

WESTERN **R.C.A.F.** AIR COMMAND

Review

September, 1941



BRITISH COLUMBIA

VANCOUVER ISLAND



R. C. A. F.

Western Air Command Review

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Publishing Office:
129 Merchants Exchange Bldg.,
Vancouver, B.C.
Phone PA. 3649

Registered at the Post Office as a Newspaper

Vol. 1, No. 8

SEPTEMBER, 1941

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R. C. A. F. WESTERN AIR COMMAND REVIEW

815 WEST HASTINGS STREET

VANCOUVER, B.C.

Official Organ, R.C.A.F., Western Air Command, published under authority of Air Commodore A. E. Godfrey, A.O.C., Western Air Command, Victoria, B.C.

ADVERTISING RATES ON APPLICATION

Preferred Positions and Color by arrangement.

Issuance and Closing Dates—Published monthly, first week of the month. Last forms close 15th of month. Five days earlier if proof desired.

EDITORIAL

● Three Years

Last week, the 104th of the second World War, marked the entrance into the third year of the conflict. So much has happened since September, 1939—so much has been gained, so much lost, so much endured, so many deeds of heroism recorded, that it is sometimes confusing to remember what started this latest of the holocausts. We remember but vaguely Munich in September, 1938, then a year of uneasy peace crowded with frenzied preparation and the sickening rush downhill into September, 1939, and War. The fall of 1939 found Warsaw in smoking ruins, Britain and her Dominions at the alert, France smug

behind the Maginot Line, the United States astride its customary fence, Belgium and Holland seemingly steadfast against the awaited attack. From September, 1939, to the spring of 1940 people in the Allied countries could be heard to say, "H-mm, this isn't much of a war; why, I remember back in 1914," etc., but these people, dupes of well-placed German propaganda, were shocked out of their complacency in that spring of 1940 by the swift overrunning of Belgium and Holland by the Nazi hordes. Britain's allies had dwindled to her own Dominions and France. Prime Minister Neville Chamberlain resigned—dynamic Winston Churchill became England's Prime Minister—Italy entered the war as an ally of Germany—the Russians and Germans entered into a pact and Finland was defeated by Russia. Then in June the Germans, with the able assistance of the ever present Fifth columnists, quickly settled the unhappy fate of France and in that famous Forest was signed the armistice which left Britain alone to carry on the war against an enemy which had in its control virtually the whole of Europe and, most important of all, those vital French Coast air bases.

Britain, her Dominions across the seas, and the Dutch East Indies, these alone remained free. The U.S.A. trembled with fear and the frantic murmurings of Isolationists—Japan leered over the Pacific like some huge mechanized Cheshire cat. Turncoats everywhere were crying that "England at last is done for; how can she, a small island fortress with wide oceans between her and her sources of supplies, withstand, even for a short time, the might of Germany, now only distant the twenty miles of English Channel between Dover and Calais?"

But England withstood the most terrible Blitzkrieg that the Nazis could produce in the fall of 1940, kept the Atlantic supply line open and gradually forced Hitler to seek other theatres of war—Rumania, Greece, Africa. American aid to Britain was promised and promised and finally, in some small measure, it arrived for the spring of 1941. American Catalina bombers were being ferried to England and used to splendid advantage by the R.A.F., who, by this time, had successfully mastered the art of Air Battle when outnumbered to an alarming degree. The R.A.F. still controlled the air over Britain and could now venture over Europe into Germany itself, destroying German supply bases, along the way and, by daring heroism, bring new hope to the peoples of the occupied countries.

Eleven weeks ago Hitler, still unsuccessful against Britain, turned on Russia, and the two totalitarian countries have been battling it out between themselves. Prime Minister Churchill, no more enamored of communism than he ever was, has promised any help possible to Russia in the fight against a common enemy.

Four weeks ago, Winston Churchill and Franklin D. Roosevelt met in mid-Atlantic to discuss the progress of the war and have returned unharmed to their respective countries and have published an eight-point pact relative to their discussion. The mere fact that two such important people could do this, uninterrupted by Nazi sea raiders, is an evidence of Victory in itself.

- During the first week of the third year of the war the United States Destroyer *Greer* was attacked by a Nazi U-boat about 200 miles southwest of Iceland.
- In France, Paul Colette shot at Pierre Laval and Editor Marcel Deat of *L'oeuvre* on the occasion of a review of Legionnaires on the Borgnis-Desbordes barracks in Versailles.
- London Headquarters announced the following encouraging statistics—A two-year bag of 7,170 Axis aircraft down; 1,350 of these brought down by anti-aircraft.
- Air Officials declared that in a four-week period fewer than 300 Nazi bombers crossed the British Coast—fewer than the R.A.F. Bomber Forces which fly over the continent nightly.
- The British Commonwealth Training plan graduated its 20,000th ground-crew technician in Canada.
- On the Middle Eastern front the besieged Anzac troops in Tobruk continue to weather an average of ten air raids a day and the Royal Australian Air Force pilots down eleven enemy planes to every loss to themselves.

Famous Cana



● No. 4. MacLaren

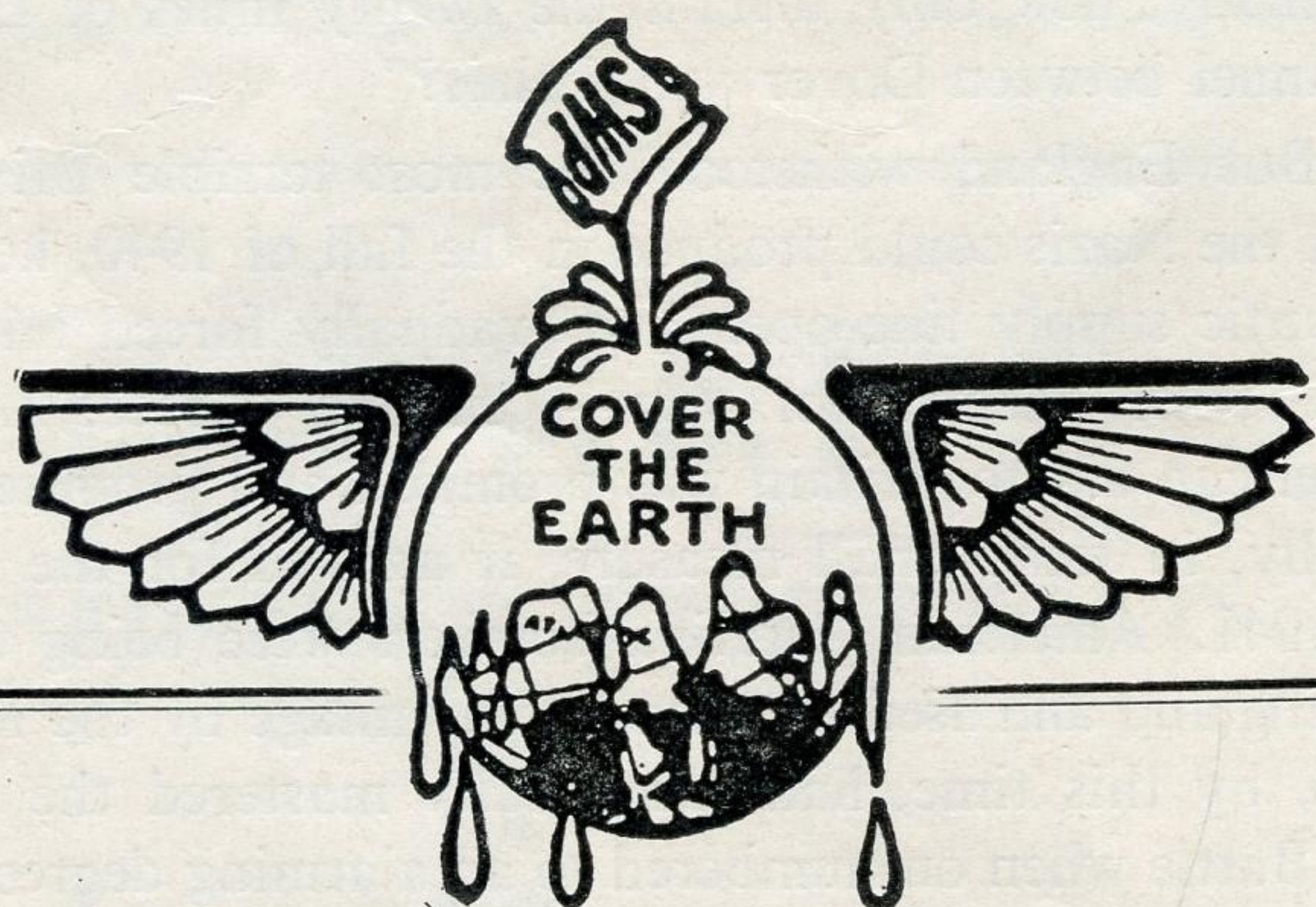
Major Donald MacLaren was born in Ottawa on May 28, 1893, and lived there until he moved to Calgary in 1899. The use of firearms was a traditional part in the education of all MacLaren children and this early training was the foundation for his later successes in the air.

In 1911 the MacLaren family moved to Vancouver and in 1912 Donald went to McGill University to study electrical engineering. Because of ill health Donald returned to Vancouver and with his father and his brother Roy he went to the Peace River and settled at a place called Keg River Prairie.

From the infrequent letters that arrived at this out-of-the-way place it was learned that Canada was at war but in this wilderness the extent to which Canada was involved was not appreciated. It wouldn't last very long anyway; the Allies would win by the end of '16 at least. Roy did not believe this to the extent that Donald did and he went south to enlist in the autumn of 1916.

In a very short time Donald came to the same decision and he enlisted with the Royal Flying Corps. After the necessary months of training at Camp Borden he received his wings and almost immediately proceeded to England and from there, late in November, 1917, he crossed to France.

The first three months at the front were comparatively uneventful, it was the ominous lull in which the Germans were preparing for the vast Kaiser Battle. The British squadrons were equipped with the Sopwith Dolphin, Sop-



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with Camel and S.E. 5, all single-seater machines, which had proved themselves superior to the Albatross and Pfalz scouts then used by the German Air Force. For this reason and also because the enemy was having such a difficult time repairing her heavy losses of 1917, MacLaren was able to fly daily for months over the enemy lines without engaging hostile machines, although of course the anti-aircraft was not exactly still.

In February, 1918, MacLaren had his first fight in the air. He was in a patrol of five machines between Arras and Cambrai. It was in the late afternoon and the sun was directly behind the British machines. They climbed, with the sun behind them, so that they were almost on top of the enemy machines before they were sighted by the Germans. MacLaren picked out his man and down he went after him. As he was ready to fire his first rounds the enemy banked sharply and came around underneath him. MacLaren came around and dived again. He opened fire on the silver grey machine. He turned to resume his attack. His target was a burning wreckage spinning down to earth. MacLaren climbed again and returned to his own airdrome.

