

A Flight Over Ontario With Some of Australia's Young Student Observers

The Delayed Flight, Followed by an "Exercise" Flight. Some Towns Easy to Identify from the Air. Others Not So Easy. Notes on the Flight Over Toronto.

This is the ninth of a series of Air newspapers of Ontario.
(By Hugh Templin)
I sat in the secretary's office at the No. 1 Air Observer School at Malton and wondered what would happen next. Things always seemed to turn out that way when arrangements had been made for me to fly in an R.C.A.F. plane. If there wasn't a thunder storm, there was something else. The day's thunder storm had already passed and the sky was clear, but orders had become mixed up.

On the other side of his desk, J. A. Munroe, secretary-treasurer of the school, was keeping the telephone busy and now and then someone came hurrying in with a correspondence file or other information.

It was obvious enough what had happened. A phone call from the Training Command at Toronto had informed me that all arrangements were made. Meanwhile, a sudden call had taken the manager of the Malton School to Montreal and no one else knew anything about the arrangements.

As we waited for word from Toronto, the big Avro Ansons out on the runway roared away. It was two o'clock, and time for them to go out on their afternoon "exercises."

Flying Officer McLeod tried to be consoling. It was a rough day, he said and I wouldn't enjoy it. He remembered one newspaperman who went up in a plane on just such a day. He wasn't up five minutes till he was sick, and his trip was a total loss—and so was his lunch. Besides the exercise for that day wasn't the most interesting kind. The student observers would be trying to make out a course as though they were flying blind, above the clouds. Another day would be more interesting and would provide better flying conditions.

There seemed to be nothing else to be done. It was a quarter after two now and I hadn't heard a plane go for five minutes. The night flight wouldn't leave till nine o'clock and might not return till two in the morning and I would have 60 miles to drive home after that. I had work to do the next morning and two members of the family waiting for me in the city. There seemed to be nothing left to do but to come back again.

The Delayed Flight
Suddenly things began to happen. Flying Officer McLeod had gone out but he came hurrying back.

"Everything's O.K. We'll have to hurry, though."

We trotted across the road toward the hangar. On the way he explained that one plane was delayed by engine trouble. Spark plugs. I might get to it in time.

A quick trip to the pilot's room, where I was fitted with parachute harness—two straps over my shoulders and one around each leg, all locked together in front of my stomach. The day was hot, so I left my coat behind and went in my shirt sleeves.

Another dash across the runway to the place where the twin engines of

Avro Anson No. 6037 were turning over smoothly and noisily now. The pilot was already in his seat. Hasty introductions to the two student observers, K. Allin and R. Evertt, both of Melbourne, Australia. That was interesting. Two fine young fellows. I shook hands with them.

"It's hot!" I said just by way of making conversation. It was a stupid thing to say because so obvious. The thermometer said 96 degrees.

"We like it," one of them replied, rather surprisingly. They were in shirt-sleeves too, with the same kind of parachute harness. Later, Pilot Josellin said: "The Australians just eat up this kind of weather."

A little door was open up on the side of the plane, and I climbed up. One of the Australians fastened my safety strap, a quick-release type that was new to me. Allin took his seat beside the pilot and Evertt in the seat behind the pilot. I was in the back seat, opposite the door.

