

It is Not Easy to Enlist in the Royal Canadian Air Force

Qualifications High for Recruits. Pilots are the Most Popular. Medical Examinations Very Thorough. Description of a Recruiting Centre.

(This is the second of a series of articles about the Royal Canadian Air Force and the Commonwealth Air Training Plan, written for the members of the C.W.N.A. by Hugh Templin of the Fergus News-Record.)

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 that allow 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, "applicants 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.

At the Recruiting Centre

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 forms 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 glamour about the job. What boy hasn't dreamed of flying his plane through the skies? Who hasn't heard what Canadian pilots did during the last war? And how many really know much about all the other 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 Sgt. 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 humour. 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 massou 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 Sergeant Major.

I said that I would look in the 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 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 a while. 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 won'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 Examinations

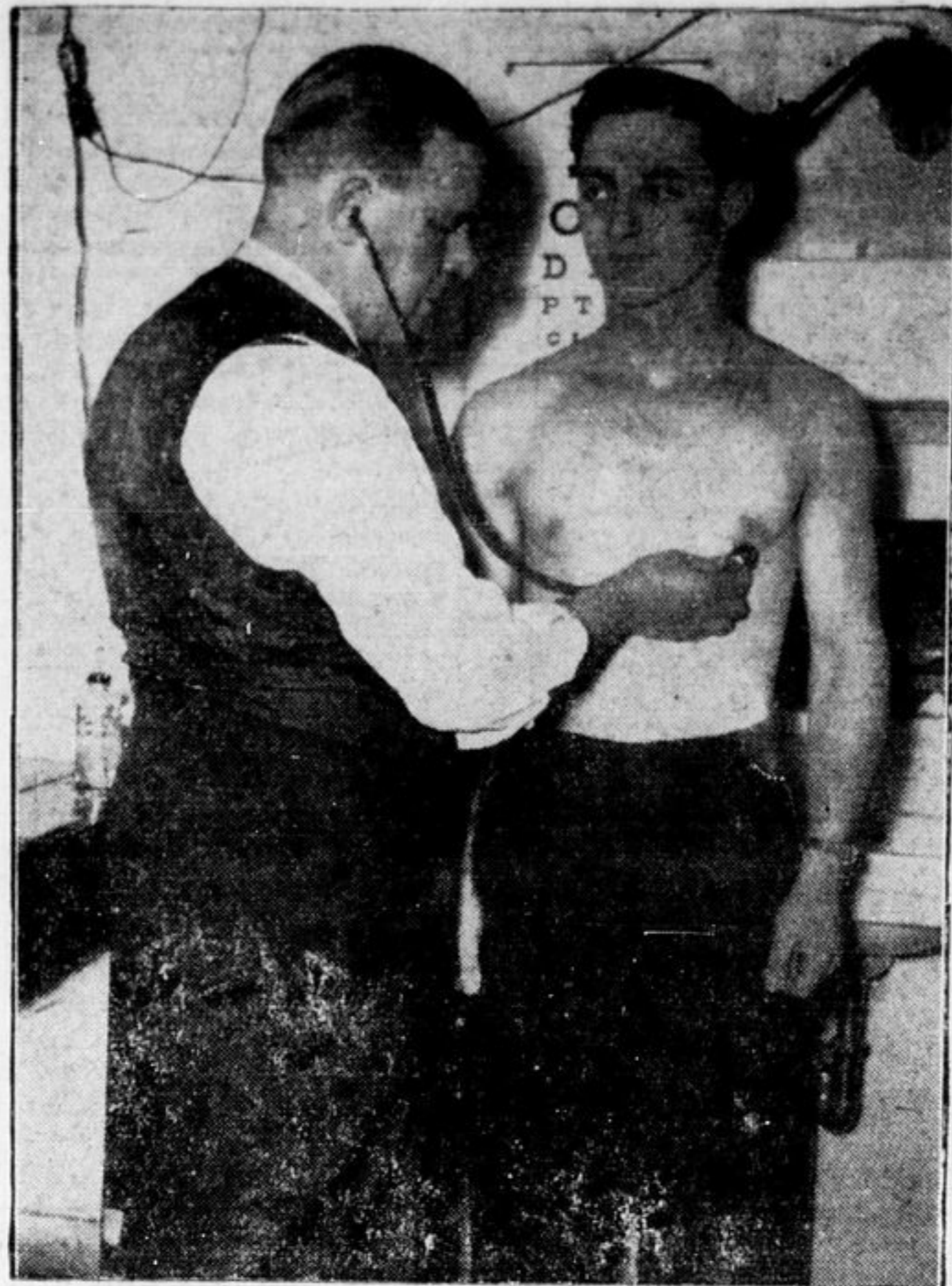
The medical examination is thorough, particular attention being paid to the eyes and hearing, as might be expected. After passing the usual eye tests, reading letters on the chart at a distance of 20 feet in a darkened tunnel, and so on, the doctor held up his finger two feet in front of my eyes and 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 colour blindness test. I looked at coloured 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 colour blind would see an entirely different number, one 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 colour blindness. For those who are seriously colour blind, there is a light test with red and green lights. It is said that five per cent of the recruits are colour 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 here 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).