Early in March the Germans moved a number of long range guns into position on railway mountings. MacLaren was one of a patrol of eight whose task it was to silence one of these guns at Brebieres, six miles behind the German lines. Flying in single file, each machine dropped his full load of bombs as he passed over the gun. The raid was a complete success and that particular gun did no more damage. On the return trip MacLaren noticed a German two-seater directly beneath him. He dived, with his throttle wide open. There was a short fight. He got on the enemy's tail. The German machine went down in a spinning nosedive. He climbed again and alone he headed for home. Beneath him, however, the anti-aircraft opened fire. He climbed higher and there he found, floating "gently as a cloud," a German observation balloon. A burst of tracers—"pfft"—and MacLaren had a balloon to his credit. Exhilarated, no doubt, by his successes, MacLaren didn't want to go home. Just behind the German lines he encountered a two-seater. They blazed away at each other in a mad ring-around-a-rosy, but MacLaren finally got the advantage and the German machine crashed to the earth.

For his exploits on this amazing flight Donald MacLaren was awarded the Military Cross.

April, 1918, was one of the most critical and dramatic periods of the war for the airmen. On the ground the British troops were being driven back and consequently the aerodromes were moving back with alarming rapidity. An additional worry was Richthofen's new method of fighting. It was the substitution of mass formation for

individual combat which had been the British forte. MacLaren described one of these dog-fights:

"As the Germans saw us above them they began flying in large circles and we began diving at them. We had succeeded in shooting down two when another large formation appeared coming up from La Bassee. We drew out to watch them and climbed together. At that moment our Archies opened fire, the white bursts of shrapnel appearing thickly among the enemy. We were joined by a formation of S.E. 5's and some Camels. Then another formation of S.E. 5's and Bristol fighters drifted along from the south.

"It promised to be a real air battle, the kind you read about but seldom see. We attacked the first formation of Huns, diving at them, firing a few rounds, climbing away and diving again.

"I swooped down on an Albatross which was painted white with a red nose and closed in on him. He went down in flames, and I felt someone shooting at me for all he was worth. From the sound of the bullets I knew that he was pretty close so I climbed away to try and get a look at him. Two of my Camels were chasing a Pfalz who tried to avoid them by turning from side to side. They got him, however, and sent him down spinning.

"There wasn't time to watch the show, for bullets were flying everywhere. Just then two Albatrosses detached themselves from the mess and picked on a little Camel. I went for them and managed to get close to the leading one, which went down. The other got away by diving under his formation.

"In the meantime the Bristols and the S.E. 5's were having the time of their lives. One S.E. 5 which had shot down a Hun was being given a ride by three others, but by a quick climbing turn he managed to get the advantage over one of the trio. The Hun, in trying to avoid him, turned slowly and rammed one of his fellows. Both machines were badly smashed and went down, leaving bits of fabric floating behind them.

"The Bristols had managed to split up the formation of the Germans and the enemy, thinking he had had enough, drew off and made for home as fast as he could. Our ammunition had been pretty well used up so we decided to call it a day. We concluded at the end of the mixup that there must have been nearly one hundred machines taking part.

MacLaren received the Bar to the Military Cross in July.

MacLaren's first encounter with the new Fokkers came when he was leading a flight of seven machines between Albert and Bapaume. It was a dull morning and out of the mist appeared a formation of about twenty enemy machines. MacLaren climbed into the clouds and then dived at the leader of a small group that had broken away from the large formation. The plane crashed to the earth. Suddenly five more German machines appeared out of the mist. The enemy had the advantage this time. Bullets were ripping through his machine and MacLaren disappeared into the clouds. He was attacked again but

with the rest of his flight managed to reach the British lines in safety.

A few days later MacLaren was on an offensive patrol accompanied by two other pilots, when they encountered four German machines. MacLaren led the attack and they quickly succeeded in getting the upper hand. During the fight that followed all four German machines were destroyed, MacLaren having taken two. For this daring and successful attack he received his third decoration, the Distinguished Flying Cross. In four and a half months he had accounted for thirty-seven hostile aircraft and six observation balloons.

Upon the death of his commanding officer, MacLaren was appointed to command his squadron—a few months before he had been one of the junior subalterns. As in the case of Bishop and Collishaw, MacLaren insisted upon the importance of shooting and in the ensuing weeks he established several grand targets at which the pilots practised continually.

His last flight came in November just about two weeks before the Armistice. MacLaren was leading an offensive patrol, in three flights of five machines, each flying at different levels. They were attacked by eight Fokkers which dived at the formation in which MacLaren was flying. After a stiff fight the German machines went down in flames. The four British machines were then attacked by a formation of twenty Fokkers. The upper flights of the squadron dived down to assist and between them they drove the Germans off.

The next day MacLaren's luck turned. For months he had been in the thick of the battle without even being scratched, but this day he was put completely out of action. His leg was broken in a friendly wrestling match. He celebrated the Armistice in a London hospital.

For his bravery and skill as a squadron leader during his last few weeks he was awarded the *Distinguished Service Order*. He also was awarded the Legion of Honour and the Croix de Guerre by France.

Immediately after the war he was attached to the newly organized Royal Canadian Air Force. He was largely responsible for obtaining a grant of 112 aeroplanes and 12 "blimps", which later formed the basis for the air force Canada has today. While in Canada on leave he was instructed to choose a site for the seaplane base on the Pacific Coast. His choice was Jericho Beach.

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● Allied Air Forces

Air Ministry Orders state that officers and airmen of the Free French Air Force are generally subject to the military law of the Free French Forces, but that personnel serving with a unit of the R.A.F., or with a unit of the Free French Air Force stationed at an R.A.F. station, shall be subject to R.A.F. discipline and law.

Personnel attached to R.A.F. units or serving with a Free French unit at an R.A.F. station will have the same powers of command, and be treated as if they were members of the R.A.F., except that they will have power of command over personnel of H.M. Forces only when such personnel are placed under their command by an order in writing made by an R.A.F. officer of the rank of Group Captain or above. Such an order may be limited to officers and airmen engaged on specific duties for a specified period.

Officers and airmen of the Polish Air Force are subject to the same regulations.

The following table shows the relative ranks of the R.A.F. and Free French Air Force:—A.C.2—Soldat 2ieme Classe; A.C.1—Soldat 1iere Classe; L.A.C.—Caporal; Corporal—Caporal-Chef; Sergeant—Sergent; Flight Sergeant—Sergent-Chef and Adjudant; Warrant Officer—Adjudant-Chef; Act. Pilot Officer, Pilot Officer—Sous. Lieut.; Flying Officer—Lieut.; Flight Lieut.—Capitaine; Squadron Leader—Commandant; Wing Commander—Lieut.-Colonel; Group Captain—Colonel; Air Commodore—General de Brigade Aerie; Air Vice-Marshal—General de Division Aerie; Air Marshal—General de Corps Aerie; Air Chief Marshal—General d'Armee Aerie; Marshal of the R.A.F.—Commandant en Chef.

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A WORD TO THE WISE

By EDGAR N. BROWN
Director, Greater Vancouver Health League

In Consultation with
DR. DONALD H. WILLIAMS
*Director, Division of Venereal Disease Control,
Provincial Board of Health*

ARTICLE 2

SYPHILIS and gonorrhoea are both communicable diseases. They are transmitted from man to woman and from woman to man, usually through such intimate personal contacts as kissing and sexual intercourse. The number of infections acquired from toilet seats, drinking cups, etc., is believed to be extremely small.

Sexual promiscuity is the principal factor in the spread of the venereal diseases. If there were no promiscuity, these diseases would cease to be a major public health problem. But, as was stated in an earlier article, it is unlikely that mankind will suddenly achieve ideal moral conduct next week or next year—however desirable such an improvement would be—and meanwhile the control of syphilis and gonorrhoea remains a pressing problem. The question is: can such control be achieved here and now?

The answer is yes, and the reasons for this answer are not theoretical hopes but demonstrable facts. It so happens that the Scandinavian countries, particularly Sweden and Denmark, extended such control over syphilis that the disease was a rarity, even in the seaport city of Copenhagen. This situation was true, of course, before the present war for many years previously. There have been no reports from Denmark since it was occupied by the Germans.

It is also true that the programme of the Provincial Board of Health in British Columbia, through its Division of Venereal Disease Control, has been based on the same principles that have been proved by the Scandinavian countries and by Great Britain. Granted a continuation of this programme and the co-operation of all the interests affected, eventual success is assured.

If good medical treatment is freely available, which it is through private physicians, free government clinics and military medical officers, the two other essentials are an enlightened public and effective law enforcement. As far as enlightening the public is concerned, more has been done in the past three years in this province than in the previous twenty years and the progress is being accelerated. The average person in British Columbia, especially the average young person, knows more today about the facts and dangers of the venereal disease than ever before.

As far as law enforcement is concerned, the central

point is the policy to be adopted toward prostitution. The Criminal Code of Canada is quite specific on the question and states very clearly that prostitution is illegal and must be suppressed. Fortunately this injunction to suppress the trade is also, according to experience elsewhere, the soundest public health attack on the venereal diseases.

Nevertheless there are many people who sincerely believe this policy to be wrong, or at least impossible to carry out in practice. These people argue that the prostitute is as old as history and that one might as well try to suppress alcohol. They would be in favor of accepting prostitution as a necessary evil, making it accessible in regulated houses and putting some system of medical inspection into effect.

Apart from the morality of the proposal and apart from the law itself, this plan is fundamentally unsound from a public health standpoint. When such a plan is in operation, it leads to a lucrative racket in prostitution, it results in a significant increase in venereal disease infections and it makes any plan for the wiping out of the venereal diseases impossible to carry out.

Why? Consider the realities of the situation. As soon as prostitution is accepted as a necessary evil then any efforts to suppress the trade or even to control it immediately become half-hearted. As soon as an attempt is made to confine prostitution to a segregated district or to require regular medical inspection difficulties multiply. The Paris police used to say there were 5000 licenced prostitutes in Paris and probably 50,000 who were not licenced and not controlled in any way. The medical inspection, to which many uninformed people pin their hopes, is a myth. It is medically impossible to give a prostitute a certificate that means anything. A girl may be free from infection at the time of the examination and be highly contagious an hour later. Or she may be infected at the time and disguise the fact by means of douches from all but the most meticulous medical tests. Or she may send a friend who happens to be uninfected and use the friend's certificate.

Furthermore the fact that prostitution is tolerated and reasonably accessible means that many young men who would not go to much trouble to find a prostitute are constantly exposed to temptation. The number of infections, therefore, is considerably increased. It means that there is money in prostitution and that the racketeers who reap the real profits will be in a position to use every means of enticement to increase trade to draw fresh girls into the business constantly and to attempt to bribe police officials and otherwise demoralize the administration of justice.

Consider then the alternative—the policy of suppression as laid down by the Criminal Code of Canada. It may be, as many believe, that it is impossible at this time to completely eradicate prostitution. If that is true, the policy of suppression will not be 100 per cent effective.

(Continued on Page 24)

DEFENDERS OF THE NIGHT SKY

THE rising toll of enemy night raiders taken by the Royal Air Force over Great Britain since the beginning of the year implies that the night fighters are both growing more numerous and more effective. It implies also that if these initial successes continue their upward trend, the Fighter Command may be able to repeat at night its memorable triumphs over the Luftwaffe by day.

When the German Air Force, beaten in the daylight hours, first turned to night raiding, the night fighters reaped a meagre harvest. They had no reason to expect big successes. They were not a large company. Few of them were specially designed night fighters. Nor until the enemy's methods and his scale of attack were revealed could the task of countering them be started.