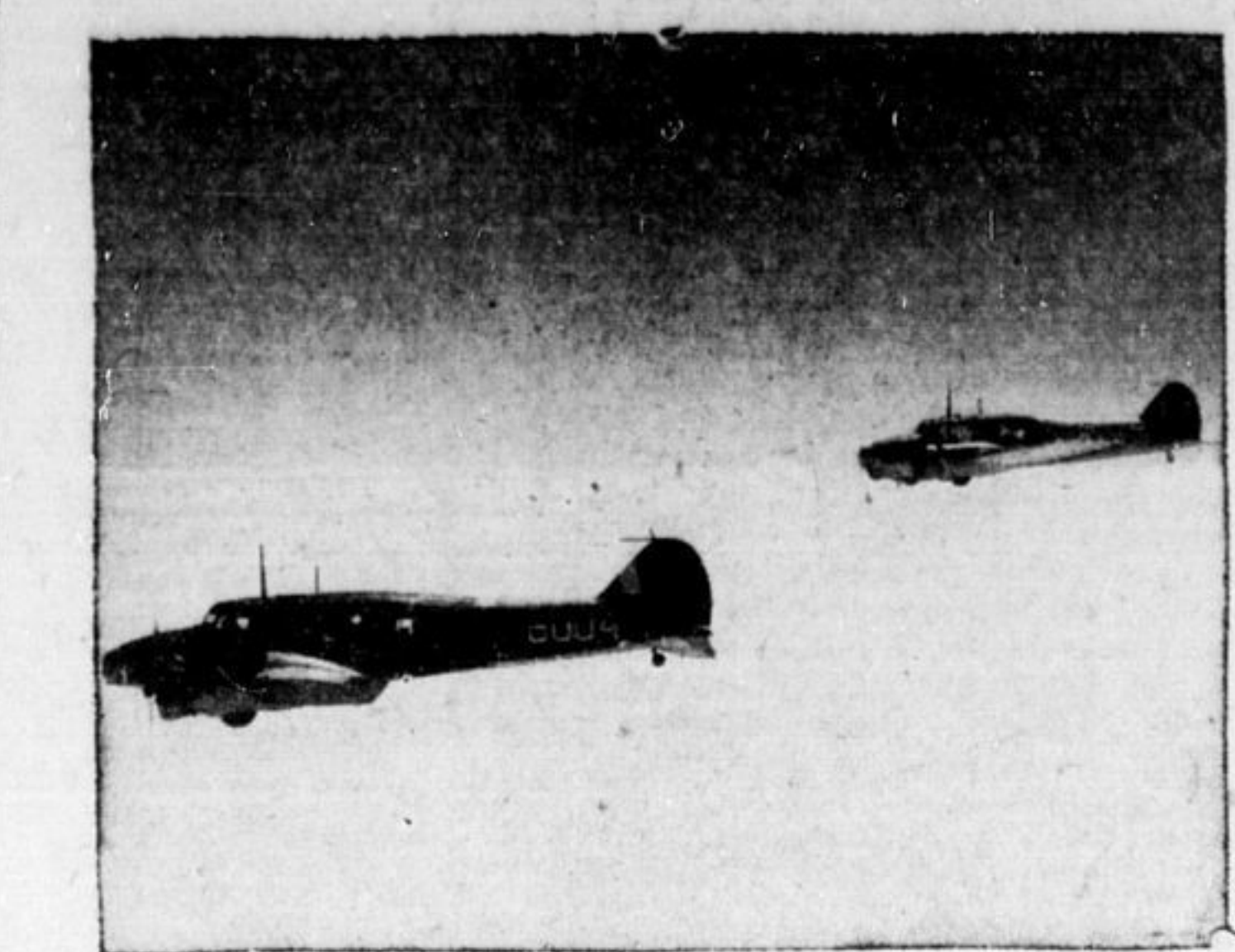
The plane began to move at once, down the broad runway. We passed a silvery Trans-Canada plane, just coming in and turned into the wind and in a few seconds were off the ground, heading westward into a 25-mile wind.

An "Exercise" Flight
One of the Australians had repeated the warning that the flight might be a rough one, but I did not find it so, particularly after we had climbed above a thousand feet. These large planes fly much more steadily than the small open-cockpit planes in which most of my previous flying had been done.

Up in front, on the left, sat Pilot Jocelin, two or three rows of instruments in front of him, holding on to a wheel that looked like the steering wheel of an automobile with parts of it cut away. Beside him sat one of the young Australians. In front of him, under the dash, was a hole into which he crawled from time to time, so that he could lie flat on his stomach in the nose of the plane and read the drift indicator, showing how much the plane was being blown off its course by the wind.

Directly behind the pilot sat the other Australian student. He was doing his "exercise" for the day. On a table in front of him lay a map with no towns, roads or landmarks, except the outlines of the Great Lakes and here and there, circles, with an arrow marking the compass variations—not much help that to a visitor from the other side of the world. On the table lay his simple instruments, a triangular ruler, a few pencils, a circular card with rows of figures and the name, Somebody's Rapid Calculator. Beside him was a compass and up in front two dials, one indicating the engine speed and the other the altitude above sea level.

I sat in the rear seat, directly behind the student with the exercise, but with my view to the front partly cut off by the wireless instruments, worked by



Two Avro Anson planes fly above a solid bank of clouds, while the Student Air Observers plot their courses without seeing the ground. R.C.A.F. Photograph.

remote control from the pilot's seat. Occasionally, I saw the dials turn and the wavelength indicators change, but of the messages which passed through them I knew nothing. In front of me was a table, on which I was able to write in my notebook.