Ottawa Journal: One other thing, too, this country shouldn't forget. The Government of Canada doesn't consist solely of the Dominion Parliament and Cabinet. It exists as well, under our constitution, in the legislatures and governments of our provinces. If and when we forget that, and seek to centralize all power and all authority in the Dominion, we are simply laying up trouble.



I. S. Wall is shown getting his medical test from Dr. W. McMaster, at the Windsor Recruiting Centre. —Royal Canadian Air Force Photograph



A sergeant answers many enquiries from prospective airmen at the Recruiting Centre at Winnipeg, Manitoba. —Royal Canadian Air Force Photograph

Many Fined Under Provisions of the Town Dog By-law

Fines for Failure to Secure Tags and for Dogs at Large.

Eight citizens were charged in police court here on Tuesday with failure to secure the necessary tags for dogs, owned by them. In each case the fine was \$1 and costs, the costs costing more than the fine. Four other similar cases were adjourned until next week.

There were five people charged with letting their dogs run at large. The fine in these cases was also \$1.00 and costs.

Grocery Firms Helping in 'K' Club Salvage Work

Making Collections and Deliveries Under Certain Conditions on Fridays.

Beginning this week twenty grocery firms in the town of Timmins are co-operating with the Boys "K" Club salvage committee, inasmuch as every Friday their delivery trucks will pick up from householders on whom they call with grocery orders, and deliver to the "K" Club hall, any old newspapers, magazines, and rags, providing that they are securely tied in bundles, or packed in bags or boxes. It is important to note that the salvage material should be securely tied or in boxes or bags as noted, as it would be unreasonable to expect the delivery firms to waste any unnecessary time in handling the material, as they are giving generously in the simple work of picking up and delivering the material.

The grocery firm co-operating in this work effort are:—Purdon and Laflamme, Blahy's, Mike's Grocery, C and C, La Prairie & Co., Frank Feldman, Residential Grocery, Rex Grocery, Urquhart's Food Shop, Moneta Provisions, F. Scullino, Grecco & Sons, Economy Grocery, Empire Meat Market, Toffanello and Zillotto, N. Barrette, Workers' Co-operative, Consumers' Co-operative, Bailey's Grocery, Krakana's Grocery.

Any grocery firms not included in the above list, but who would like to assist, should get in touch with Mr. W. Purdon, of Purdon and Laflamme, Phone 111.

Several Cases at Tuesday's Court End in Dismissals

Variety of Charges Dealt With in Usual Effective Way.

There were five charges dismissed at Tuesday's police court session here before Magistrate Atkinson. They were: Albert MacPherson, charged under the Defence of Canada regulations as being a member of the illegal group of "Jehovah's Witnesses"; the magistrate gave the accused the benefit of any doubt in the case.

Emile Goulet, on the charge of manslaughter in the case of a recent motor car accident, was freed by the court.

Joseph S. Thompson, charged with the theft of \$40 was dismissed.

Two ladies, who had been involved in what looked like a family quarrel, and one of whom was charged with assault, were given a lecture by the bench and told if either or both of them came before the magistrate again, they would both be disciplined for fighting in public.

Raymond St. Jean and George Polner were dismissed on a theft charge preferred against them, the evidence not being sufficient to warrant their imprisonment.

Several charges under the Liquor Control Act were adjourned for a week. Several others who pleaded guilty paid fines of \$10 and costs each.

William Luceff was fined \$10 and costs for slow driving on Wilson avenue. His slow driving was blamed by the police for a traffic tie-up, as he was using the middle of the road.

A fine of \$25 and costs was assessed on Eugene Sinar.

For having an overhanging load without a red flag, Leonard Lawrence was fined \$5 and costs. A fine of \$25 and costs was imposed on J. Charette for alleged careless driving.

Two men charged with disorderly conduct were each fined \$10 and costs.