First, co-ordination became necessary. Night fighter squadrons often shared aerodromes with day fighters. A policy of segregation was adopted and certain stations became the home of night fighter squadrons only. The production of specialized night fighters had had to give way to the more urgent demand for day fighters, but now their production was speeded up.

Standardization in equipment was neither possible nor desirable, and existing fighters, principally Hawker Hurricanes, Supermarine Spitfires and Bolton Paul Defiants, were adapted for night work. Occasionally the Westland Lysander Army co-operation machine was pressed into service.

The Royal Air Force now have four British types in their night fighter squadrons. These are the Spitfire, Hurricane and Defiant already mentioned, and the Bristol Beaufighter. The Beaufighter is not unlike the Beaufort and has just been released from the Secret List. Nothing may be said about it beyond the facts that it has two motors, a good reputation and a rapidly mounting record of successes.

Another type is the American Douglas Havoc, a variation of the Boston bomber, which has a tricycle landing gear. The Royal Air Force uses the Havoc as an offensive as well as a defensive fighter, and often sends it on patrol over Northern France, Belgium and Holland to trap the German bombers as they leave or return to their aerodromes. The Havoc occasionally carries bombs as well as guns on its excursions across the Channel and is therefore a double-edged weapon capable of claiming victims in the air and on the ground.

Any attempt to arrange the different types in order of merit would be misleading. Night fighting is still in a fluid state, and in the varying conditions encountered one type is sometimes better than another.

When the moon is bright and the enemy is raiding

hard, the Hurricanes and Spitfires will do great execution. The speed of these fighters and the pilot's ability to see and identify the raiders allows him to attack with little manoeuvring or stalking. When the light is poorer and the quarry less easy to pick up and recognize, the bigger types—with their special equipment—will probably collect a bigger bag. In time, doubtless, all squadrons will have nothing but specially designed night fighters; but for the time being improvisation is yielding excellent results.

Standardization in armament has also not yet been reached. Some night fighters have all cannon, some all machine-guns, and some have a combination of both. Each system has its merits and drawbacks.

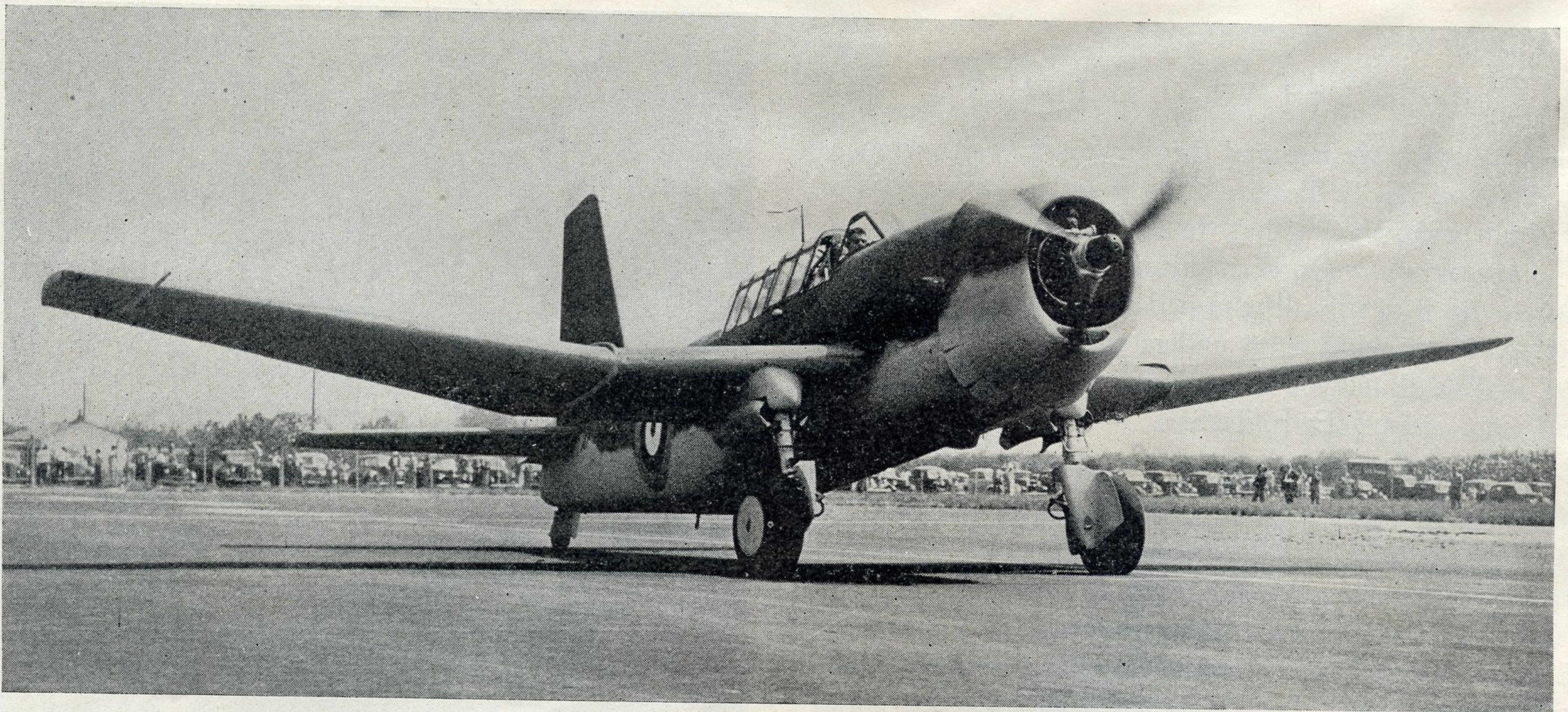
On the ground a flexible and sensitive organization was essential. Flexibility was needed lest the enemy suddenly changed his tactics. Sensitivity was necessary to track the raider mile by mile and to give the defence speed in action. In all these vital matters good progress has been made.

Night operations are directed from the station control tower. This closely resembles, both in equipment and function, the control tower of any large airport in peacetime. From here, aerodrome traffic is directed. From here, helpful voices call the night fighters home by radio, or direct them to other bases if the weather closes down or an enemy is in the vicinity with evil designs.

Throughout the patrol, the station is in touch with its pilots and the pilots with the station. The whereabouts of the raiders are signalled to the fighters and the fighters report their combats to their base. The procedure is similar to that on an air line—which may explain why experienced air transport pilots now with the Royal Air Force make first-class night fighter pilots, though some of them are not so young as their companions.

Ground organization has probably shown a bigger improvement in the past 10 months than any other branch of night fighter defence, but the fighters, too, have advanced—not so much, perhaps, in themselves as in their equipment.

Both Germany and Great Britain are striving to find devices that will enable night fighters to make contact with enemy bombers on dark as well as on moonlit nights. Whether both countries are working along the same lines or not, and which has made the greater progress, has yet to be determined, but results suggest that British efforts are receiving greater rewards than those of the Germans. Heavy raids by the Bomber and Coastal Commands of the Royal Air Force on Germany are now no less weighty than raids by the Luftwaffe on Great Britain, but the R.A.F. has suffered the lighter casualties.



VULTEE VENGEANCE DIVE BOMBER

This is the bomber shown in the July issue as being christened "Vengeance" by Lady Halifax.

CATALINA FLIES OCEAN WITHOUT IT'S AILERONS

From Canadian Aviation

COLORFUL yarns have been breaking into print through the veil of censorship which shrouds the flight of American bombers to England. Some of these are interwoven with pure invention. But the best story to come out, a tale even the fiction writers wouldn't try to put over, happens to be sober truth.

Briefly, it is this: Out of Bermuda, bound for Britain, a 15-ton Consolidated Model 28 Amphibian lost both its ailerons when the controls jammed. It dropped out of control from 18,500 feet to 400 feet. Then, unaccountably, it recovered, climbed precariously to 14,000 feet and flew on for six hours to touch down in an English harbor.

This is too fantastic for good fiction. But the British Air Ministry swears by it. Furthermore, we spent an afternoon with one of the Catalina's pilots. He was there. He had landed in England, been flown back to Canada with other pilots in a Consolidated Liberator and arrived in Toronto for a short leave.

There were four Canadians in the six-man crew as the Catalina took off from Bermuda. Flight-Lieut. Grant Fleming, D.F.C., of Calgary, and Flying-Officer J. J. Meikle, of Toronto, were at the controls. Both had joined the Royal Air Force long before the outbreak of war and had been transferred from coastal patrol duties in England to the ferry service early this year. Fleming had been on Sunderlands, Meikle on Saro Lerwicks.

Ronald Hodgson, of Vancouver, and Charles Eyre, from somewhere in Ontario, were also in the crew.

Meikle's account of what the British Ministry of Infor-

mation calls "one of the greatest epics of flying" is necessarily rather sketchy. This is partly because of the confusion prevailing when the big boat went wild. Also, the R.A.F. has some strict regulations about giving out details on aircraft accidents.

However, the 27-year-old Toronto pilot was able to amplify the official report to some extent.

How did the plane lose its ailerons? Perhaps that question will never be answered conclusively. Meikle has several theories, but not for publication. Some published reports blamed the automatic pilot. This may be the truth, but the pilots had switched back to manual control when the accident happened.

The wheel jerked out of Fleming's hands, whirling hard over to port, throwing the starboard aileron full down, jamming it there and tipping the plane at a suddenly steep angle. Peering out of his window, Fleming shouted, "My aileron's gone!" Meikle checked his side. "So is mine," he reported.

Meantime, the big boat was spiralling wildly, losing altitude so rapidly the altimeter was practically spinning. Both pilots fought hopelessly for control. Meikle kept looking down out of his window in the desperate hope of finding some evidence of a ship on the sea which might come to the rescue. Suddenly he saw scattered lights through the clouds and reported to Fleming. His report was instantly corroborated, both pilots saw the lights below the wings, through broken clouds. Surely they

(Continued on Page 22)

● **Valedictory**

Written by: L.A.C. W. M. PIPHER

With pride we rise and drink a toast
 To No. 5 E. F. T. S.
 And proud we are that we can boast
 How amply we've been blessed.
 So here's to all who had a hand
 In teaching us to understand,
 We think you've all been mighty grand
 At 5 E. F. T. S.

We'll not forget the lessons taught
 In classes every day,
 By those who in the last war fought,
 How keenly they portray.
 Preparing us for when we soar,
 Their knowledge gained they did outpour
 That when we fight we'll win this war
 For 5 E. F. T. S.

No written word can quite express
 Our gratitude to you,
 You've done your best towards our success,
 That's bound to see us through.
 From hangar crew to our C.O.
 You've all been "tops", would we could show
 Appreciation 'fore we go,
 For 5 E. F. T. S.

So with regrets we leave the School,
 And hope you carry on,
 Still cherishing the golden rule,
 Long after we are gone.
 And for your work we'll compensate
 In making good at later date,
 By sending "Jerry" to his fate,
 For 5 E. F. T. S.

● **Commissions**

Arthur Salt: Pilot Officer; Graduate of Summerside,
 Prince Edward Island.

David J. Williams: Pilot Officer; Graduate of Calgary
 R.C.A.F. School, Alberta.

