

The Purpose Of The R.C.A.F. In Peace Time

Canada looks forward to an era of peaceful development of her vast natural resources and young industrial capacities. Her prosperity is increasing as is her position and responsibilities among the leading nations of the world.

Even though she is concentrating her energies in great domestic enterprises, Canada must have the same time preserve a defence organization as a safeguard against the possibility of aggression. Her defences must be strictly modern and at all times capable of maintaining the freedom and security that her people cherish. The armed forces in peacetime have the task of providing this service for the nation.

The Royal Canadian Air Force at present is several times larger than the former peacetime force. It has been enlarged, not only because of the importance of air power in world affairs, but also because Air Power came of age during the last war and proved itself a decisive weapon. New developments continue as more and more work is done in the field of aviation.

Ever since the first world war, Canada has been a leader in the aviation world. During that war, eager young Canadians volunteered for flying duties and soon established Canada's reputation as the home of fighting airmen. After Armistice, Canadian civil aviation progressed rapidly. Canadians who had learned the new art of flying during war used their knowledge to solve domestic transportation problems. Soon even the most remote places had their air links with the rest of the country. A new generation of Canadians learned to fly and to maintain aircraft — a fact which enabled Canada to produce the fourth largest air force among the United Nations during the last war.

The RCAF was given two tasks in the last war — fighting the enemy and training airmen from all parts of the commonwealth. Its battle honours are well known, especially to the defeated enemy. Canadian airmen, serving and maintaining the Canadian ground crew, flew on every fighting front. At home the RCAF built and operated the gigantic Joint Air Training Plan, which, in the course of the war trained 131,000 airmen. The work was serious and secret. The airmen did not know the potentialities of the huge ground organization composed of mechanics, builders, technicians, and tradesmen, who made this plan possible.

In its new peacetime role, the RCAF still has important jobs to do. It will patrol our coast and report on everything from weather to ships. It will do aerial surveys of our yet unknown natural resources or of sites for irrigation works. It operates aerodrome and communication systems which are indispensable to the air transport services of the Nation. It carries out continuous research and passes on any developments for the benefit of all aviation. But most important of all, it must be ready at all times to be the first to engage with any aggressor, and to expand from the

Hunters Corner

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was buried beneath mounds of snow and ice. My mind went back a few years and it wasn't hard to visualize the late Nelson Robertson rowing us across from the village to the beach. Nelson was a grand sportsman and his passing left a vacant spot in Annandale that will never be filled. I looked in vain for the poorly formed of George E. but he apparently was enjoying a book by the fireside.

We followed the Grand River to Poplar Point wharf and then swung left to Georgetown. From Cardigan to Murray Harbour the coast line was broken by endless rivers — Cardigan — Brudenell — Montague — Sturgeon — Greek and Murray River. Diving ducks were almost uncountable in the open water along this section of King's County coastline. I had one thrill near Murray Harbour I'll not forget. Happening to glance seaward I espied a long line of black objects lying on the board ice and well out to sea.

There were approximately 150 or more of them and for a moment I took them to be sea ducks and drew the pilot's attention to the objects. In the same instant I recognized them as seals. I fervently wished I had kept quiet. The pilot immediately banked and opened up on a steep dive. I felt as if the boat was dropping from under me and thought I'd never keep up with the plane. I reached for my nose bag but nothing happened. Something that tasted like rubber came up and stuck in my throat. I still think it was my boots.

At the moment when I thought we'd crash in amongst the birds and had a nice plump seal picked out to land on and ride ashore if possible, he pulled out of his dive. I'm certain that one of the plane wheels landed on one thing or another. He didn't have time to make for his hole in the ice — just ducked his head. I believe he was asleep until the last minute.

A small nucleus to an even mightier weapon than it was in the 1930-1945 was given to the public.

To fulfill its duties to the public of Canada, the RCAF requires capable young men for its large complement of skilled mechanics and technicians. If a person is keen, healthy, and otherwise suitable, upon entry to the RCAF he will assist you to decide for yourself to develop his latent capabilities to become a proficient tradesman. As his experience in his trade increases and his worth develops, he is given more advanced courses that will fit him for promotion to more responsible positions.

Owing to personnel being retired on pension, etc., a number of opportunities occur for entry into the RCAF. If you are interested in competing for one of these vacancies, the information booklet will assist you to decide for yourself if your ambitions in life will best be realized by choosing a career of public service in the RCAF.

The Royal Canadian Air Force offers a young Canadian citizen the opportunity to make his lifetime career one of public service and help develop an air-minded country.

Write today for the information booklet to: RECRUITING OFFICER, RCAF STATION, SUMMERSIDE, P. E. I.

R.C.A.F. Offers Opportunity To Select Career

Vacancies exist at the present time in all the different activities of the RCAF. Yes, qualified candidates are accepted for training to become aircrew, pilot-navigators and radio officers.

A young man may learn to fly and if he is selected to be a Fighter Pilot, he will fly the jet propelled Vampire or he may choose to learn how to navigate a heavy aircraft from point to point along with the students now attending courses at RCAF Station, Summerside.