Some Towns Easy To Identify

The Avro Anson is noted for its visibility. There are windows all around. It has even been likened to a flying greenhouse. The rear seat was opposite the huge wing, but it was easy to see the landscape below and behind.

The sky held many clouds and the shadows mottled the landscape below. The air was hazy and ten miles was about the limit of visibility. After we climbed to 4500 feet, we were up in the lower layer of clouds. Occasionally one would drift past almost close enough to touch. The heavier clouds, holding a hint of thunder, were higher. Two or three times we ran into rain but I couldn't see it out on the wing. Only the odd singing of the propellers and the drops on the front windows showed me the difference.

I hadn't any idea whether I would know where we were from nearly a mile up in the air. I couldn't see the compass, but the sun shone most of the time, giving a rough idea of the directions. There wasn't any doubt about the first town. Acres of greenhouses shone in the light, as we circled over Brampton, gaining height. I imagine it would make a wonderful target, day or night. If I had been able to lay hands on a stone, I could hardly have resisted the temptation to drop it overboard on these glass roofs.

We headed west after that, and the Credit river, dirty even from that height, was the next landmark. Then a little village that worried me until I decided its mill ponds were like those at Alton. Then came Orangeville. I was nearer home now and knew most of the landmarks. The provincial highway to Arthur, straight as a ruler, gleamed in the sun for miles till it crossed the Grand River. The lovely Hockley Valley lay ahead. The hills looked almost flat, but the road by the river was plain enough.

By this time, I had the road map out of my brief case and from then on, was never lost. We passed south of Camp Borden, over the great Holland marsh and the tip of Lake Simcoe, and down beside Yonge street to King, then in a bee-line for Malton. There, the students changed places and we went around another circle, slightly farther east, but in sight of Brampton, Caledon Lake, Orangeville, Aurora, and down to the shore of Lake Ontario near Malvern. A turn to the west brought us over the eastern suburbs of Toronto.

The flight over Toronto was interesting. Out to the left was the Woodbine race track, then the harbor with a freight boat steaming across the Bay. The skyscrapers looked like tall toy buildings. To the north, the reservoir shone as all the other ponds had done. We paralleled Dundas street out to West Toronto. I saw, a mile below me, the schoolyard where I once tried to teach a girl to skate. All large buildings were easily seen. It took about six minutes to cross Toronto, from the eastern suburbs to the Humber river at Weston.

We circled the great Malton airport slowly, watching other planes coming in and finally, with a clear runway, came down to earth without a bump.

From the delightful coolness of the upper air, we seeped out into the heat again. The students checked their maps with Pilot Jocelin, and I submitted mine. It was just two rough pencil marks on a road map but he seemed surprised that I had been so close to the real route. Most people, he said, got completely lost in the air unless they had some training.

There was time for conversation now. The Australians had been six weeks at Malton. Another six and they would go to Jarvis to learn bombing and gunnery with practice bombs and real machine guns. It wouldn't be long till they were flying over Germany. (Next Week—Final Article).

POOR PROSPECT
Doctor—You should take a bath before you retire.
Patient—But, doctor, I don't expect to retire for another twenty years.—Globe and Mail.

POOR SALESMAN
Shopkeeper (angrily)—What's the idea of throwing those shoes away?
New Assistant—They're no good. I've tried 'em on six customers and they don't fit any one.—Globe and Mail.

Netherlanders Annoy Germans in Subtle Way

Despatches from London, England, suggest that the Germans now occupying Holland are being irritated in subtle way, but are not able to do anything about it. German officers noticed that Netherlanders had adopted the habit of stopping on street corners and deliberately eating oranges. At first, the Germans, realizing it was some subtle form of insult, tried to figure out just what it meant. The first guess was that the way the oranges were held in eating formed the "V" for Victory, but later it dawned on the Nazis that the oranges were displayed to express in subtle way that the Netherlanders were still faithful to the House of Orange. The Germans so far have not been able to do anything about it as the eating of oranges on the street is not illegal, but no doubt the Square-heads will find a brutal method of discouraging the eating of oranges in public.