WINGS

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- W. H. Ismay of Victoria, B.C.
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Cylinder Heads

AN ULTRA-MODERN foundry with an annual capacity of over 20,000 aluminum cylinder heads for Cyclone 14-cylinder engines is now in operation on a two-shift basis at the new Cincinnati plant of the Wright Aeronautical Corporation. Largest foundry of its type in the world, it has a capacity equivalent to the cylinder head output currently being produced in the two-cylinder head foundries in the Paterson area. Wright Aeronautical is the only aircraft manufacturer in the United States to operate its own foundries for castings of this type.

As automatic as human ingenuity can make it, the new foundry improves all hand operations which can be bettered by mechanical methods. From the time the sand for the moulds is dumped into hoppers at a private railroad siding until the cylinder head is ready for final machining, every step will be executed on a straight line production basis.

Electric hoists, conveyor chains, overhead monorails, electric jaw crushers, motorveyors and chutes have been installed to accelerate manufacture of the cylinder heads for the powerful Wright Cyclone 14 aircraft engines which will be produced at the rate of over 1,000 a month when full production is reached.

These innovations are the result of 25 years of experience in foundry technique dating back to the early days of World War I when the company, as the Wright-Martin Corporation, had to become self-sufficient because of the extreme difficulty in obtaining and transporting cylinder heads from Europe.

Forced on its own, the Wright-Martin Aircraft Corporation began experimenting with sand moulds. Through constant refinement, the Wright Aeronautical Corporation foundry has gradually evolved from a production bottleneck to a department whose efficiency has reduced waste on all castings from 50 per cent to less than 5 per cent.

Over a period of two and a half decades, the increasing skill of the foundry workmen has resulted in finning as deep as three inches and as thin as sixty-four thousandths of an inch. These cylinder head fins have been vital in the development of an air-cooled engine, for the increase in the cooling area has permitted greater horsepower, efficiency and longevity.

A new system of handling the sand has been included in the layout. This consists of electrically operated monorails extending from the sand bins to any one of four electrically operated skip hoists which are a part of the sand mixing equipment. The sand will be carried in dump buckets with a multiple number of buckets on a train, thus allowing one operator to stand in the bins loading

cars and a second operator at the skip hoist several hundred feet away to unload them.

Sand cores for the cylinder heads will be made on seventy-two individual brass patterns shaped to conform to the exterior of the head. The interior of the dome and the rocker boxes are formed by separate cores which are fitted together before pouring. Simultaneous operation of these moulds will produce enough cores to feed two conveyor ovens capable of baking 1,400 complete cores daily. Each of these ovens is equipped with a 1,200 foot conveyor for the continuous movement of the sand cores from the benches throughout the baking operation.

After the cores have been baked for several hours they are allowed to cool in especially designed cooling loops, after which they are minutely inspected, cleaned and sprayed. After the spraying, they again go through a conveyor type drying oven which dries the spray and the paste required in this operation. Then they are stored on roller bed conveyors which automatically move up the cores to set-up benches for assembly.

The assembly operation, the most delicate in the foundry, consists of inserting the internal parts between the two halves of the fin body and the subsequent addition of the slab core which distributes the molten metal into four parts of the head simultaneously.

The moulds are moved on roller-bed conveyors to the pouring zone which is completely hooded and exhausted of all fumes. The melting is accomplished by twelve 1,000 pound tilting type furnaces of the same general design as those used in the Fair Lawn and Paterson foundries.

Other features entirely different than anything previously designed for an aluminum foundry are the shake-out system and sand reclamation process. After the castings are removed from the sand, wire, refuse and sand are put through two large electrically driven jaw crushers, after which the metal is removed by means of a magnetic pulley and returned to the floor level for sorting of the wires and nails which are salvaged for re-use in the core shop.

The sand is elevated to a large 60-ton bin and fed by gravity through a series of screens and elevators to a rotary kiln. The temperature is reduced in an especially constructed cooler and sand coming from this cooler is now a pure white beach sand with all the oil, carbon, etc., completely removed. It is then classified by means of air into grain sizes and returned to the bins 800 feet away on a continuous rubber belt.

A few of the highlights with reference to the construction of the building are (1) the ventilator system which supplies up to 1,000,000 cubic feet of air per minute; (2) the forty-ton refrigeration plant for the cafeteria and offices which will maintain those areas at a pre-determined temperature the year round; and (3) the lounge room which will allow the men room and comfort for eating their lunches and relaxation before or after their working periods.

DOMINION GOVERNMENT SUCCESSION DUTY ACT

By J. A. GRANT

*Manager Estates Analysis Department,
Toronto General Trust Company, Vancouver, B. C.*

The Dominion Parliament has passed its first Succession Duty Act. The Act creates a new Dominion tax in addition to the succession duties payable under the Provincial Succession Duty Acts. The Minister of Finance has indicated that this tax is to be regarded more as a permanent tax than a temporary war measure.

The Act affects the estates of all those who die after June 14th, 1941, the date the Act became law. It is not retroactive.

Where the deceased was domiciled in Canada it applies to the whole of his estate wherever situated, except real estate outside Canada. Where the deceased was domiciled outside Canada it applies to that part of his estate situated in Canada.

It is not intended in this article to cover in detail the provisions of the Act, but merely to give a general idea of the application of the Act in considering and estimating duty.

This is new legislation. There has, of course, been no opportunity as yet for official interpretation of the Act.

PROPERTY SUBJECT TO DUTY

The basis for duty under the Act is the succession to property arising upon the death of any person who dies after June 14th, 1941.

1. Where the deceased is at the time of his death domiciled in Canada, the succession comprises all of his property, real and personal, situated in Canada, and all of his personal property situated outside of Canada.

2. Where the deceased is at the time of his death domiciled outside of Canada, the succession comprises all of his property, real and personal, situated in Canada.

3. In addition to the above property which belongs to the deceased at the time of his death, a succession includes the following dispositions (gifts) of property made by the deceased during his lifetime:—

(a) Property and income therefrom transferred in any manner in general contemplation of death, or where the transfer is to take effect after death, including a transfer in trust, regardless of when the transfer is made;

(b) A donatio mortis causa (being a deathbed gift to take effect only at the death);

(c) An outright, absolute gift made in any manner whatever, whether by way of transfer, delivery, declaration of trust or otherwise on or after April 29th, 1941, and within three years prior to the death of the deceased;

(d) A gift whenever made where neither the recipient nor a trustee for him assumes immediate possession of the gift and in which some interest is still retained by the donor;

(e) Property held jointly by the deceased and one or

more persons, except such part as can be shown to have been contributed by these other persons; where the joint tenancy is created neither by the deceased, nor the other joint tenants, such property will be deemed to have been contributed to equally by the deceased and the other joint tenants;

(f) Any past or future settlement, including a trust, which does not take effect as a Will, where the deceased reserved or reserves to himself any interest under the settlement;

(g) The value of any annuity or other interest purchased or provided by the deceased that passes to others by reason of his death;

(h) The proceeds of an insurance policy, no matter to whom payable, whether effected by the deceased on his life, by a personal corporation, to the extent that the premiums were paid by the deceased, or by such personal corporation;

(i) Property over which the deceased at the time of his death had a general power of disposal by Will or any other instrument;

(j) Property given to, or settled on or agreed to be given to or settled on, any person by the deceased on or after April 29th, 1941, in consideration of marriage and made within three years prior to his death;

(k) Property transferred on or after April 29th, 1941, and within three years prior to the death of the deceased for partial consideration, to the extent to which the value of the property transferred exceeds the value of the consideration;

(l) Any estate in dower, or by the curtesy, in any land of the person dying to which the wife or husband of the deceased becomes entitled;

4. A debt or right created artificially and not in good faith in order to avoid or reduce taxation will be regarded as a disposition made by the person creating it.

5. The extinguishment of a debt or a right at the expense of the deceased will be regarded as a disposition made by the deceased in favor of the person for whose benefit the debt or right was extinguished.

PROPERTY EXEMPT FROM DUTY

In determining the dutiable value of any property included in a succession, the following exemptions will be allowed and no duty will be levied thereon:—

1. Any estate the aggregate net value of which does not exceed \$5,000;

2. Property passing to any one person not exceeding \$1,000;

3. Property passing to the widow of the deceased up to \$20,000 and to the extent of an additional \$5,000 for

(Continued on Page 18)

● **Boosts and Knocks**

A very interesting letter was received from A.C.2 Roland Brodie, R115173, Pat Bay, who wrote in response to our request for the boys to let us know what they think of the Review and what they would like to see in it. Like Steve Brodie, Roland Brodie "took a chance." He thinks that the Review needs more pictures, cartoons and humorous articles. He is right, and we will endeavor to supply these items. He gave high praise to the article in the July issue by Cy Young entitled Ucluelet. Congratulations to you, Cy.

● **Alliford Bay Heard From**

A.C.1 H. E. Nicholls, No. 6 (BR) Squadron, Alliford Bay, reports that Ucluelet had a very nice write-up by Cy Young, but, he continues that the boys at Ucluelet do not know the first thing about a "Real Outpost Station" and that the boys from Alliford Bay are going to dive-bomb us very shortly with first-rate impressions of a real Outpost of the Empire.

Come on, Alliford Bay, let's go.

● **Example of Birds Shown to Pilots**

Birds flew before man and apparently the feathered creatures can teach man a few lessons. That is the moral drawn from a story circulated in Winnipeg about an undisclosed flying school in Saskatchewan.

It seems a few pupil pilots at the station in question were landing without letting down the retractable wheels. Slight damage to the planes' underparts resulted and ground crews got fed up with repair jobs.

Noticing that birds always stuck out their feet as they were about to land from a flight, the groundsmen obtained a picture of a bird about to land. Prints were attached to the instrument panels of planes flown by the careless students. Under the picture was the sarcastic rejoinder: "Look you ——— fool! The birds can do it! Why can't you?"



Mrs. Minta Martin, 77-year-old mother of Glenn L. Martin, pioneer aircraft manufacturer, is shown with her son and H.R.H. the Duke of Kent at the Martin Aircraft plant. The Duke had just completed an inspection tour of the factory where he received an enthusiastic reception from 13,000 employees when he addressed them. Later the Duke and his party were guests at a luncheon with Mrs. Martin as hostess.

● **THE VISIT OF THE DUKE OF KENT**

Since the July issue of the *Review* went to press, H.R.H. the Duke of Kent spent a few days on this coast, days in which every working hour was intensively dedicated to the task of viewing activities connected with the training of men and the production of craft, both sea and air.

His Royal Highness, accompanied by Air Commodore A. E. Godfrey, drove through Vancouver streets, where he was given a very friendly reception by the people. That feeling, throughout the Dominion, is perhaps one of the most important aspects of the Duke's tour, at least from the civilian standpoint.

After the Duke's inspection of Vancouver's war efforts he reviewed a Guard of Honour from the Jericho base. He then proceeded for Jasper and the Eastern Air Command.

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● *New Inventions* ●

THESE patents, all of which will be of interest to the airman, were compiled from the *Official Gazette* of the U. S. Patent Office. Should you desire a copy of any of the Patents send 10c to the Commissioner of Patents, Washington, D.C.

Internal combustion engines. Wilhelm Seyerle, Waldenbronn, near Esslingen-on-the-neckar, Germany, assignor to Daimler-Benz Aktiengesellschaft. (2,242,761).