If the applicant does not lean towards flying, he may learn one of the many trades in which are mustered the groundcrew personnel of the RCAF.

The Royal Canadian Air Force offers you an opportunity to serve your country. The Royal Canadian Air Force offers you a career in the trade of your choice. The Royal Canadian Air Force offers you enjoyment. The Royal Canadian Air Force offers you security.

For the application form write to: Recruiting Officer, RCAF Station, Summerside, P.E.I.

I never saw dry seals before and they are beautiful creatures — silver and grey and dotted with purple spots.

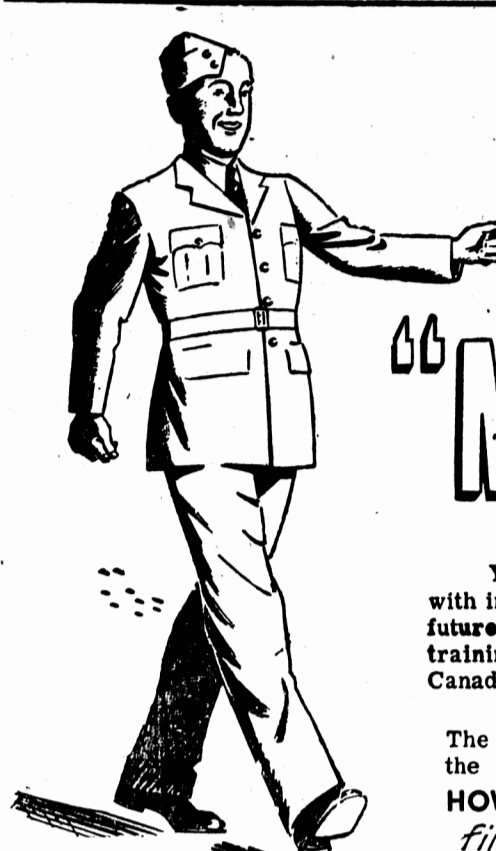
By comparison only about 10% of the black ducks counted were in Prince County. Queens County had the edge on Kings re: black ducks but Kings had it over both counties as regards diving ducks such as Old Squaw (Cock-a-wee) Golden-eyes (Whistlers) etc.

Despite the fact that the country was known to be swarming with Huns I only spotted two coveys from the air. One was huddled on the snow by a manure pile and the other was on wing. In the general area of Bideford between 40 and 50 birds that were not Huns were flushed off a sandbar. Chukker partridge were released in this sector in the summer and those birds had all the earmarks of Chukkers. Once in a swampy region I saw two small boys tending a line of rabbit snares. One was swinging a bunny in his hand. In late afternoon we crossed the range of hills between Pownal and Alexandria on the wings of a storm. Snow flakes were falling quite thick as we waded to a stop on the runway.

I was glad to get home. I felt like a soldier returning from the wars. My better half met me at the door with a beaming smile of welcome on her face. I got quite a thrill. Here's one thought I who is really glad to see me. Her first remark brought me back to earth with a bang: "Goody, you're back in time to help me with the floor waxing" I thought to myself. Whoever coined that phrase: "The woman always pays" was away off the beam.

REMEMBER WHEN

Governors of the National Hockey League decided seven years ago today to impose automatic fines of \$25 each on players taking part in fights they did not originate. The rule was intended to discourage free-for-all brawls similar to those which had broken out in New York, Chicago and Montreal during the 1940-41 season.

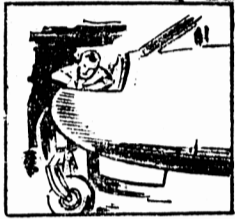


This
"MAN IN BLUE"

Yes, never forget that while the rest of Canada 'hums' with industry and new development with an eager eye to the future, hundreds of these Canadian "Men in Blue" are training and working, in the air and on the ground, so that Canada's future will be assured

The men of the Royal Canadian Air Force are doing one of the most important jobs in the country, and doing it well. HOWEVER there are still some vacancies to be filled — THINK IT OVER!

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SUMMERSIDE, P. E. I. — Phone 580 Local 22

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Back Stretch

(Continued from Page 6)

dianapolis sale, Kernel Bud, Wilmington Girl and a Hambleton candidate, also several young colts. It was a \$50,000 fire with only \$10,000 insurance.

"I have just received the copy of the Maritime Racing Review you sent me. I showed it around and everyone thought it was compiled and written very expertly. I wish you would give my congratulations to Johnny Conroy for being leading driver in the Maritimes and I was also very pleased to see that Lloyd was second. You will probably be surprised to know that Vern Irving of Shediac arrived here the other day with Fast Train 2:06 and Ima C. Guy. I think she is a three-year-old by Simcoe Harvested 2:04, dam, Ima. See. He bought her from Dr. Fred Christopher and has just started breaking her but she looks as though she can trot.

"Some of the colts are going well here but you will get them all in the Harness Horse. We got a lot of nice Christmas cards from the Maritimes and Betty and I certainly appreciate our good friends there remembering us. Would like to have you visit us if you can get away through the winter. Fly down and help me train some horses."