TEN YEARS AGO IN TIMMINS

From data in the Porcupine Advance Files

"As will be noted by the announcement on the front page of the second section of this issue" said The Advance ten years ago, "the town of Timmins is taking immediate and effective steps to fill the requirements of the Dominion and provincial governments in the relief plans for providing employment this winter. Those in charge of the matter for the province require first of all a complete list of the unemployed so that adequate measures may be taken to meet the situation. All unemployed in Timmins are asked to register at the Government Employment office, Fourth avenue, not later than Aug. 29th. Registrations should be made in the afternoons only, the town having provided a clerk for the work at the place specified in the afternoon."

W. O. Langdon, president of the Timmins board of trade, ten years ago received word from Sudbury that through the good offices of Hon. Chas. McCrea, Minister of Mines, and member for Sudbury, arrangements had been made for an interview with Hon. Geo. S. Henry, premier of Ontario, Hon. Wm. Finlayson, Minister of Lands and Forests, and Hon. Chas. McCrea, in regard to the proposed road from Sudbury through West Shillingtree, Shillingtree, Gowganda, Elk Lake, Matachewan, Timmins and Smooth Rock Falls.

Ten years ago des.royed the Rudolph and McChesney storehouse and the contents of same. Although the building was outside the town limits an alarm was sent in to the Timmins brigade who promptly responded and did all possible to save the building and contents. The fire, however, had too big a grip before it was noted and the building and contents were practically a total loss. Nearby buildings, though, were saved and the fire was kept from the neighbouring lumber piles.

In despatches from Ottawa ten years ago there was news, doubly pleasing news. Premier Bennett gave a statement to the newspapers in which he mentioned the plans to end unemployment, one of the public works being undertaken being that of the building of the Trans-Canada highway through this North Land. Further, the premier forecast the route as being from North Bay to Hearst and on to Heron Bay. "This would mean that the idea of building the road along the rocky north shore of Lake Superior has been abandoned," said The Advance at the time.

Kirkland Lake Kiwanis Club paid a friendly visit to the Timmins Kiwanis Club ten years ago, the meeting here being deferred from Monday noon to Wednesday night to accommodate the visitors. There were fifteen members of the Kirkland Lake Club who motored up here for the occasion and they were given a very hearty reception.

Local items in The Advance ten years ago included: "W. R. Burton, of Rouyn, was a Timmins visitor this week." "Mrs. F. C. Smith and children, of Jacksonboro, are visiting friends in Timmins this week." "Mrs. E. T. Hornby, of Halleybury, is visiting Mr. and Mrs. F. J. Hornby, of Timmins." "Mr. and Mrs. Arnold Burrows left on Saturday night on a motor trip to Toronto and other southern points." "Mrs. W. R. Scell, of Detroit, formerly of South Porcupine, is visiting her niece, Mrs. Geo. Lake." "Mr. and Mrs. J. D. Lacasse and family are on a visit to friends and relatives in Ottawa and other points east." "Louis Latour, of Kapuskasing, was a recent visitor to his home town of Timmins." "Stanley Hass left on Wednesday, August 19th, for the Boys' Training Camp at Lake Couchiching. He is training for pole vaulting for the Toronto Exhibition."

"Mr. and Mrs. John Burwell, and two daughters, Misses Bertha and Frances Burwell, of Renfrew, Ont., are spending a few days in Timmins on their return from a motor trip to the Pacific Coast, as the guests of Mr. and Mrs. J. C. Burwell." "Mr. and Mrs. Romeo Plouffe, of Pine street, south, are on a holiday to the South for a few weeks, visiting friends and relatives in Anger and Gatineau Mills. With Mrs. Plouffe's brother, Mr. Remi Plouffe, and Mrs. Plouffe, of Anger, they proceeded to Montreal where they visited the "Miracle Man", Frere Andre, of the St. Joseph Oratory of the Mount Royal, and spent a few days with Mr. and Mrs.

Marcel Lauthier, former friends of Timmins, and also some other friends residing in Montreal."

Thirty Eskimos Give Pledge That They Will Kill No More

Murder Trials at Belcher Islands Concluded Last Week.

According to despatches this week from Belcher Islands, thirty Eskimos of the Belcher Islands area standing with raised arms symbolized their acceptance of the white man's laws and their promise to kill no more as murder trials of seven of their number concluded last week.