Coupling (frictional). Wolfgang Stein, Dessau, Germany, assignor to Junkers Flugzeug-und-Motorenwerke A. G. (2,242,765.)

Gyroscope. Guido Wunsch, Berlin-Steglitz, Germany, assignor to Askania-Werke A. G. vormals Centralwerkstatt-Dessau and Carl Bamberg-Friedenau. (2,242,806.)

Value arrangement for two-stroke cycle internal combustion engines (employing equally distributed flow scavenging by crankcase compression). Leopold Raab, Chemnitz, and Werner Strobel, Siegmars-Schonau, Germany. (2,242,871.)

Radio control system for guiding aircraft. Walter Max Hahnemann, Berlin, Germany, assignor to C. Lorenz Aktiengesellschaft. (2,242,910.)

Thermal treatment of aluminum base alloys. Edgar H. Dix, Jr., Tarentum, Pa., assignors to Aluminum Company of America. (2,242,944.)

Internal combustion engine (a cylinder head in which is formed a primary combustion chamber and a secondary combustion chamber). Thomas Edgar Brown, Hamilton, Ontario, Canada. (2,242,990.)

Injector for internal combustion engines. Prosper L'Orange, Stuttgart-Feurbach, Germany. (2,243,011.)

Selective two pitch airscrew. Grettir Algarsson, Montreal, Quebec, Canada. (2,243,046.)

Design for a high wing monoplane and for a pursuit monoplane. Aristede A. Theodoropoulos, New Haven, Conn. (127,412 and 127,413.)

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Internal combustion engine (two-cycle engine having a bank of cylinders arranged radially around the crankshaft). Humbert Denis Jean Cantoni, Paris, France. (2,242,231.)

Gyro magnetic compass. Bert G. Carlson, Freeport, N. Y., and Bruno A. Wittkuhns, Summit, N. J., assignors to Sperry Gyroscope Co., Inc. (2,242,233.)

Devimeter (for showing the direction and amount of deviation of a craft from course). Joseph Lyman, Huntington, N. Y., assignor to Sperry Gyroscope Co., Inc. (2,242,253.)

Flying automobile. Bruce L. Beals, Jr., Hempstead, N. Y., assignor to Flying Car Corp. (2,241,577.)

Design for an airplane. Aristede A. Theodoropoulos, New Haven, Conn. (127,163.)

Hinge dmount (for accessory in fuselage). Robert J. Woods, Grand Island, N. Y., assignor to Bell Aircraft Corp. (2,242,201.)

Designs for an airplane; a tandem wing monoplane; and a dual bodied airplane. Leo E. Oliver, Sanger, Calif. (127,158, 127,159 and 127,160.)

Fire extinguishing system for multi-engined aircraft. Hubert Mackenzie Salmond Fareham, and Anders Mathisen, High Holborn, London, England, assignors to Gravinier Mfg. Co., Ltd. (2,242,679.)

Water spraying airplane. Isaac Gordon, Schenectady, N. Y. (2,242,705.)

Variable frequency radio beacon. Andrew Alford, New York, N. Y., assignor to International Telephone Development Co., Inc. (2,241,897.)

Direction finding system. Hans Eggers, Berlin, Germany, assignor to C. Lorenz Aktiengesellschaft. (2,241,903.)

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Landing method and system for aircraft. Walter Max Hahnemann and Ernst Kramer Berlin, Germany, assignors C. Lorenz Aktiengesellschaft. (2,241,907.)

Direction-finding system. Ernst Kramer, Berlin, Germany, assignor to C. Lorenz Aktiengesellschaft. (2,241,915.)

Directional radio transmitter. Ernst Muller, Berlin-Tempelhof Germany, assignor to C. Lorenz Aktiengesellschaft. (2,241,918.)

Radio direction finding system. Heinz Rensch, Berlin, Germany.

Method and means for launching and landing aircraft. Albert Plesman, The Hague, Netherlands, assignor to Koninklijke Luchtvaart Maatschappij. (2,241,155.)

Pressure fuselage. George A. Page Jr., Creve Coeur, Mo., assignor to Curtiss-Wright Corp. (Reissue 21,801.)

Mounting (for aircraft engines). Hugh C. Lord, Erie, Pa., assignor to Lord Mfg. Co. (2,241,408.)

Thermal protection for shielded ignition systems. Melville F. Peters, Beltsville, Md. (2,241,419.)

Compression-ignition engine fuel. Byron M. Vanderbilt, Roselle Park, N. J., assignor to Standard Oil Development Co. (2,241,492.)

Earth inductor compass. Gustav Barth Berlin Germany assignor to Siemens Apparte und Maschinen Gesellschaft mit beschränkter Haftung. (2,124,499.)

Nacelle construction. Robert J. Woods, Grand Island, N. Y., assignor to Bell Aircraft Corp. (2,242,198.)

Structure of aircraft surfaces. Herbert Wagner, Dessau, Germany, assignor to Junkers Flugzeug-und-Motorenwerke, Aktiengesellschaft. (2,241,972.)

AIRMEN

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A ten-dollar prize is being offered by this magazine for the best description, either article or story form, of an unusual experience that has happened to you since you have been with the Air Force. It should be from three to five hundred words in length. It must be postmarked not later than October 22, 1941. The decision of the judges will be final and all manuscripts become the property of the Western Air Command Review and none will be returned.

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● Reconnaissance

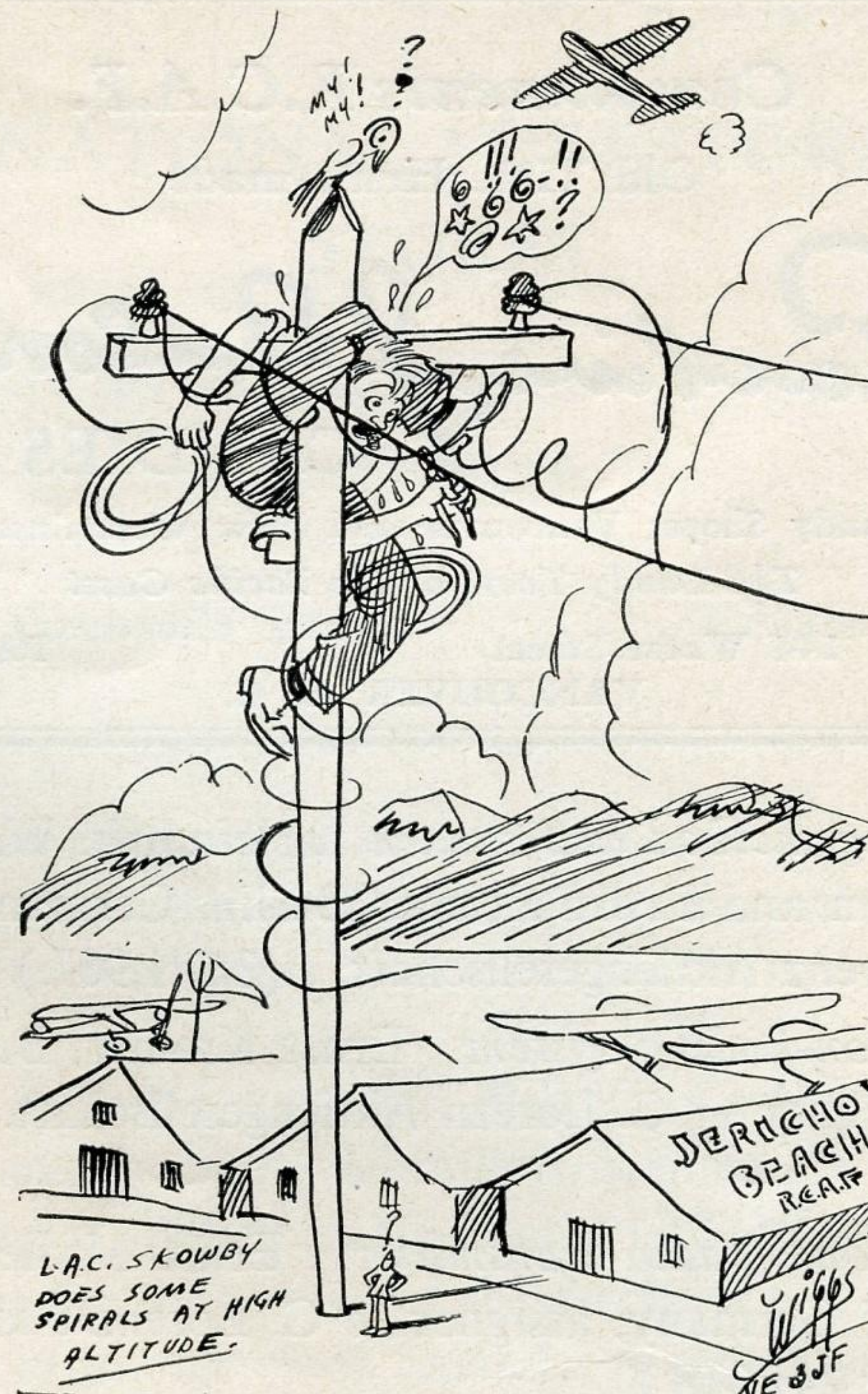
Fort Monmouth, N.J., Aug. 1.—Falcons are on the way to the United States army's signal corps for a tryout as the newest weapon against carrier pigeons and parachute troops.

Officers emphasized that experiments with the sharp-eyes, sharp-taloned birds still are in the contemplated stage, but soldiers have been assigned for training as falconers, and the first batch of feathered selectees is due Tuesday from California.

Lieut. Thomas MacClure, who is 46 and springs from a long line of Scottish falconers, has been assigned to direct the experiment.

"I know I can bring them down," MacClure said today with a soft Highland brogue as he explained the anti-parachutist plans. Details are secret, but circular knives will be strapped to the chests of MacClure's "first pursuit squadron" with the intent that they will rip descending parachutists and cause them to collapse in mid-air.

Falcons, among the fastest birds in the world, can dive at 300 miles an hour. They attack by rolling over on their backs and slashing out a drumbeat assault with their feet.



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● **R.A.F. Officer Sees Canada's Role as Specialized Source of Pilots**

London.—(B.U.P.)—A vast new concept of Canada's part in the war—as a highly specialized source of pilots, surpassing even the bounds of the Empire Air Training Scheme—was envisaged Tuesday night by a high-ranking Royal Air Force officer through whose hands pass thousands of graduating airmen.

Born in Calgary, Alta., this British officer, who served in the Canadian army in the last war, said:

"I know Canadians through and through. Canadian youngsters have initiative, daring and mechanical skill—everything needed in the process of modern air warfare."

The officer sketched a possible plan which would draw Canadian pilots not only from civilian occupations, but would comb Canadian infantry at home and abroad for the cream of its men.

"It makes me impatient to see Canadian troops coming over here for ground fighting when they could be turned into the grandest pilots in the world," the officer said.

The officer said he hoped some such development would come out of the impending visit to Canada of a British mission, bent upon working out certain changes in the air training scheme.

"I would be horrified to see conscription in Canada, making infantrymen of potential pilots," the officer said. "The Canadians' heritage and environment give what is necessary to smash the Germans from the skies. The Canadian thinks twice while the German is making up his mind, and that means victory."

