. It appears it has been raining off and on for two months here. The people seem almost like ducks here, but believe me there are some pretty ducks, too, woe. Our boat pulled out at 10.30 your time. It was grizzling when we pulled out of the harbour and passed under Lions Gate Bridge into the Pacific. It was after dinner on the boat when the sun decided to shine and we passed along between the mainland and the Island. Truly it was like an Emerald Isle. No changing colours here, but everything a beautiful spring-like green. The air was as warm as summer and as we lounged on the deck in the sun we considered ourselves in a paradise.

Victoria, the capital of the island, we came upon four and one-half hours after leaving Vancouver. It was really beautiful coming into the harbour. We left for our station by bus immediately on arrival. It is 18 miles from Victoria, nestled between two mountains and the sea. I'll be able

to tell you more about it in my next letter.

Well, here I am at the end of my journey, feeling top-notch and having gained 2 lbs. I weigh 174 now. I'll have to close for now, folks, as I'm getting dreadfully tired and can hardly hold my eyes open. We have a big parade to-morrow and I'll have to be spiff and polished. Will write lots more about B.C. and the Island in next letter.

THE WEATHER

By H. L. Hutt
The delightful warm sunny weather we enjoyed the fore part of last week looked so much like Indian Summer there may be some doubt if we may look for more this Fall.

During the week an all time record was broken when the mercury reached a maximum of 68 degrees on Wednesday. Said to be the warmest day after mid-November in one hundred years.

At all events there was no mistake in our Squaw Winter, when we woke on Sunday morning to find an inch of snow on the ground. But as it fell on unfrozen ground, accompanied by a maximum temperature of 41 degrees during the day, it had all melted and disappeared by night.

It has since turned much colder and there was a hard crust on the ground Tuesday morning. But the probs say we are to have another spell of mild weather soon.

Following are the local records for the week:

Date	H. and L. Temp.	Precipitation
Tues. Nov. 18	65 28	
Wed. Nov. 19	68 53	
Thurs. Nov. 20	60 40	35"
Fri. Nov. 21	45 32	25"
Sat. Nov. 22	43 29	Snow
Sun. Nov. 23	41 32	1.00"
Mon. Nov. 24	36 26	Snow

CHURCH NEWS

Scripture Text
"Though he slay me, yet will I trust in him." Job 13, 15.

St. George's Church
Rev. W. G. O. Thompson, Rector
First Sunday in Advent
Advent: Holy Communion 8 a.m. Sunday school 10 a.m. Matins 11 a.m. Preacher: Rev. L. Douglas Brown, of St. James' Church, Guelph.
7 p.m. Preacher: Rev. S. R. Colebrook, of Norval.

This is a special Sunday devoted to the Church's work and responsibility outside the parish. Pulpit exchanges are being made throughout the white diocese.

St. Alban's Church, Glen Williams
First Sunday in Advent
Sunday school 2 p.m.
Evensong 3 p.m. Preacher: Rev. L. Douglas Brown, Rector of St. James' Church, Guelph.

The United Church of Canada, Georgetown
Rev. R. C. Todd, B.A., Minister.
10 a.m. Sunday School.
11 a.m. Public worship. Bible Sunday.
Subject: "Everyman's Textbook" 7 p.m. Evening worship. Subject: "Your Religion: Is it like the fifth wheel of a cart?"

Baptist Church
Minister - Rev. J. E. Ostrom.
Thursday, Nov. 27th - An hour of fellowship. Come to sing, pray and study the Word of God at 8 p.m.
Sunday, Nov. 30th - 2.30 p.m. The Sunday School. 7 p.m. Evening service. Subject: "He was Not There."
Monday, Dec. 1st - Regular meeting of the B.Y.P.U.

St. John's Church, Stewarttown
2 p.m. Sunday school.
3 p.m. Evening prayer.

St. Stephen's Church, Hornby
11 a.m. Morning prayer.

St. Paul's Church, Norval
1.30 p.m. Sunday school.
7.30 p.m. Evening prayer.
Preacher: Rev. W. G. O. Thompson, Rural Dean of Halton.

Holy Cross E.C. Church
Rev. Fr. V. J. Morgan
1st, 3rd and 5th Sundays - Mass at 11 a.m.
2nd and 4th Sundays - Mass at 9.00 a.m.

Glen Williams-United Church
R. K. Lemlay, B.A.
2.00 p.m. Sunday school.
7.00 p.m. Public worship.
Come to the church in the Glen.

Knox Presbyterian Church, Georgetown
Rev. Chas. C. Cochrane, B.A., Minister.
10.00 a.m. Sunday school; Bible Class.
11.00 a.m. Public worship.
7.00 p.m. Public worship.
8.00 p.m. Monday, Y.P.S.

Lambton Presbyterian Church
1.30 (EST) Sunday school; Bible Class.
2.30 (EST) Public worship.
8.00 (EST) Tuesday, Y.P.S.

Glimpses of Parliament

Summary of Recommendations contained in Reports One and Two of Subcommittee No. 1 of which Herbert Cleaver, M.P. for Halton is Chairman.