The natives were answering the request of Mr. Justice C. P. Plaxton of Toronto, who presided at the trials where four were found guilty of manslaughter, that they demonstrate their willingness to live peacefully after the storms of religious controversy which caused nine deaths early this year. When the natives had heard the judge's words, they left the tent court room for a few minutes and then returned to sing hymns and listen with close attention to Rev. George Nielson, Anglican missionary from Great Whale River, as he spoke to them in Eskimo, explaining that biblical teachings forbid the taking of human life and require obedience to one God.

The natives greeted with approving cries of "Ayeeh!" the judge's statement. He had a few words for them in regard to the murders.

"You have attended the trials of those responsible for these murders, and you have seen and I trust you understand how I, the judge, hear the stories of all the people so I will understand what has happened," he said.

"These trials were carried out in the same way as are white men's trials all over the world." Again the Eskimos interrupted with cries of "Ayeeh!"

One King For All
The King was the King of white men and Eskimos alike, Mr. Justice Plaxton said. He had been sent to the islands as judge so "bad" Eskimos might be punished.

The Belchers were only a small part of Canada and there were more white men than it was possible for Eskimos to count. Where there were so many people, the Great White Father, the King, had to make laws. In these laws it was set forth how people should act, and white man and Eskimo should obey them.

With the rain drumming on the roof of the tent in which the trials were held the judge, speaking through the veteran interpreter Harold Udgar, said that a girl, Sarah, and Keytowick and Ekpuk, were killed because Eskimos believed they had the devil in them. It was wrong to believe people had devils in them. If all Eskimos lived good lives they would be rewarded by God after they died.

Claimed Divine Powers
"I want you to remember that no man or woman among you can be God," said the judge, referring to the cases of Peter Sala and Charlie Ouyerkack, both convicted of manslaughter, who claimed they had divine powers.

A person who claimed divine powers was trying to take advantage of other Eskimos, the judge said. When anything went wrong in Eskimo camps he advised the natives to inform the Hudson's Bay Company post manager on the Belchers. Eskimos should help each other all they could in time of sickness and see all were kept warm and had food.

"I hope all you people will live good lives, be happy among yourselves and not quarrel," the judge said. "If there are any more murders on these islands the police and other white men will come again and the Eskimos who have been bad will be punished more severely."

the law of God who is in Heaven and watches over both white man and Eskimo."
The Great White Father wanted Eskimos to be free to hunt and fish and wanted them to see that when a man was away no other man would steal from him. It was wrong for an Eskimo not to hunt for food when he could do so.

University Helps Young Men to Qualify for R.A.F.

Toronto, Aug. 27—Young Canadians who wish to enter the Royal Canadian Air Force as air crew but who cannot qualify because they lack matriculation standing in certain subjects are undergoing voluntary training at night school here in order to gain the required standing.

The University of Toronto provides class-room space for the potential airman at University of Toronto Schools where courses prepared by W. J. Dunlop, chairman of the regional committee of education, and other military and educational authorities, are delivered.

There are 150 boys working at U.T.S. three nights every week. The whole system is voluntary—teachers of several of Toronto's high schools have contributed their time to the effort. Composed largely of men who have had some years of secondary school training but who lack junior matriculation in English, mathematics and physics, the class is coached intensively in these subjects. Each class is trained for three months.

Through R.C.A.F.
"The lads who are eager to get into the air force and become air crew rather than ground crew apply to the R.C.A.F. recruiting centre," Mr. Dunlop explained. "If the recruiting officer thinks they are suitable material, and they pass the first part of their medical examination, he signs them on as air crew, with the provision that they complete the necessary matriculation standing."

"That is where we come in. We provide 12 weeks of night school for each of these lads, most of whom are working during the day. They study English, physics, arithmetic, algebra, geometry, trigonometry and navigation."

Mr. Dunlop organized the summer

school last November under the auspices of the Canadian Legion War Services. The students come from many points within a 100-mile radius of Toronto. Headquarters of the Canadian Legion Educational Services at Ottawa have asked Mr. Dunlop for a report on the school, with a view of making similar services operative throughout the Dominion.

Mystery Stories Are Now Under the Ban in Italy

According to despatches from Rome this week, publication of mystery novels now will be strictly controlled in Italy because they are "harmful to Fascist youth."

A decree issued by the Ministry of Popular Culture said mystery books and magazines cannot be published without a previous authorization from the Ministry. Numerous mystery books already have been ordered removed from circulation.