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London, Aug. 11.—(C.P.)—A Canadian flight-lieutenant from Vancouver, whose name was not revealed, piloted a Glenn Martin bomber in a low-level attack on a camp near Bardia, Libya, in which 100 enemy soldiers were killed or wounded and 12 motor transport vehicles shot up, the air ministry news service said.

The plane's crew, members of one of the most famous of the western desert squadrons, which includes Free French, South African and Australian pilots, described seeing the camp in a second run down the coast.

● **Canadian Scientists Solving Air Problems**

Ottawa.—Canadian scientists are overcoming problems of supplying oxygen to airmen in high-altitude, high-speed fighting aircraft, Air Commodore R. W. Ryan, director of Royal Canadian Air Force medical services, told a House of Commons sub-committee on war expenditures recently.

Air Commodore Ryan said the research and investigation branch of the service, under Wing-Commander G. R. Hall, worked in co-operation with the national research council in dealing with problems such as oxygen supply, freezing of microphone equipment at high altitudes and chronic altitude sickness.

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● Dinghies for Fighter Pilots

Fighter aeroplanes are being equipped with collapsible rubber dinghies. Hitherto the fighter pilot has had to rely on his "Mae West" or life jacket for use if he was forced down or baled out over the sea, but now that Fighter Command pilots are flying across the Channel on offensive patrols into Northern France they are to have the inflatable dinghies similar in principle to those used in bomber and reconnaissance aircraft.

The dinghy is of a new design and is packed with the parachute. It is incorporated in the cushion of the parachute pack on which the pilot sits. When he bales out over the sea the pilot pulls his parachute rip cord in the usual way, but as he gets lower and near the sea he pulls another cord and the dinghy, and a bottle of CO₂ for inflating it, immediately come to his hand. The dinghy is equipped with a small bellows and is capable of keeping the pilot afloat for several days.

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● A New Design for a Contra-Prop

A Mechanical Method for Pitch Control

A design for epicyclic pitch changing gear for a controllable pitch airscrew which is claimed to have a number of advantages over previous methods has been patented by Mr. J. S. Northcote.

The gear is particularly interesting in that it can be applied directly to concentric, oppositely rotating airscrews. It bears some resemblance to the VDM system used on all German aircraft, but is more straightforward in its principles.

In normal operation the whole train of gears rotates as though "solid." To vary the pitch of the blades extra motion is transmitted through the external pitch-control shaft. In this manner the blades can be turned from the full feathering position right round to a reverse pitch. As there is no internal apparatus a cannon can be arranged to fire through the airscrew shaft.

Mr. Northcote claims the following advantages:—

(1) The pitch is completely reversible. This should facilitate the handling of big bombers and flying-boats. It may in the future be useful for braking on the ground, in combat, and in dive bombing.

(2) The airscrew shaft can be used for armament purposes, both in the case of the single airscrew and tandem airscrew.

(3) All operating mechanism is behind the airscrew, which will afford a certain amount of protection.

(4) The rate of change of pitch can be made to suit all possible requirements.

(5) Operation can be electrical, hydraulic or even by hand in an emergency.

(6) There are only three different sizes of gear wheel and they are all of the same pitch.

(7) It is applicable to contra rotating airscrews which as engine power goes up, will probably be a necessity on fighters to keep the airscrew diameter within reasonable limits.

(8) Wear will be negligible as no power is transmitted by the system except when changing pitch.

(9) No adjustments should be necessary throughout its life.

(10) It is mechanically sound in principle and all the various parts of it have been used for years in self-change gearboxes, airscrew reduction gears, car back axles, etc.

The bevel gear is simple to produce.

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Nor a wireless man the way to work a key,
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giving

Free advice about my job all day to me.
And I've seen a raw recruit still unsure how to salute,
Still with Brandon's smart impression in his stride,
Who's been giving me direction as to how to run my
section
Before he's pushed the door and stepped inside.

I wouldn't tell a rigger how to make a bolt-hole bigger,
Or the way to sharpen chisels on a stone,
Nor have I been caught explaining to a gunner how his
training

Could be speeded by some ideas of my own.
Although I am often told my ideas are somewhat old
As to how equipment is accounted for,
I've not been discovered thinking that an Aldis lamp's
quick blinking
Could be taught you by an airman from a store.

I've been told, "Just have a spike or a basket if you like,
And fill it with your vouchers to the top;
Wait until the day's completed and then take them, all
receipted,

To the nearest red-hot stove and let them drop.
If you should be asked to show where those hard-to-get
stores go,

You can always say to anyone who'll ask,
'I don't know—yes, I regret it, but they're gone, so let's
forget it;
And accounting for them's such a tiresome task.'"

Yet perhaps some day I'll seize on a system that will please
All the Air Force, and I'll try it for a week,
Till I hear your commendation: "You're the storeman that
this station

Has gone far and wide and high and low to seek."
But, of course, when I report, "I'm ten thousand dollars
short;

Is there anything, my friends, you can suggest?"
I am pretty sure you'll tell me, "In such matters you ex-
cel me;

After all, each tradesman knows his own job best."
—N. W. EMMOTT.

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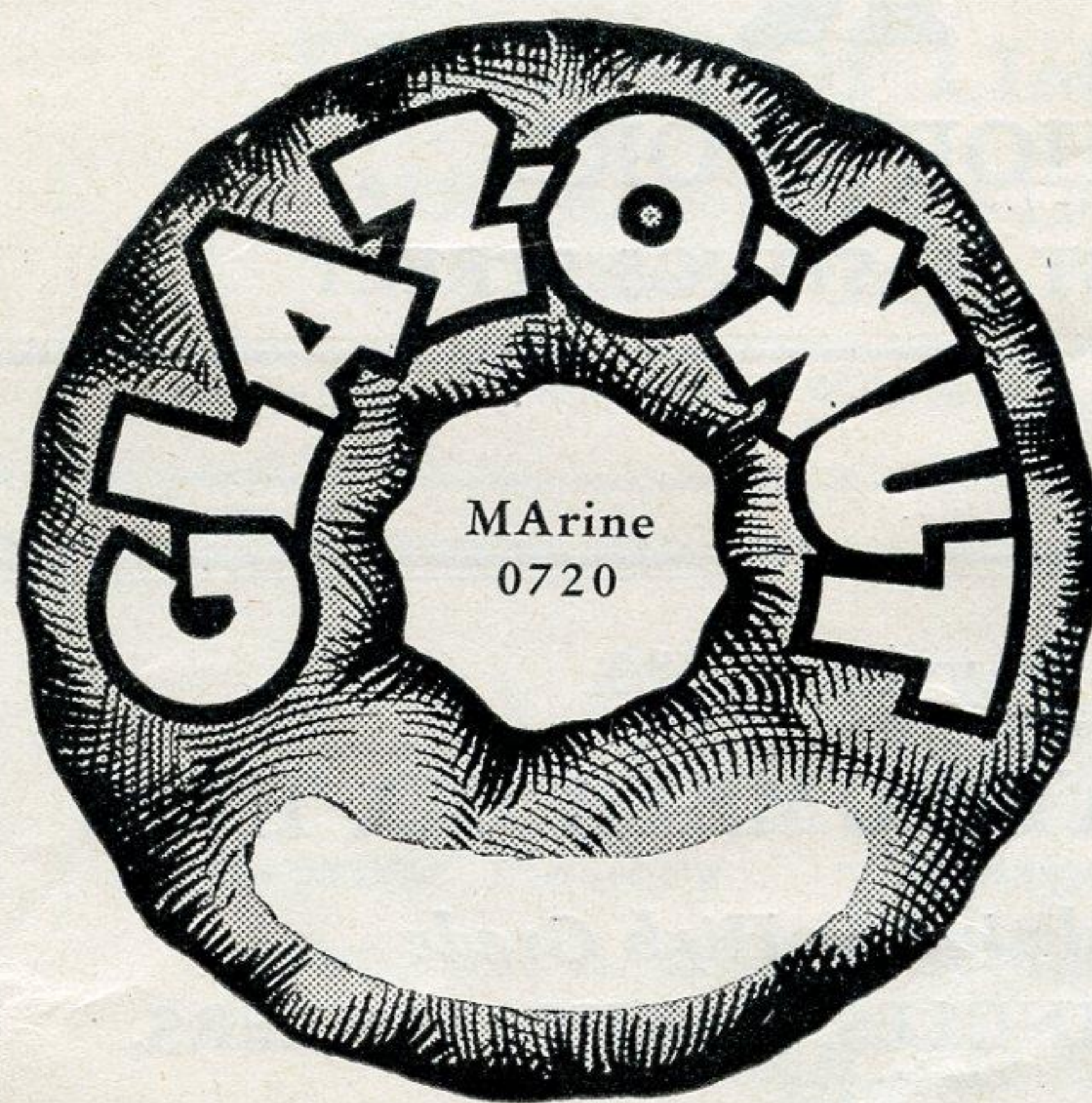
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Father of Pilot Officer Ross Brown, who was for fifteen months flying instructor at Sea Island and is now no the bombers in Manitoba.

Mr. Brown is a former First Lieutenant of the R.A.F., having served in the World War as a Pilot. He has been nominated as the Conservative standard bearer in Burrard.

CANADIAN SUCCESSION ACT

(Continued from Page 10)

each child coming within the definition of the Act who is under eighteen years of age at the death of the deceased, or dependent on him for support at that time on account of mental or physical infirmity, provided such child does not benefit as a result of the deceased's death. If such child does so benefit for less than \$5,000 the widow's exemption will be increased by the difference between the amount of such child's benefit and \$5,000;

4. Property passing to a child of the deceased under eighteen years of age at the death of the deceased, or dependent on him for support at that time on account of mental or physical infirmity, up to \$5,000. In addition to this amount, if such child has no surviving parent there is a further exemption to the extent of \$15,000; if there is more than one such orphan child to whom property passes, this latter exemption will be allocated among them in proportion to the value of the property passing to each of them;

5. Gifts made by the deceased in his lifetime which may be considered as ordinary or normal expenditures of a reasonable amount having regard to the circumstances;

6. Property to the full amount given by the deceased in his lifetime to any charitable organization in Canada operated as such without private profit; but where property is devised or bequeathed by Will for such purposes exemption will only be allowed to an amount not exceeding 50% in value of the total estate passing by the Will;

7. Property passing to, or for the benefit of, the Dominion of Canada, or any province or political subdivision thereof;

8. All gifts made before April 29th, 1941;

9. Where a gift tax under the Income War Tax Act has been paid on a gift which is taxable under this Act a deduction will be allowed to the extent of the gift tax paid.

Note:—In the case of a person dying domiciled outside of Canada the amount of any of the above exemptions will be reduced to such proportion of the exemption as the value of the property of the deceased in Canada bears to the total value of his property wherever situated.

If the deceased dies as a result of wounds, accident, or disease while on active service under such circumstances that the Canadian Pension Commission finds that his widow or children are entitled, or would if such service had been with the Canadian forces have been entitled, to a Dominion Pension, or that he died from wounds, accident, or disease as a result of enemy action within twelve months before death, the exemptions granted in the above clauses 3 and 4 will be increased by 50%. Also the tax payable by beneficiaries coming within classes A or B will be reduced to the sum which if accumulated at 3% interest, compounded half-yearly from the death of the deceased, would during his normal life expectancy amount to the tax otherwise payable.