Northern Young Men Receive Their Wings

Timmins, Schumacher and Kirkland Lake Represented.

On Saturday three air forces of the Empire—the Royal Air Force, the Royal New Zealand Air Force and the Royal Canadian Air Force—were represented in the classes of observers and air gunners who received their wings, graduating from No. 1 Bombing and Gunnery School at Jarvis.

Among the Wireless Air Gunners the following from the North were listed:—Joseph M. McAleavy, Timmins; Dennis Duxfield, Schumacher; Stanley F. Duffett, Kirkland Lake.

English Coast Suffers from Bombing Across Water

Official despatches this week say that the bombing by the R.A.F. of the German-occupied territory across the water was so heavy and strong that bombs dropped in France blew the skirts off girls walking on the street in England. In British homes and seaside houses furniture shifted, doors slammed and windows broke from the explosions across the water.

may hold that you do everything you can to get this invitation and information about Army Day to the people of Canada. If you are a merchant, announce it in your advertisements! If you are a city official, have your local council broadcast the news! If you are a newspaperman, tell your readers about it! If you are a radio-man, tell your air audience of this invitation. We want everybody to know about Army Day—we don't want anyone to feel that they haven't received a personal invitation. Please do your part to make Army Day a Great Day!

C. P. Constantine, Major-General, District Officer Commanding, Military District No. 2.



Dr. H. L. Keenleyside, M.A., Ph.D., F.R.H.S., Counsellor, Department of the Secretary of State for External Affairs. Photo—Public Information.

Singapore Described to the Kiwanis Club in Graphic Way, by Mr. Shook

Timmins Man Spent Seven Years in That Interesting Place. Mr. F. W. Schumacher, Columbus, Ohio, Also a Guest at Kiwanis. Speaks of Pioneer Days in the North.

Appeals Allowed Under Security Act in Stock Cases

Amendments to the Ontario Securities Act passed at the recent session of the Legislature, making possible an appeal from the rulings or decisions of the Securities Commission became effective on June 10th, it was announced this week, says The Northern Miner.

A pamphlet summarizing the legislation, explaining the procedure necessary in making appeals, and giving the full text of the amendments has been prepared by the Attorney-General's department.

The Act provides now for a Board of Review composed of the Master of the Supreme Court of Ontario as chairman, the Judge of the Mining Court and the Deputy Minister of Mines. This Board may hear appeals from any direction, decision, order or ruling of the Commission: (a) granting or refusing to grant registration or to renewing, refusing to renew, suspending, cancelling or changing the registration of any broker or salesman; or (b) regarding trading or the right to trade in securities or the escrow or release from escrow of any securities.

The Commission must send by prepaid post a notice of every direction, decision, etc., above mentioned, to persons affected thereby.

Any person to whom such a notice is sent or any other person primarily affected by any such direction, decision, etc., desiring to have the same reviewed by the Board of Review may, within 30 days, file with the Registrar a notice in writing that he desires to have such direction, decision, etc., reviewed. The last mentioned notice may be in the form of a letter addressed to "The Registrar of the Securities Commission, Parliament Buildings, Queen's Park, Toronto, Ont." The Registrar will then arrange an appointment for a review within one month of receipt of such notice and will, not less than 15 days before the date set for the hearing, notify such person as to the time and place of the sitting of the board. The Registrar must also furnish the board with all material in possession of the Commission relating to the matter which is the subject of such direction, decision, etc.

The person affected may appear either in person or by counsel, and he may, not less than 10 days before the date set for the hearing, deliver to the secretary of the board a statement in writing of his objections to such direction, decision, etc. The Commission may within five days after delivery of this statement deliver to the Secretary of the Board and serve upon the person requesting the review, a reply to such statement of objections.

If the person requesting the review does not appear before the Board at the time and place fixed, the Board may either confirm the direction of the Commission or adjourn the hearing, or make such recommendation to the Commission as it deems proper.

After the hearing, the Board or the majority of the members will make such recommendation to the Commission as it deems proper, and a copy of such recommendation will be sent to the person requesting the review.

If the person requesting the review is not satisfied with the recommendation he may appeal to the Court of Appeal by serving notice of appeal upon the Registrar of the Commission within 30 days. Thereafter the practice and procedure is the same as upon an appeal from a judgment of a Judge of the Supreme Court in an action.

Boys 'K' Club in Last Month Shipped 15 tons, 641 lbs.

Market Price of Material Was \$173.61.

At the Kiwanis Club luncheon on Monday, Kiwanian P. T. Molesley, chairman of the Boys "K" Club committee made the following report on the salvage work branch of the Boys "K" Club activities.

