

# Faster War Planes Now For the "Flying Navy"

### Remarkable Work Being Done by the Air Arm of the "Silent Service." How Speed and Ability to Land on the Small Surface of a Carrier are Co-ordinated. Some of the New Planes.

By JOHN CASHEL  
The magnificent exploit of Britain's Fleet Air Arm at Taranto, Italy's chief naval base, where three of Italy's six battleships were crippled and two cruisers and two other craft badly damaged, focused attention on this splendid force of warplanes.

The Fleet Air Arm, like the rest of the Royal Navy, is a "silent service" and the public, as a rule, hears little of its work. But, because of its special value as a mobile striking force, the Fleet Air Arm is playing a big part in this war—particularly in the Mediterranean.

Fleet Air Arm warplanes whose names may soon become as familiar as Spitfire and Hurricane, are destined to play a decisive part in the Mediterranean battles.

Their homes are floating aerodromes—the decks of our several aircraft-carriers now serving somewhere over the thousands of miles between Gibraltar and Port Said.

The vastly improved Fleet Air Arm is face to face with its first really big chance. It has now in service in substantial numbers at least two fine fighters who will be to the Fleet in the Battle of the Mediterranean what the Spitfires and Hurricanes have been to Britain at home.

The latest is the Fairey Fulmar, which is larger than the Hurricane, but otherwise looks somewhat like it. Its speed, while not equal to that of the land fighters, is considerably greater than anything hitherto known in naval aircraft.

This in itself is a big step forward for, remember, a sea fighter must always be a compromise between speed and ability to land on the limited space afforded by the deck of an aircraft-carrier.

This deck-length is about 700 feet. Landing must be made in much less distance than that if a safe margin is to be allowed for error in descending on a floating and possibly wave-tossed and fast-moving drone.

The Fulmar must alight at much less than the 60 m.p.h. at which the Spitfire lands in a space of something like 900 feet.

Fleet Air Arm and the R. A. F.'s bombers in order to imperil and sink Nazi warships and transports bound from north German for Norway.

When it is told it will contain an almost incredibly heroic chapter about the feats of the F. A. A.'s Swordfish.

Their average cruising speed is only about 120 m.p.h. and, when huge tanks carrying petrol for the long journey and equally huge magnetic mines were fitted into them their speed was reduced to little more than 80 or so miles an hour.

Pilots and observer-gunsners sat perilously over petrol and high explosive, and dawdled through the hostile air, dead easy game for enemy fighter, bomber or "ack-ack."

German minefields in the narrow seas of the Skagerrak and Kattegat barred the way for British mine-laying vessels to the Baltic. But an Admiralty communiqué read: "Mines have been laid in the Baltic."

With the R. A. F.'s bombers, the deathless sailor-heroes of the Fleet Air Arm's Swordfish had been to the Baltic—at 80 or so m.p.h!

They are the men whom the Italians will increasingly meet over the blue waters of the Mediterranean in the coming months. Only, this time they will be in speedy Fulmars and Rocas, and much else, as well as in Swordfish!

## Realize the Need to Put All Effort Into the Day's War

### Schumacher Couple Receive Interesting Letter from Loyal Nephew Overseas.

Mr and Mrs. J. Stirrat, of Schumacher, have received a letter from their nephew serving with the British forces in England. This letter giving vivid sidelights on the "battle of Britain," and graphic proof of the loyalty, the patriotism, and the confident determination of the British people. The letter is as follows:—

London, England, Oct. 25, 1940  
Dear Uncle and Aunt:—I feel ashamed at being so long in answering your letter which I received gladly so I trust you will forgive me. I have been kept so busy lately that I could never manage time to sit down and let my mind concentrate on writing a few lines. I now take the opportunity...

Let me thank you for your letter and the magazines. It was very kind of you to send these. The rest of the lads with me also enjoyed reading them.

Well, I suppose you will be anxious to know how I am getting on and how I enjoy being in the army. Like all true Scotsmen I am delighted to be able to do my bit for my country, which means so much to me. It is now nine months since I was called up, and though I would rather be back in my civil job, which is only natural, yet I have enjoyed the time spent in the army. We realize to the full the need for putting all we can into the fight against slavery and dictatorship, and we are determined to keep fighting until we have secured the victory which shall surely be ours.

During these last few months we have been put to the test, but, as has happened in the past, we have stood the test, and to-day the balance is slowly but surely turning in our favour, and we hope and pray that the day will soon come when we will be victorious and peace shall be among the nations again.

Where I am stationed I have witnessed many air raids and it would do your heart good to see how our lads can put the enemy to flight. Although we are in the heart of the air raids do you know that we have never been bombed yet, and not one of our personnel has suffered injury of any kind. I am afraid they cannot say that across the channel, where bombs are falling night after night.

Certainly the people of London have been hit pretty hard and even the lives of our beloved King and Queen have been attempted, but to-day they are still in the capital, as is also the government, and the work still goes on. So don't be afraid of what the future holds for us. We are fighting for a righteous cause and righteousness should always prevail.

