

How and When TO SALUTE

Saluting is supposed to date from the days of armour, the salute representing the motions of a knight raising the vizor of his helmet with the open hand to the front, showing that, though raised, it contained no missile. The practice of giving "eyes right" originated from the olden days when it was the privilege of men at arms to look their superiors in the face, while others must pass with downcast eyes. The salute therefore is no sign of subservience; it is a recognition of comradeship and mutual trust between men at arms. It is, at the same time, an acknowledgment of discipline, and a visible indication of the common obedience that all ranks give to the Crown and its service. Saluting is thus another indication of the esprit de corps and discipline of a unit.

The following is a foot-note quoted from Brig. Gen. Forbes: History of Army Ordnance Services Vol. page 125. "In its origin the custom (saluting) probably implied trust. Thus, when two knights met they would doff their casques or raise their vizors, putting themselves in each other's power. In the same way the lowering of the sword in the Officer's salute, the pointing of the rifle to the sky in the present arms, the emptying of fire-arms in the feu-de-joie, and of cannon in the artillery salute all imply confidence and submission."

According to the same authority the present forms of salute would seem to date from 1762. He quotes a Regimental Order issued to the Royal Scots in that year (id. P.125). "As nothing disfigures the hats or dirties the lace more than taking off the hats, the men for the future are only to raise the back of the hand to them with a brisk motion when passing an Officer."

In the Navy before 1923 it was customary to salute with either hand but as a salute with the left hand, both in India and on the continent of Europe was considered a gross insult, this practice was discontinued.

Authorities are pretty well agreed on the idea that in saluting we honour the King's uniform is not founded on fact, as soldiers are required to salute a superior when he is not in uniform provided they recognize him as an officer.

Salutes with Guns

In the same way that saluting with the open hand to show that it contained no weapon was a sign of mutual trust and submission, the emptying of rifles one at a time in a feu-de-joie was also an indication that all rifles were emptied. The salute with guns in the same way in the old days was an indication that the ship was unarmed, as the length of time it took to re-load rendered the ship defenceless.

The number of guns in a Royal Salute—21—was determined by the fact that there were so many personages of lesser rank to be honoured. As the list grew the Royal Salute attained this figure.

In India where deference had to be paid to all manner of native princes, the Royal Salute is 101 guns.

An odd number of guns is always a sign of joy, an even number an occasion of sorrow.

The custom of saluting the quarterdeck on a ship is not quite clearly understood. Some authorities say that as there was always a crucifix there it was in deference to that, but the more logical explanation is probably that it was the seat of authority of the ship and the position nearest to where the King's Colours were placed.

The practice of dipping the colours as a

salute is a remnant of the old Navy days when sails were let fly in passing another ship in token of submission to show that the ship was helpless.

The custom of flying the flag at half-mast is likewise an old naval custom. Ships, in order to indicate mourning, presented as slovenly an appearance as possible, ropes trailing, yards scandalized (set askew), etc.

Thus it will be seen that in all forms of salute there is an indication of mutual trust and submission, whether the salute is by the hand, sword, gun or colours.

The correct salute as we know it in the R.C.A.F. is with the upper arm parallel to the ground, and the forearm hinged upward so that the elbow and the hand are in the straight line, with the fore-finger approximately an inch behind the right eye. The disengaged left arm is held as in the position of attention. If saluting to the right or left the position of the right hand does not change, the head is merely cut over at an angle of 45° in the desired direction. This also applies while saluting on the move, special attention being taken that the disengaged left arm is pressed into the side as at the position of attention. So know Who to Salute, When to Salute and How to Salute

EXCUSES

It's amazing how many of us use "The War" as an excuse for not doing all the things we just couldn't be bothered doing anyway—and for doing all the things we wanted to do. For instance, lots of folks go about looking positively grubby. Conscious of it, they excuse themselves by saying—I know I look a mess, but I don't think people notice such little things as this in war time, and anyway I'm making my old things do—you know there's a war on. A lame excuse for laziness. We've been asked not to spend money on luxuries and unnecessary, but that doesn't give us an excuse for looking grubby—rather, it is a good reason for being industrious and bright like a new pin. It is waste—criminal waste, not to take care of what we have and by "making do" we will win this war. But there is such a thing as morale, that must be kept at its very highest, and being clean and well groomed is essential to morale. In the more than two years that we have been at war good grooming has proved its right to exist as a major morale factor. We just can't use the war as an excuse for untidiness and for allowing our clothes to hang unkempt and unstyled on our bodies! Don't think it is waste of time to keep yourself easy to look at. It's not waste. It's good for us and good for the people that have to look at us. You may be hard up and trying to save—but you have brains, use them. Put them to the test and then you won't have to make any excuses.