If the assured is at the time of his death domiciled outside Canada, the proceeds of any insurance policy on his life will be exempt from duty.

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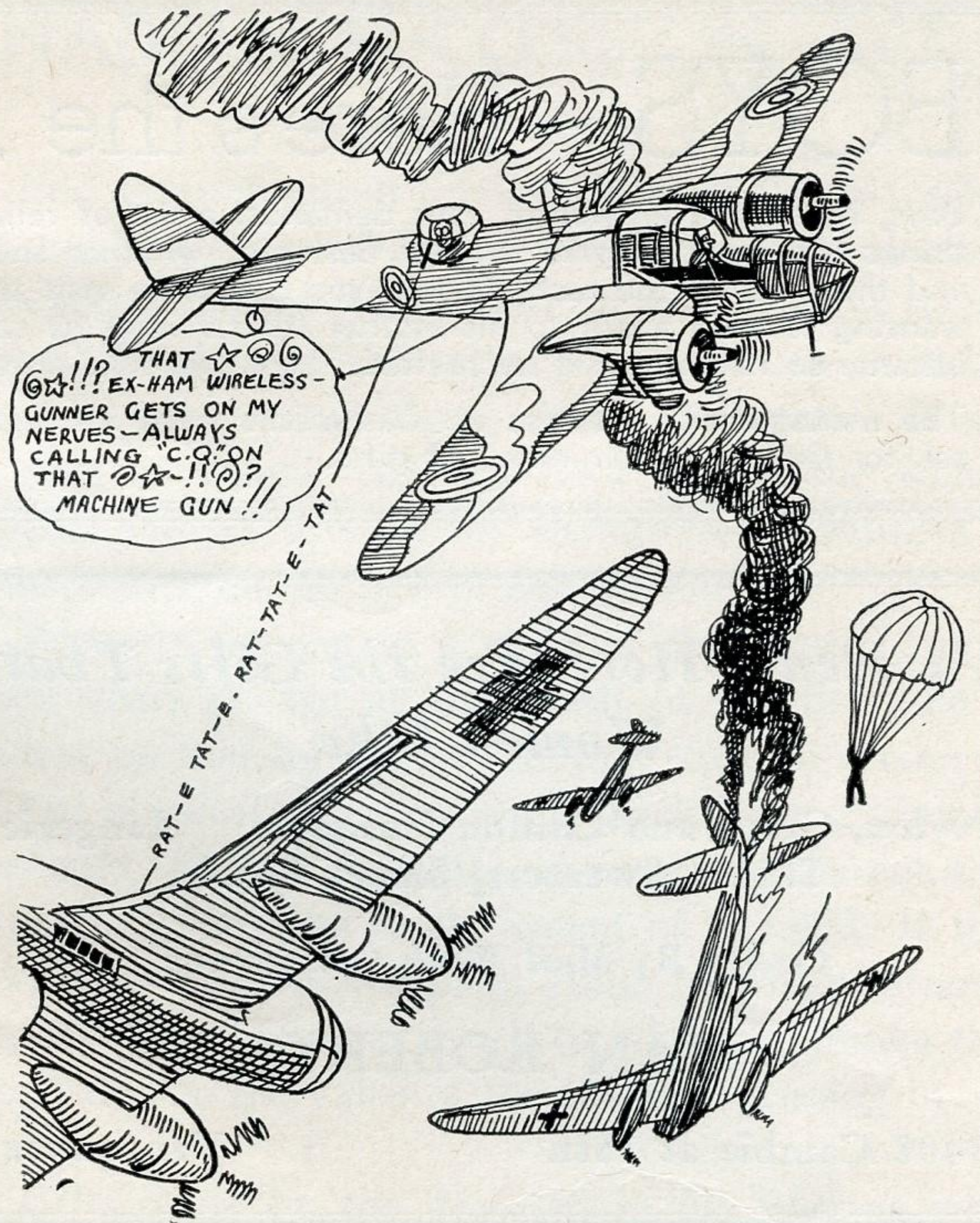
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HE OUGHT TO KNOW

An old cowpuncher entered a restaurant and ordered a steak. The waiter brought it to him, and it was rare, very rare. The cowpuncher demanded that it be taken back and cooked.

"It's already cooked," the waiter snapped.

"It is not," returned the cowpuncher, "I've seen cows hurt worse than that and they got well."

* * *

At a cross-roads in a German forest, so the latest story goes, a young German Jew peddler saw two cars approaching the intersection at high speed, with imminent danger of a collision. Frantically waving his cap he succeeded in bringing both of them to a stop. One contained the Fuehrer. Beckoning the peddler to come forward, Herr Hitler said: "By your presence of mind you have probably saved my life, and the lives of these

others. I am not unappreciative. Tell me what favor I can do you."

The Jew pondered the matter for a moment, and then he said: "Please don't tell my father."

* * *

A certain minister had a reputation for being long-winded. On a particular Sunday he was in especially good form. His topic was the Prophets of the Bible. For more than an hour he droned along. "Now then," he said, "we have disposed of the Major Prophets. And next we come to the Minor Prophets. To what place, my friends, shall we assign the Minor Prophets?"

He paused as though for a reply. And he got a reply from an unexpected quarter. From the rear pew arose a bored looking stranger. He waved an arm toward the seat he had just vacated, and spoke:

"Parson," he said, "don't worry. I'm going home. One of 'em can have my place."

—Anecdotes.



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CATALINA FLIES OCEAN

(Continued from Page 7)

couldn't have drifted far off their course and over the mainland of Europe!

"We talked about that afterwards. The only sensible answer seems to be that we were at the top of a loop, looking up through clouds and seeing the stars," Flying Officer Meikle told the writer. "It couldn't have been a roll, because we weren't strapped to our seats and we stayed put. They say you can't loop those boats, but we must have on the way down. I know we did just about everything else."

In the seconds while the Catalina plummeted 18,100 feet towards the sea, the rest of the crew were trying to hang on, at the same time struggling to get the pneumatic life rafts ready for launching.

The pilots tried everything. One engine. Both on. Both throttled back. They tried to use the aileron stubs, but "it was like riding a fence," Meikle explained.

"If you got her out of a right spiral she'd drop off to the left," he said.

At last, resigned to the prospect of a crash in the ocean, everybody was amazed when the Catalina levelled off at 400 feet and the pilots managed to hold her there, hardly daring to breathe. It seems that by a mere freak, the leading edge of both ailerons, all that was left, had finally broken off even, creating a semblance of equilibrium on the two wings.

At 14,000 feet, the pilots were breathing more easily, but they still weren't headed toward England. They had found that right rudder would throw them into a spiral but that easy left rudder, with some accent on the right engine, would bring her around to the left.

They were just a few degrees to the north of their northeasterly course, but had to swing to the left through 270 degrees to get on their course.

The trouble had started at 5.00 a.m. It was now 6.00 a.m. From then until noon the pilots flew toward England, never daring to relax their tense vigilance for a moment, never entirely sure of their balance from one moment to the next.

Finally the English coast showed up and the delicate job of setting her down confronted the crew. Fleming and Meikle, now veterans at aileronless aviation, worked out a system. One handled the throttle quadrant while the other manipulated the tail assembly.

When one wing dipped, Meikle, with one hand on each engine throttle, gave the corresponding engine a burst while his companion put on opposite rudder. They landed in a choppy sea about three miles from their mooring.

"We didn't want to risk flying in because of the danger of crashing into a ship or something, and with the visibility bad," Meikle explained.

However, the sea was heavy and taxiing proved to be the greater of two evils, so they managed to ease the Catalina into the air again, "steamboating" along just above the waves until they could land in more sheltered water.

