

Training Canadians For The Air Service

Work of the School Near Toronto -- British Authorities Issue Call For Airmen-Canadian Squadron of Battle-Planes Suggested as Gift of Provinces

Ottawa, Sept. 8.—Yesterday Field-Marshal H. R. H. the Duke of Connaught inspected Canadian aviators, training for the war, at the flying field at Long Branch, near Toronto. Here Canadian lads are being given the highest class of training. The British authorities have signified that they need more flying men from Canada, and have recently sent here a representative, Lord Innes-Ker, who is an officer of the Royal Flying Corps, to obtain them.

It was pointed out to H. R. H. that, essential as this arm of the service has grown to be in a miraculously short space of time, yet the carrying out of the objective of the Canadian Aviation Fund had been by no means easy, for the thorough training to meet the wishes of the War Office is very expensive, and also because the necessary high class of instructor is not easily obtained. The Duke of Connaught expressed gratification at the fact that Canadian trained boys are showing themselves capable of handling fast modern machines under their sole control during the process of training.

A large number of prominent persons were present, indicating the endorsement being given to the efforts of the Trustees of the Aviation Fund.

Col. W. Hamilton Merritt informed the press that on behalf of the Aviation Fund he had sent a communication to the premier of each of the provinces to the following effect:—

Connection for more than thirty years with the cavalry branch of the service, one of whose special functions is, as you are well aware, reconnaissance and the acquisition of information, led the writer to appreciate especially the wonderful work of the air service, and, being detained in Switzerland after the breaking out of the war, the comments of European experts lent weight to the conviction that in no way could more practical aid be given to the fighting line than through aviation.

Last year the Naval and Militia Department in Ottawa were visited, to see in what manner such practical aid could be given. This was done after consulting Mr. McCurdy of the Curtis Aeroplanes & Motors, Limited, of this city, as to what the general position in Canada was with reference to the training of aviators and the development of the aeroplane industry.

It was found that the disposition of the government, and both of the above mentioned departments, was that as much had been undertaken by Canada in raising the ordinary branches of the service, and the matter of aviation being so new, it was considered best to leave it in the hands of representatives of the Admiralty and the British War Office who were in Canada.

After consultation with Colonel Stanton, (H. R. H.'s Military Secretary, who at that time represented the Royal Flying Corps in Canada), Winnipeg and Vancouver were visited, with a view of promoting the establishment of training schools for aviators under a board of patriotic citizens, and largely through locally subscribed funds. The intention was to visit Halifax also.

Though the public-spiritedness of the government of Manitoba and the city of Winnipeg, a school was virtually arranged for in Winnipeg, but just at this time there came a change of regulations from the War Office, and a tremendous congestion at the Curtis School in Toronto, which, together, led to a feeling of such uncertainty that the Winnipeg project was abandoned, and nothing could be done for the moment, beyond laying a foundation for future action.

Colonel Burke, D. S. O., of the Royal Flying Corps, came to this country from the War Office to relieve the above mentioned congestion, and to acquire information on the general position in Canada. After travelling from one end of Canada to the other, he sent the untrained pupils of the army branch to England, while our Naval Department acted in the same way for the Naval students. Col. Burke then went back to England, taking a suggested basis of training to the War Office, largely modified by himself.

The War Office officially accepted the basis, and it has been confirmed by His Royal Highness that the War Office will take ten men a month to the end of the war, who have an Aero Club certificate, and are then given thirty hours training on fast machines, which the War Office officially states will not only be of assistance to them, but of great benefit to the student in aiding his more rapid promotion in the Royal Flying Corps after joining.

Wants 150 Men.
The Admiralty have recently asked for one hundred and fifty men from Canada with an Aero Club certificate.

Under new regulations just issued there is every reason to believe that these numbers will, perhaps, be increased, and therefore extra provision for means to properly train Canadians in Canada, in a movement to "help win the war," is urgently needed.

Last year the Canadian Aviation Fund was formed, approved of by His Royal Highness, who is patron, for the purpose of giving aid to the fighting line as early as possible through (a) Trained aviators and—if possible—(b) aeroplanes, with the following preliminary trusts:—

Lord Shaughnessy, Montreal, Col. W. H. Merritt, Col. Sir Henry Pellatt, A. G. C. Dinnick, W. J. Gage, Captain D. A. Cameron, Toronto, Lt.-Col. H. A. Stanton, Ottawa, H. H. Bell-Irving, Vancouver, and other trustees to be elected as the movement extends.

In order that some immediate action might be taken to meet the wishes of the War Office, the trustees of the fund entered into an agreement with the Curtis Company last May under which the company agree to train five men a month (for three months) as desired by the War Office. The cost for this for each pupil is \$1,000, to which might be added the general cost of office work of the fund and lectures on military and aerial subjects to the students, besides the expense of living incurred by the students during their training which is sometimes veritably prolonged.

The Dominion government give a bonus of \$100 per student accepted into the Royal Flying Corps, and the Imperial authorities a bonus of \$375, after the student is accepted as a satisfactory aviator.

The matter of aerial education is so very costly, and the difficulty of obtaining proper machines and really qualified instructors so great, that we have come to the conclusion that it would be advisable to alter the original plan of a chain of local schools and establish a central flying school, where not only land-training but training on hydroplanes can be carried on to the greatest advantage. Moreover, provision should be made for winter training, and sending part, if not all, of the aeroplanes and instructors to a climate where training can be carried on to greater advantage than where heavy frosts, fogs, high winds or much rain prevail.

Experience so far has demonstrated the great advantage it must be to students to receive the more independent instruction given in either a government school or one which is administered by a patriotic board of representative men, without remuneration. We find, for example, that in commercially operated schools, ten men and upwards are placed to a machine, while a recent number of the "Aerial Age" of the United States, shows that the standard advocated by the Aero Club of America is a machine to four men, with another machine in reserve, or one machine to two pupils.