(1) That new federal charter should be taken out by all flying clubs sponsoring Elementary Flying Training Schools containing provisions prohibiting any private individual from receiving any payment by way of director's fees, dividends or otherwise and that in the event of the winding up of the club all its assets should escheat to the Crown and that the Companies Act should be amended to authorize this type of charter.

(2) That the contracts with Elementary Flying Training Schools should be amended to implement the offer of the schools to a reduction of 50% in their flying hour profits.

(3) That the contracts with Air Observer Schools should be amended to implement the offer of the schools to a reduction of 65% in their flying hour profits.

(4) That secondary sources of supply of aeroplane parts should be expanded by the use of machine shops located at the training schools and by the use of the many small machine shops already in existence across Canada.

(5) That a supervisory engineer should be appointed to have general supervision of all civilian operated schools to secure a proper pooling of air, engineering experience among the different schools and to further improve the problem of shortage of spare parts.

(6) That all Air Observer Schools should be equipped for the continuous overhaul of its planes by the school staff.

(7) That transportation, at cost and not in excess of five cents per mile, should be furnished to all civilian employees at training schools located more than five miles from the nearest urban centre.

(8) That the Dominion of Canada should assume its own insurable risks with respect to civilian employees at civilian operated schools. Past experience would indicate that this proposal should effect an annual saving of at least a quarter million dollars.

(9) That all gasoline and oil used by training schools should be purchased by the Department of Munitions and Supply direct from the oil companies which would effect a saving of approximately \$125,000 annually.

(10) That all Flying Training Schools equipped with more than two hangars should have additional shop

The SNAPSHOT GUILD PICTURE OPPORTUNITIES



Keeping the camera ready for the unexpected resulted in this unusual snapshot. Picture opportunities are abundant, so have your camera with you wherever you go.

IT ISN'T very often that you'll find a dog looking inquisitively around a corner at a cat, but if you do, it will be an occasion well worth photographing. You're probably seen similar oddities, and often expressed the desire to take pictures which really capture such situations. Many opportunities like this occur but once, and by having your camera with you at all times, you can take advantage of these incidents to make a number of interesting snapshots.

Besides the unusual, there are many other things that afford excellent subject material for the camera hobbyist. For example, activities of general interest offer an abundant source of picture opportunities. Hiking, motoring, swimming, boating—in fact, any sport will yield a number of good snapshots. Or, wherever you go—to the mountains, seashore, or inland lake—you'll have the chance to picture the scenic beauty as well as the interesting happenings on a memorable vacation, a week-end trip or just a day's jaunt.

There's no simple formula to follow when you take your camera with you, but there are some good points well worth remembering. First, always look for scenes that are characteristic of the place you are visiting, whether you are out for just a short drive, or a trip to some distant section of the country. Second, try to organize your shooting so that the pictures tell a reasonably well ordered story. Not just a lot of shots of one thing, but a step-by-step account of what you did and what went on. Third, always be on the lookout. Watch for unusual or "different" pictures such as the one illustrated above. They add a great deal of interest and variety to your album.

In scenic shooting, don't let broad, breath-taking views mislead you. They're good subjects—but include a foreground object or "frame" when possible, to give them depth and creative feeling of distance. In picturing the things you do, always try to include some action—not necessarily rapid motion, but people doing something. In brief, make each picture tell a story. Chances to get excellent snapshots are everywhere, and it's easy to build a fine collection. Keep your camera with you constantly, and bring back a permanent record of your experiences.

John Van Guilder

Save Gas!
LEAVE YOUR CAR AT HOME
GO BY BUS
FOE LONDON
9.35 a.m., 2.05 p.m., 6.00 p.m., 7.50 p.m.
FOE TORONTO
6.08 a.m., 9.18 a.m., 11.48 a.m., 2.23 p.m., 4.08 p.m., 6.08 p.m., 9.13 p.m.
—Daily ex. Sun. — 6—Sun, and Hol. (Eastern Standard Time)
Tickets and Information at
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GRAY COACH LINES

Watch Our Window!
FOR WEEKLY ICE CREAM SPECIALS AND CONFECTIONERY
Pineapple Sundae — 13c, 2 for 25c
Long's Confectionery Phone 89
Georgetown

GREGORY THEATRE
Friday, November 28
"INVISIBLE WOMAN"
a gorgeous ghost goes to town with Virginia Bruce, John Barrymore
"ROBIN HOOD OF THE PECOS"
Roy Rogers
Foz News.
Saturday, November 29
"THE SHEPHERD OF THE HILLS"
(Technicolor) by Harold Bell Wright with John Wayne, Betty Field
Cartoon "Hap Hap Happy Day."
Chapter 5 "Drums of Fu Manchu."
Matinee at 3 p.m.
Tuesday and Wednesday, December 2 and 3
"TIME OUT FOR RHYTHM"
musical romance Rudy Vallee, Rosemary Lane
"LONE WOLF MEETS A LADY"
adventure with Jean Muir, Warren William

Personalized - -
Christmas Cards
Order Early and Avoid Disappointment
Choose your own Christmas message, topped off with your name and address beautifully printed — Old English, Park Avenue, Antique Shaded — just a few of our distinctive types you may choose.
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Phone 8 Main Street