I only returned from leave a week ago, and what a lovely time I had at home. It was the first leave for six months, so you can imagine how I enjoyed myself. Mother, Father, Tom and Willis are all keeping well, also all our friends. Murdoch Lang is now in the R.A.F. as a wireless operator and is getting on quite well. I trust you are both keeping well. When this war is over we may be able to see each other again. In the meantime I will close as it is almost bedtime. Will write to you again and will be delighted to hear from you anytime.

With best of love from  
Your loving nephew,  
Alex.

### London

Old London's time-encrusted walls  
Are but the work of human hands,  
What man has fashioned for us falls;  
What God has breathed into us stands

What if the splendor of the past  
Is shattered into dust? We raise  
A monument that shall outlast  
Even the Abbey's span of days.

One broken home we set our feet  
And raise proud heads that all may see,  
Immortal in each little street,  
The soul in its integrity.

—A. A. Milne  
in The Times (London)

## Timmins Still Waits H.M.C.S. Named in Honor of the Town

### What the Town of Orillia is Doing for the Ship of the Same Name.

Some time ago when Cobalt, "the best old town," was given the honour of having one of the new ships of the Canadian Navy named in its honour, The Advance suggested that it would be a pleasing and warranted gesture if a similar honour were given to Timmins.

The name "Timmins" would be an appropriate one for a Canadian Navy vessel. Not only has Timmins done its part in the war effort by its leading place in gold production to support the finances of Canada, but the name of Timmins is a synonym for Empire pioneering, the opening of the north being intimately connected with the life work of the Timmins Brothers, Noah and L. H. Timmins. Timmins has also taken its part in all patriotic effort of every kind.

Recent references to what Cobalt plans to do for H.M.C.S. Cobalt adds to the interest here. This interest will be further increased by the following from the Director of Public Information at Ottawa, in regard to Orillia and the ship named in its honour:—

Orillia and H.M.C.S. Orillia  
H.M.C.S. "Orillia," it should be explained, is one of the sixty corvettes now being built in Canada for the Canadian Navy. She is 205 feet in length, has a speed of 17 knots, and will be primarily employed in submarine chasing and mine sweeping.

And Orillia, the town, gave Orillia, the corvette, a hearty send-off. Four of the ship's officers were guests of the "Orillia" Corvette Association at a dinner at the Old Home.

Mayor Pack, on behalf of the municipality, made the presentation to the "Orillia" of a handsome silver tea service and a pair of massive candelabra. This gift was in accordance with the British tradition that the town after which a ship of the Royal Navy is named should make a present of silver for use on formal occasions. The set consisted of a large tray, with tea and coffee pots and sugar and cream dishes in Rogers' silver. The tray was inscribed with the words: "Presented to H. M. C. S. 'Orillia' by the Town of Orillia." Each separate piece also bore the name H.M.C.S. "Orillia."

Round the edge of the tray there was a clear space on which the names of the officers of the "Orillia" as they may succeed one another, can be inscribed for many years. This service will not accompany the "Orillia" on war service but will remain stored at her home port, where it will be available whenever the ship is there.

Lieut. Briggs, officer commanding the "Orillia," had mentioned that books would be appreciated on board.

Within 36 hours, 360 volumes were gathered and delivered to the "Orillia."

Among the books were fifty from the Orillia Public Library, the Directors having agreed to make the "Orillia" a branch library. The arrangement is that as these books are read they will be replaced with others from time to time, on requisition of the ship's librarian. Thus is the "Orillia" made an outpost of the town.

The next task of the Associates is to provide the crew with additional garments to protect them from the rigours of a winter at sea—such as socks, sweaters, helmets, etc. This has been greatly facilitated by the gift of twenty-two sweaters and forty pairs of socks from the Girls' Red Cross.

A Tag Day provided \$250 towards the cost of materials.

It is expected that other towns will similarly adopt corvettes named after them.

## Admires the Wonderful Courage of the British

Ottawa, Dec. 18 — French Canada's admiration for the wonderful resistance displayed by Londoners against the Nazi onslaught is expressed in the following letter, sent to Rt. Hon. Ernest Lapointe, Minister of Justice, by a Quebec agriculturist who insists on not having his identity divulged. A cheque for \$100 accompanied the letter. Here is the letter:

"Mr. Minister:—  
"Would you be so kind as to forward the enclosed cheque for \$100 to the British Government, in London.

"I would like the British Government to give my humble contribution to one of the poor London families that had to suffer the most from the barbarous cruelty of the Nazis.

"As a true Canadian and loyal patriot, my heartfelt wish to the London people, on the occasion of the coming Christmas and New Year, is for an early English victory."

## BIG FIGURE GONE

Doctors frequently warn ladies of the danger of slimming. We know little of the facts of the matter from a medical viewpoint but no doubt, the peril is that they may grow so thin as to disappear altogether.

At the same time, it seems that mere bulk is no certain guarantee of robust health. Passing is reported at New York, of "Jolly Irene" circus fat lady, who tipped the scales at 500 pounds. At the height of her powers it is said the lady's weight was 625.

From published information, we gather that "Jolly Irene" had many admirers even if she was not the type of Irene about whose graces tuncful light opera could be written. At any rate her untimely end is widely regretted and there is no doubt the circus business has sustained a heavy loss.

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—Toronto Telegram

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