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Elastic Top NUTS

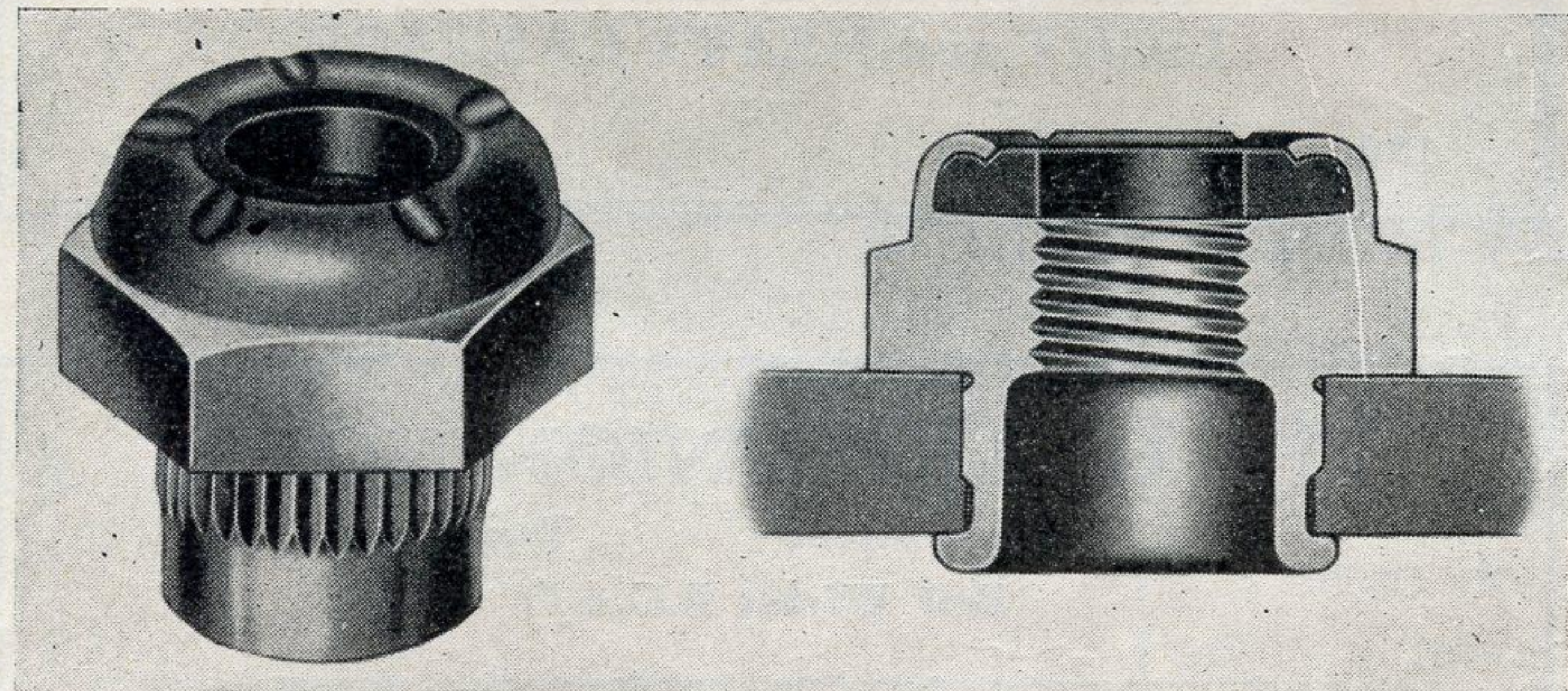


FIGURE 2

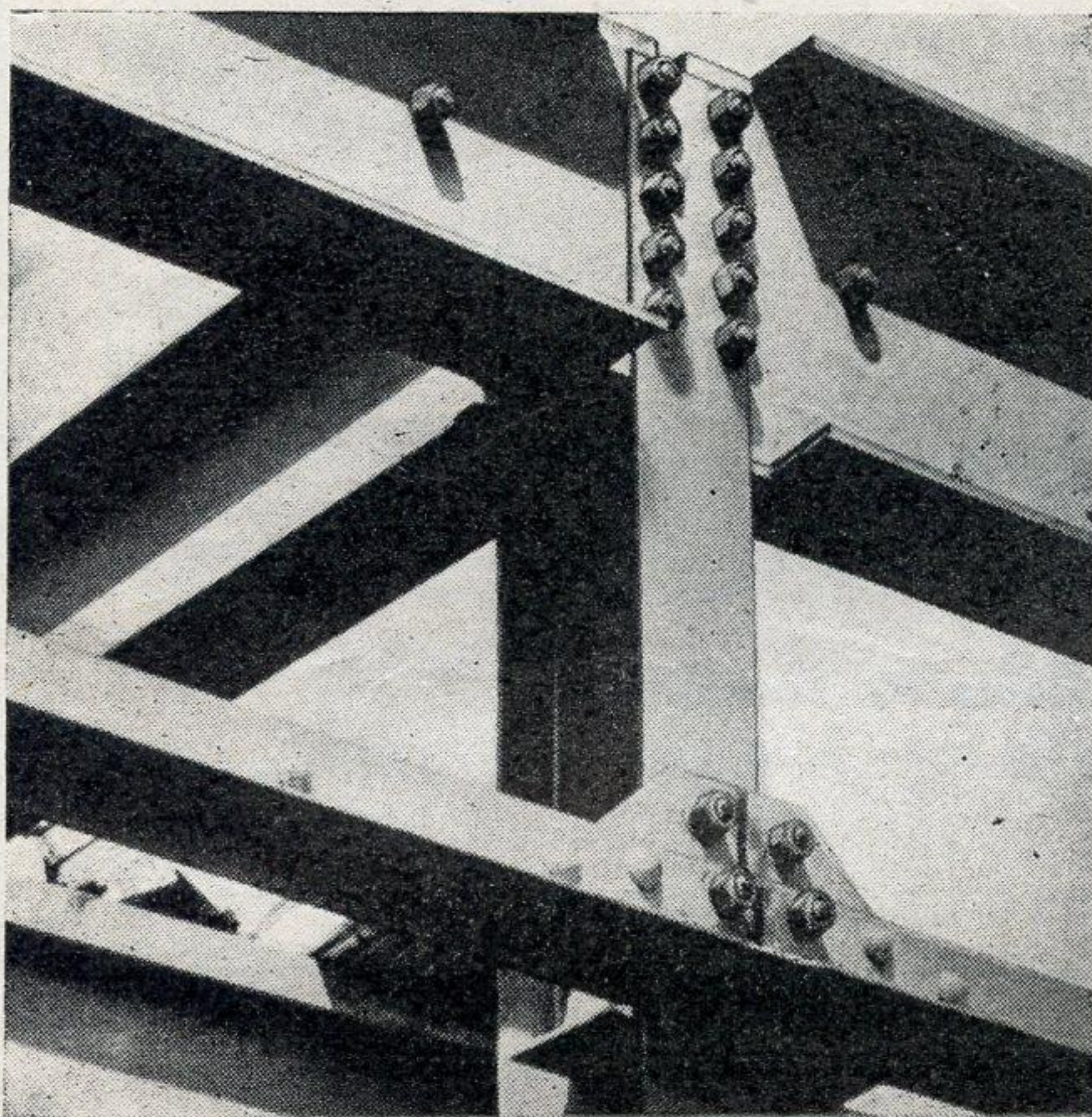


FIGURE 3

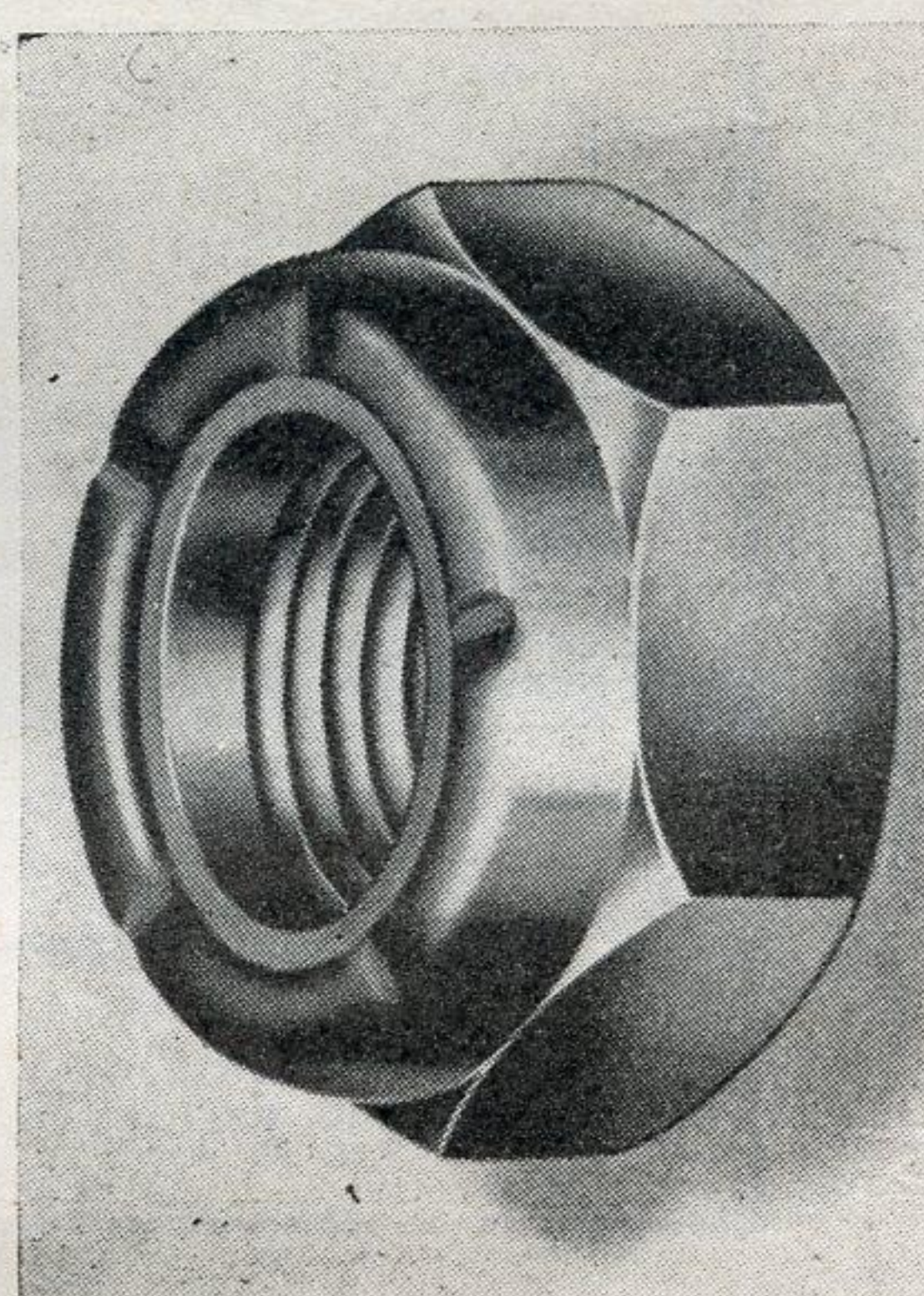


FIGURE 1

THE LATEST in nuts is the elastic stop nut which has been developed by the Elastic Stop Nut Corporation of New Jersey. These nuts are finding a wide spread use today in airplane construction for which they have developed what they call the THIN HEX NUTS (Figure 1).

These nuts have approximately 40 per cent of the strength of standard-height hex nuts and have been developed to meet the demand in virtually every industry for a self-locking fastening which offers savings in space requirements, weight, and cost. An indication of their suitability is the fact that they are approved for use on aircraft by all of the military and civil authorities.

As in the standard-height Elastic Stop Nuts, the self-locking action is accomplished by means of a vulcanized fibre collar which is built into the head of the nut. This tough, bone-like material resists the entry of the bolt, thus forcing the nut outward and taking up all thread play. The fibre being non-metallic and of a resilient character, does not deteriorate under vibration, and so continues to hold the threads of nut and bolt in a constant pressure-contact.

For fastening sheetmetal assemblies in which the parts must be readily removed and returned to position a clinch type of self-locking nut with knurled shank is manufactured (Figure 2).

To install the nut, a hole is drilled in the structure and the shank is pressed into the hole. The mouth of the shank is then spread against the back of the structure to effect a clinching hold. The knurling engages the drilled surface and thus assists in eliminating any turning of the nut.

The head of the nut is fitted with the vulcanized fibre collar which characterizes all types of Elastic Stop Nuts. This collar, being unthreaded, resists the entrance of the screw, thus automatically taking up all thread play and bringing the load-carrying thread faces of nut and screw into a tight pressure-contact. As the screw thread impresses its way through the collar this pressure is maintained and increased to such a degree that the screw cannot work loose, even under the most severe vibration. Because of the resilient character of the fibre collar, the screw may be removed and replaced repeatedly without loss of the locking action.

The company when constructing their manufacturing plant used their ELASTIC NUTS instead of rivets on the steel work as shown in Figure 3.

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A WORD TO THE WISE

(Continued from Page 5)

That point can be admitted without damaging the case because it will still be true that this policy results in a far more tolerable situation than any other method.

If this policy is in effect, it means that prostitutes, pimps, procurers, madames, owners of houses and others who profit from the trade are ruthlessly arrested, fined and imprisoned. In a very short time, the profits are gone from the business. No longer does the racketeer get rich, no longer is he on the lookout for new girls, no longer are police exposed to the hazard of bribery. The underworld organization breaks down, many of the prostitutes and their hangers-on leave the city.

Doubtless a number of prostitutes will remain and will furtively carry on business. A few houses will reopen surreptitiously, be closed again and perhaps reopen at another address. There are bound to be gaps in the most perfect system of enforcement. But the important fact is that under these circumstances it will be extremely difficult to find a prostitute. The man who is willing to spend half the night in a patient search may be rewarded, but the thousands of young men, who might be tempted if the opportunity were forced on them simply will not take the trouble. The number of exposures and thereby the number of venereal infections will drop steeply.

The reason that the policy to be adopted toward prostitution is so important in the control of syphilis and gonorrhoea is, of course, that the great majority of prostitutes have either or both of the diseases in an infectious state. In Vancouver, medical examinations have shown that at least three-quarters of the professional girls were infected. Prostitution is the most important reservoir of the venereal disease and the biggest factor in their spread through the community. Until this fact is understood and grappled with by all the forces of the community the problem will remain unsolved.

British Columbia has made significant progress in achieving control over the problem even in the short period in which an effective programme has been in effect. The road ahead has been marked out clearly by the example of other countries and nothing remains but to follow that road with vigorous determination.

Further information regarding the venereal diseases or any other health question may be obtained free on application to the Greater Vancouver Health League 1675 West 10th Avenue, Vancouver.

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