Canadian Air Squadron.
It has been suggested, as a very proper move, that a squadron of ten battle-planes might be presented to the Royal Flying Corps, each bearing the name of a province. The cost of a battle-plane is about \$25,000.

While the educating of aviators and the gifts of aeroplanes are two different matters, and need not be associated, yet, the matter of a gift of a Canadian squadron is such a very proper and patriotic move that we think it might very reasonably be taken up as part of one scheme; but if either part is abandoned, for the moment at any rate, it might be pointed out that the urgency, as expressed by the war office, is much more marked in connection with the training of aviators.

"A Farm House Scene in Iceland Thirty Years Ago," was staged by twenty young men and women of Icelandic descent whose homes are in the country districts of North Dakota. The

Introducing to You the Purest Virginia Cigarette

CRAVEN "A"

Here is a new Virginia Cigarette with a real character that can be obtained only from the highest grade Virginia leaf in the unadulterated state.

Our special blend of selected Virginia tobaccos gives to Craven "A" a delightful and distinct "flavor personality" that you will instantly recognize and appreciate.

To Nature's cured Virginia leaf nothing has been added—nothing taken away—hence in Craven "A" purity is paramount and makes it the logical cigarette to smoke for the sake of your health.

Craven "A" leaves no cigarette after taste, no dullness, no mouth dryness—just a sensation of undiluted smoke satisfaction.

Your first pack will make you an enthusiastic Craven "A" advocate.

Buy a pack today and prove our claim that "There never was a Purer Cigarette."

10 for 10 Cents

There Never Was a Purer Cigarette

In the Red Box

Waterman's Ideal Fountain Pen



Follows Education Everywhere

From the early school days, Waterman's Ideal provides writing advantages. It assures neatness and dispatch. The use always of the same smooth point gives and maintains character in handwriting. It does away with wasteful pencil sharpening and changing of steel pens. No inkwells to upset at home or in class. Work is clean and records permanent.

The usefulness of the same Waterman's Ideal will follow into the social and business years.

Waterman's Ideal Fountain Pen

Remember, it is not just a fountain pen—it is Waterman's Ideal that you need. Get the advantages of the best there is. This pen has many exclusive features, and is scientifically made from the best materials obtainable. Gold pen points of every degree to fit every character of handwriting. Exchangeable until suited. Satisfaction guaranteed. Ask for this pen by name—Waterman's Ideal.

Sold at the Best Stores.

Avoid Substitutes. Folder on Request.

L. E. Waterman Company, Limited, Montreal.
New York London Paris

NORTHWEST FARM PLAY

"A Farm House Scene in Iceland Thirty Years Ago," was staged by twenty young men and women of Icelandic descent whose homes are in the country districts of North Dakota. The

tableau was very effective. The scene represented an interior sitting-room of an Icelandic home. The walls were whitewashed; in the rear of the room was a fireplace; the old grandfather was seated in an arm chair near the fireplace reading a story in the Icelandic language. About the room were several young ladies dressed in native costumes, busy engaged in spinning yarn and knitting, a favorite pastime of an Icelandic home. On a chair at the right was a young man with a violin playing selections from an Icelandic composer. Through the small window rays of light were thrown, representing the Midnight Sun and the Northern Lights. Just before the curtain fell, twenty young people, all Icelanders, joined in singing their national song, which has the same tune as "America." The effect of the

Every 10c Packet of **WILSON'S FLY PADS** WILL KILL MORE FLIES THAN \$8.00 WORTH OF ANY STICKY FLY CATCHER

Clean to handle. Sold by all Drug-gists, Grocers and General Stores.

Look at Gold Soap. You can see that it is the biggest cake on the market. Try Gold Soap. You will find that it is the best cake on the market.

Gold Soap

The Big Good Laundry Soap

leau was far-reaching. The two hundred people who saw it will never forget it.—From "Drama for Rural Communities," by Alfred G. Arvid, in the American Review of Reviews for September, 1916.

The Lake of Xochimilco, near the City of Mexico, is nearly covered with floating gardens called chinampas, on which are cultivated vegetables and flowers for the city markets. They are formed of floating masses of water plants covered with soil and secured by poplar stakes. The latter take root and surround the island with living hedges.

CARPET CLEANING AND RUGMAKERS

The manufacturing of fine rugs from your old carpet.

Send for free booklet containing valuable information, prices, shipping instructions, etc. PUT YOUR NAME ON THIS COUPON NOW

THE MARITIME RUG WORKS

365-370 Main Street, St. John N. B. Put your name on this coupon and send it in.

Dear Sir:—Please forward me one of your free booklets.

NAME _____

ADDRESS _____

Can YOU Get Insurance?

Jim:—"Hello Bob! How are you? By George, you're looking good."

Bob:—"I'm feeling fine. How are you Jim?"

Jim:—"I got the shock of my life last night."

Bob:—"How's that, anything serious happened?"

Jim:—"You know Bob, I've been considering insurance for some time. Promised Jones a policy over two years ago. I finally consented to be examined yesterday. Doctor refused to pass me, said I had paid too much attention to business and was on the verge of a breakdown. It has somewhat broken me up as my business affairs are rather complicated and I don't know how the wife and family could manage in the event of anything happening to me."

Bob:—"Guess I better let Jones write my application for \$5000 to-day Jim."

Write for particulars of our Monthly Income Policy.

The Manufacturers Life Insurance Company

HEAD OFFICE, TORONTO, CANADA

THE E. R. MACHUM CO., LIMITED,
Managers for the Maritime Provinces,
St. John, N. B.

Gold Soap

The Big Good Laundry Soap

Gold Soap

The Big Good Laundry Soap