Joe's stable:—Owned by Citas I. Ruderman, Gouverneur, N. Y.; Gene Abbe, b. h. 5 (4, 2:03 4-5, H. M.T.) by Bert Abbe; War Master br. g. 6, (f. 2:02 1-5) by Volomite; Echo, br. h. 4, (2, 2:12 1-5) by Volomite; Louanna Hanover, b. f. 3, by Spencer Scott. Owned by W. Evans, Rockville, Centre, N. Y.; Little Brown G., br. h. 2:06 4-5, by Chief Counsel 1:37 3-5. Owned by William H. Huff, Hastings, N. Y.; Fan Dancer (coming 2) ch. f. by Billy Direct. Owned by A. L. Robertson, Central City, Ky.; Sweden, br. g. (coming 3) by Phonograph; Golden Comet (coming two) b. f. by Scotland's Comet. Owned by Leslie Hazrell, South

Carolina; Cardinal's Echo, br. e. (coming 2), by Cardinal Prince. Owned by a group of Sports Writers; Highland Chief, br. g. 5, 2:11 H.M.T., by Chief Counsel; Highland Mary is a full sister to Scotland, Peter Scott, etc. Owned by Joe; Silk Prince, blk. c. (coming 2), by Promoter-Marie Silk by Bingen Silk.

Mr. James L. Read, well known harness horse authority of Truro, N.S., writes: "I was very pleased to receive a copy of the Maritime Racing Review and I have found it most interesting. It appears that you have had one of your most successful years' racing on P.E.I. I note that the Exhibition directors have set their dates for the year's racing program. Old Home Week, Goodwill and night racing, and that the Island tracks have been put together and set their dates also. I am a firm believer in advertising coming events and the use of printer's ink. I am also convinced that track owners must co-operate with each other regarding racing dates to make their ventures successful.

"Regarding Walter Kelly's Joining Kalmuck, as far as a money standpoint goes I suppose he should have sold but if all goes well he will win a lot of money and have the pleasure of racing him. I have already written you that I think Johnny Kalmuck has everything it takes to make a good race horse, breeding, manners, speed and soundness and is so well put together. I wish you could have seen him at Blue Acres. Walter drove him a good race. Much like his father and Willard just took a quick look at Saturday's Down the Back Stretch and see that Myron MacArthur has left for Maine with a cargo of well-bred young horses. P.E.I. is well named the Kentucky of Canada."

Myron MacArthur, Kensington, has arrived home after delivering his cargo of speed in Maine. Many were on hand to look the colts over and admired them very much.

saw Myron and his carload as they were going through to Maine and remembers the late Bert Lint to have predicted that a world beater would be raised on the "Island" some day, because they have all the breeding in the world there. Thane states that E. B. Savage has sold Virginia Kalmuck to parties in Gaspe and has bought Mac Budlong from Alvin Dewitt of Fredericton. Mac was sired by Calumet Budlong 2:02 3/4 and out of Diamond Mac 2:16 1/4, that Jimmie Sanderson raced for several years.

The following officers were appointed at the annual meeting of the Victoria Driving Club: President, D. K. MacLeod; vice-president, Charles Willis; sec'y, treas., A. B. Cutcliffe; directors, Willard Kelly, Stanley Matheson, P. F. C. Douglas, J. R. Seaman, Dr. H. McKay, Clifford McDonald, Harry Murphy, Wellington MacNeil and Russel Abbott. The Club plans to hold several race meets during the winter and also take part in the inter-Provincial meets.

Maritime horsemen were deeply shocked to learn of the death on Friday, January 7th, of Dr. Daniel A. MacIsaac of Sydney, N.S., chief veterinary of the Dominion Coal Company for years. The Doctor had not been in good health for some time and death followed a heart attack. He was a native of St. Andrews, Antigonish County, and qualified as a veterinary and became one of the most widely known in the Maritimes. Twenty-three years ago he was appointed chief veterinary of the Dominion Coal Company and held that position until ill health caused his retirement last August. He was responsible for purchasing horses (thousands of them) used in the mines, and for their medical care and attention. It is a tribute to his skill and many fine qualities that he held such an important position so many years.

The Doctor was always interested in harness horses and for many years had one or more campaigns racing in the Maritimes. All will remember his partnership with

Well McNeill in that grand pacer Aaron L. 2:07 1/4. It would take pages to give the exploits of that one horse and his full brother Direct L. 2:06 3/4, also a partnership horse. Not only was the Doctor a good veterinarian, a good horseman, but he was also a loyal friend and those who had the opportunity of gaining that friendship will deeply regret his passing. He made frequent trips to

our Island and always enjoyed himself while here. He seemed just like one of us. To his widow and five sons, Claude, Detroit; Leo MacIsaac, Charlottetown; Norman R. Antigonish; Hugh and Donald at home, and to his brother R. A. J. MacIsaac, Ottawa, and sister, Mrs. Agnes Hay, Ottawa, we extend on behalf of Maritime horsemen, our deep sympathy in their very sad loss.

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