—"DAD" PARKER.

FIGURE IT OUT

"Why sometimes I'm taken for my own daughter."
"Nonsense! You don't look old enough to have a daughter so old."

—RCAF—

A CLOSE SHAVE

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Leadership

By Sgt. L. Albota

Leadership depends on simple human qualities. A leader requires the confidence of his men and this is gained only by their respect for his personal character or personality, the manifestation of which instinctively instils in others the willingness to follow and obey. Good non-commissioned officers are not born—they must be trained, and trained by a stern hand. A weak man is no good as an N.C.O. A specialist may be a brilliant man at his work but if the circumstances, and the Service is full of surprises, suddenly drags him out of his depth he tends to flounder and look foolish.

However, the constant dealing with men on a large scale gives him confidence in himself. The ability to command is developed by actual practice, which is acquired by service knowledge built up through study and training till it becomes instinctive.

There are several qualifications an N.C.O. must have to be a successful leader. He must first be sympathetic and tactful, having a regard for needs of others. He must be a psychologist, possess a knowledge of character, and have an understanding of human nature. He should demonstrate personal courage in an emergency. He must be developed both physically and mentally, and have confidence in his own capabilities. He must have the courage of his own convictions. There are two reasons why a man washes his neck—first because he wants to—secondly because he is afraid he will be punished if he doesn't. Let it be your incentive to lead a man by the first rather than trying to drive him by the second alternative. One punishment that is thoroughly earned and is justly given, defers at least a dozen other men from attempting the same offence.

The soft-hearted or lazy N.C.O.'s and the Popularity Jacks who let off men time and time again in the hope that they will improve are encouraging trouble. Others take note of the laxity and feel that they can indulge in the offence at least once "free of charge." As a result this particular offence becomes contagious and spreads and the "weak" N.C.O. has a fistful of trouble on his hands, and sterner measures have to be taken than would have been the case if definite action had been taken at the first. Slack or indifferent discipline can come to but one end. The more the lazy men are allowed to "laze" the more work there is to be done by the good workers. As a result they eventually become disgruntled.

The best N.C.O. is the one who prevents crime, not the one who brings up the most men on charge. The prevention of crime must be clearly distinguished from the concealment of crime. The latter is one of the greatest and most dishonorable offences of which an N.C.O. can be guilty.

There is an old saying that Cleanliness is next to Godliness. Not only for its religious implication but for its practical side this saying bears truth. For dirt always indicates laziness. Many airmen claim that cleanliness is purely a matter of comparison, and this is usually an excuse for being dirty. If your barrack room walls and ceilings are clean, shelves kept clear, and beds kept neat according to the illustrations on the wall, and you can eat a meal off the floor, then and only then is your section clean! It becomes the duty of a good N.C.O. to see that it is that way and it stays that way. Barrack room duties should be divided, and the N.C.O. in charge must work on the principle that every man is to have every possible privilege and comfort—but also to

teach them to respect the privileges and comforts of others sharing the quarters with him.

Lastly an N.C.O. should not try to please everybody. True popularity is not based on such a Quixotic task. No matter how large or small the number of men under your command there will be different opinions. Determine your own course, be sure it is right, and fair, and just and follow it through. Leadership depends on simple human qualities.

—RCAF—

MEMORIAL TO FIRST TRANS-ATLANTIC FLIGHT

When Sir John Alcock and Sir A. W. Brown made the first non-stop trans-Atlantic flight from Newfoundland to Ireland on June 14, 1919, in a Vickers "Vimy" bomber, regular transcontinental and trans-oceanic air line service was born, although at that time it was just a dream of the future. To mark the event a memorial will be unveiled in St. John's in August next on the site from which the intrepid British airmen took off on their epoch-making flight.

This year witnessed the inauguration of the first regular air service between Canada and Newfoundland carrying passengers, mails and express when a Trans-Canada Air Lines plane made the first trip on May 1st last from Moncton, N.B., to St. John's airport at Tor Bay, since when the service has been regularly carried on as a combined commercial and war measure. The inauguration of this service by the Trans-Canada Air Lines has brought Newfoundland into closer contact with Canada, particularly in matters of defence, and ends the more or less isolation that has been a factor in preventing greater co-operation between the two countries.

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