"Boys continue collections on Saturday mornings," said the report, "shipment made this month total 15 tons, 641 lbs., made up as follows:—5,250 lbs. waste paper; 330 lbs. corrugated paper; 12,556 lbs. newsprint; 3,090 lbs. magazines; 65 lbs. Kraft paper; 1,772 lbs. fires and tubes; 807 lbs. household rags; 1,632 lbs. roofing rags; 5,040 lbs. scrap metal; for a total market price of \$173.61. This brings the total salvaged material marketed to date to a value of \$800.34. The total marketed to date is 58 tons, 126 lbs."

There were two unusually interesting addresses at the Kiwanis luncheon at the Empire hotel on Monday. One was a talk by Mr. P. Shook on Singapore, and the other was by Mr. F. W. Schumacher, one of the earlier pioneers of the district, honoured here by the progressive town named in tribute to him. Mr. Schumacher spoke on early days in Porcupine Camp.

Mr. Shook is well qualified to speak on Singapore, having resided there for seven years. He referred in opening to the wrong ideas many had of Singapore. "Before I went there," he said, "I expected to find Singapore and the district round about it old-fashioned and out of date. I even made enquiries as to whether there were any motor cars there. I was sure that the roads would be bad and the place unhealthy and perhaps dirty." When he arrived at Singapore, however, he found beautiful paved roads and many handsome cars. He also found that most of the comforts and luxuries of modern life were at hand at Singapore. He discovered very soon that he was able to live a very comfortable life, and he was particularly impressed by the fact that there were very few flies and very little dust.

The chief products, he said, are rubber and tin. The tin mining is practically all surface work. The depression caused a great drop in the price of tin and rubber. In 1927 rubber was 42 cents a pound, but during the depression it went down to 6 cents per pound. There was also a great drop in the price of tin.

The British have built up a great prestige at Singapore, and this reputation is very carefully guarded. A white man's credit to-day is always good, or if he got into other trouble, he was sent home. The natives always refer to the British as "white men," but talk of the Dutch as "Dutchman," and of the French as "Frencheman." The administering of British justice is well worked out at Singapore, said the speaker. It is designed to suit the intelligence of the natives. He quoted cases to illustrate this point. A native policeman was sent to prison for ten years for obtaining ten cents wrongfully, while another native who had murdered his mother received only two years.

One of the greatest curses to Singapore, in the opinion of Mr. Shook, was what he termed the "moral uplifters," who were always trying to interfere in affairs. These men claimed that the present rule in Singapore is no good, and to this they added other ways of making trouble. A British crown colony has a very good form of government, Mr. Shook held. There are comparatively few taxes and no politics. Taxes are low, and, so far as he knew, there is still no income tax. Although there is a semi-autocratic government, said Mr. Shook, it is easier to get rid of a governor than it is to oust a prime minister in this country.

"If you travel in the Singapore area," concluded Mr. Shook, "and see the care, the pride and honour of the British prestige, it will make you proud of the fact that you are British."

Mr. F. W. Schumacher's brief but pleasing address dealt chiefly with earlier days in this North. Mr. Schumacher referred to the ups and downs inseparable from life in a new country like this and he gave a very interesting and faithful account of the pioneer days of Schumacher, Timmins, South Porcupine and other centres of the Porcupine camp. He also spoke words of sincere appreciation for the good work for the community being accomplished by the Kiwanis Club.

Kiwanian Barney Quinn thanked the speaker on behalf of the Club.

Kiwanians H. G. Laidlaw and Gordon Irving won the draw for the war savings certificates.

President W. O. Langdon made appropriate reference to the fact that Kiwanian Karl Eyre was celebrating his 25th wedding anniversary, while Kiwanian Wilson Lang had recently observed the 29th anniversary of his marriage. The best of good wishes for "many happy returns of the day" were extended to the two couples.

Kiwanian Percy Molesley read a report showing that 2,150 addressed letters had been sent out to Kiwanians in the United States urging all on the U.S. side to visit Canada this year and enjoy the most delightful holiday. The purpose of the letters and the booklets enclosed was to encourage citizens of the U.S.A. to come to Canada this summer.

At the meeting Kiwanian Cyril Kenny appealed to the members to help make the Carnival on Thursday and Friday of this week, June 26th and 27th, as complete a success as possible.

Among the guests at the luncheon on Monday were:—Kiwanian Gordon Adamson, of West Toronto Club; Earl Edwards; and Mr. Frank Callaghan.