The bulk of the books sold in Italy are translations of the works of well-known American, British and French authors.

HOOK, LINE AND SINKER

A phone call came in to this department on Wednesday.
"Hello," said the voice, "do you know what a buccaneer is?"
"Yes, sir," we beamed.
"Are you sure?" hoped the voice.
"Yes, sir," we asserted.
"Well, then," the voice cooed, "don't you think that buccaneer is too much to pay for corn?"—Sudbury Star.

LOANS

On First Mortgages

Available in Timmins, Schumacher, and South Porcupine, for commercial buildings, apartment houses, new homes, and improvements. Paid back by monthly payments over a number of years.

APPLY

J.J. McKAY

REAL ESTATE INSURANCE STEAMSHIP OFFICE

20 Pine St. N., Timmins, Phone 1135 and 40 Main St., South Porcupine, Phone 285

BUY FOR CASH AND SAVE
ASSOCIATE STORE
REED BROS. Props.
59 Fourth Ave. Phone 2390
"EVERYTHING FOR YOUR CAR"

PROFESSIONAL CARDS

D. R. Franklin
ARCHITECT
7 Reed Block Timmins
Reference
Schumacher High School and many others on request.

DR. E. L. ROBERTS
SPECIALIST
Eye, Ear, Nose and Throat
Empire Block Timmins
-14-26

Langdon & Langdon
Barristers, Solicitors, Etc.
MASSEY BLOCK
TIMMINS, ONT.
and South Porcupine
-14-26

O. E. Kristensen
CHIROPRACTOR
X-RAY
NEUROCALOMETER
Bank of Commerce Building
PHONE 607

S. A. Caldbick
Barrister, Solicitor, Etc.
Bank of Commerce Building
Timmins, Ont.
-14-26

G. N. ROSS
CHARTERED ACCOUNTANT
60 THIRD AVENUE
Phone 640
P.O. Box 1591 Timmins, Ont.

Dean Kester, K.C.
BARRISTER SOLICITOR
NOTARY
13 Third Ave. Timmins
-14-26

Arch. Gillies, B.A.Sc., O.L.S.
Registered Architect
Ontario Land Surveyor
Building Plans Estimates, Etc.
23 Fourth Ave. Phone 362

MacBrien & Bailey
BARRISTERS AND SOLICITORS
2 1/2 Third Avenue
JAMES R. MACBRIEN
FRANK H. BAILEY, L.L.B.

P. H. LAPORTE, C. G. A.
16 Balsam St. North, Timmins, Ont.
Accounting Auditing
Systems Installed
Income Tax Returns Filed
Phones 276-228-286 P.O. Box 147

J. E. LACOURCIERE
LAWYER, AVOCAT
NOTARY PUBLIC
Hamilton Block, 30 Third Ave.
Telephone 1545
Res. 51 Mountjoy St. S. Phone 1548

J. J. Turner & Sons, Ltd.
We Manufacture and Carry in Stock
FLAGS AWNINGS PACK BAGS
HAVERSACKS EIDERDOWN
SNOWSHOES ROBES
DOG SLEIGHS SKIS
TORBAGS DOG HARNESS
TARPATLINS HORSE
TENTS BLANKETS
Ask Your Local Dealer for Prices or send your order direct to
PETERBOROUGH, ONT.
Agents Everywhere

H. RAMSAY PARK, B.A.
BARRISTER, SOLICITOR
NOTARY PUBLIC
14 Third Ave. above C. Pierce Hdwe.
PHONE 1290 TIMMINS

F. BAUMAN
Swiss Watchmaker
Graduate of the Famous Horological Institute of Switzerland
Phone 1365
Third Avenue Empire Block

WILLIAM SHUB, B.A.
BARRISTER, SOLICITOR
NOTARY PUBLIC
119 Pine Street South
TIMMINS PHONE 332



Two future Air Observers in training at Malton leave their Avro Anson plane after an "exercise flight." Note the warm clothing, the parachute harness on the men, and the gun turret on the plane. R.C.A.F. Photograph.

Is Your Home Protected?
Perhaps no fire has ravaged your home yet and it seems very remote to you. But you can't trust to luck. Rates are so reasonable, it's foolish to wait.
PHONE 112 to-day!

Simms-Hooker & Drew
REAL ESTATE AND INSURANCE IN ALL BRANCHES
12A Pine Street North Timmins Phone 112