We're "guesting" on the old program ground again tonight. And this time it's Mrs. Frank McCordick, a well-known lady in our city --- particularly well known to the members of the Transport Section of the Red Cross Corps, about whom she's going to tell us tonight. Our 'informer' is Lecture Officer with that particular group of energetic and enthusiastic volunteer 'war workers' -- she's been with the Transport since the first day of enlistment, back in the Old Days of November, 1940. As most of you know -- and if you don't WHY aren't you reading the paper -- the Transport is recruiting for 14 additional members. We thought it might be a good idea if you could hear first hand from Mrs. McCordick the answers to the questions you've been asking ---

thus, Our Guest.

You say 14 additional members are required, Mrs. McCordick -- any special shall we say 'type' of volunteer you're looking for?

Yes, Miss Beattie, I should say we are looking for girls who are willing to give whole or part of their free time to do a very important piece of war work and I say "work" advisedly for the transport is not an easy job, there is very little glamor about it, although a great deal of fun and we all love it. In addition to being willing to work, our girls must have two character references, a medical health certificate and a driver's licence. We have more work than we can handle and we desperately need recruits either for morning, afternoon or evening work.

We'll take them one at a time. The morning workers first -- what would they be doing?

Every morning there is salvage which must be picked up, for the stores and factories can't hold it over. That means a
girl would go on the truck at nine and off at twelve. On Thursday morning of every week, we'd drive blood donors. We call for the men at the factories, drive them to the clinic and return with them afterwards. There is also work in the clinic and administrative duties in the orderly room at the Welland House.

And the afternoon workers?

Young married women can drive salvage beginning at one thirty and getting home at five-thirty, in time to prepare their evening meal. There are duties also such as taking the cases of empty bottles from the Blood Donors Clinic to the Sanitorium to be sterilized, collecting the distilled water at the Hospital. The girls use our station wagon for this. It isn't hard work, but such necessary chores have to be done every day to keep the clinic going. Also there's a trip in the station wagon to Toronto every Thursday afternoon to take the blood over.

As far as the business girls are concerned -- how can they get into the pattern of the thing?

Most of the girls in the Transport are business girls. Did you know that, Miss Beattie? And they go on the salvage trucks once a week, either the early shift 5:30 to seven or seven-thirty to nine, according to which is most convenient for them. They take their courses at night, too, and drill at the Armouries one evening a week. They serve at the Active Service Canteen and the R.C.A.F., as well.

All of which is very interesting. Now then, tell me -- as lecture officer,
-- what specific courses or lectures do you give. Title sounds quite impressive, but you don't give them all, do you?

I should say not. I give courses in military law, gas defence, map reading and rules and regulations of the Red Cross Corps, etc. Apart from that, the girls study motor mechanics and motor maintenance, more advanced which is most useful to any driver -- St. John's Ambulance course and Ambulance Procedure which is the preliminary to their first aid training.

Everyone's familiar with the splendid salvage collection job the girls of the Transport have been carrying on -- but tell me, upon what other actual practical duties do members exercise their talents?

You'll find that every member of the Transport is a very busy person and therefore a happier person, taking courses, which are aimed primarily at developing a uniformed, trained disciplined group of women, ready to play their part in this should an emergency community/\text{} arise. This is invaluable in time of peace or war.

Quite true -- but you mentioned "during an emergency" -- forgive us for being so thoroughly inquisitive, but actually if St. Catharines were say subjected to sabotage .. causing fires or explosions, what part would the Transport play in the general scheme of things.

Every member of the Transport has her station to report to and her own special job to do. We have practised in the blackouts. When we receive the warning by telephone we get to our vehicle with the greatest possible speed-- whether it's an ambulance, a truck to be used for stretcher cases
or a private car -- and get ourselves to our appointed list
aid posts and our first aid squads swing into action.

It's a pity to introduce the nasty monetary angle -- but as a business
girl myself, 'tis a most pertinent problem. Exactly how much does it
cost to be a member of the Transport?

About $23 covers the expense of a fatigue uniform, cap, belt
and trench coat; a dress uniform is not compulsory. Our girls
who have gone on active service have left their uniforms
behind, which can be purchased at special rates.

Have many of the Transport girls joined in the Women's Divisions,
incidentally?

Yes, we have only a skeleton of our former corps. We're
recruiting for new members to take their places.

There are probably loads of other questions the girls listening in would
like to ask you personally, Mrs. McCordick, but unfortunately time's
a'fleeting. BUT interested women and girls can hike up to the Orderly
Rooms in the Welland House any morning, can't they?

Yes, it's open from nine until two-thirty, except Saturday.

And in the evening, what then? Business girls, please note:

They can telephone Mrs. Rankin, our Commandant at 1174 or
Miss Tocque at 1633-W.

Thanks so much for coming up tonight and giving us the story behind
the Story, Mrs. McCordick and the best of luck with your campaign for
14 additional members. Now that the girls know they're needed and
wanted, we're certain you'll find them practically waiting on the
doorstep. Seriously, the transport is doing a vital job splendidly
we're offering our personal congratulations to all of you -- and
good luck again.