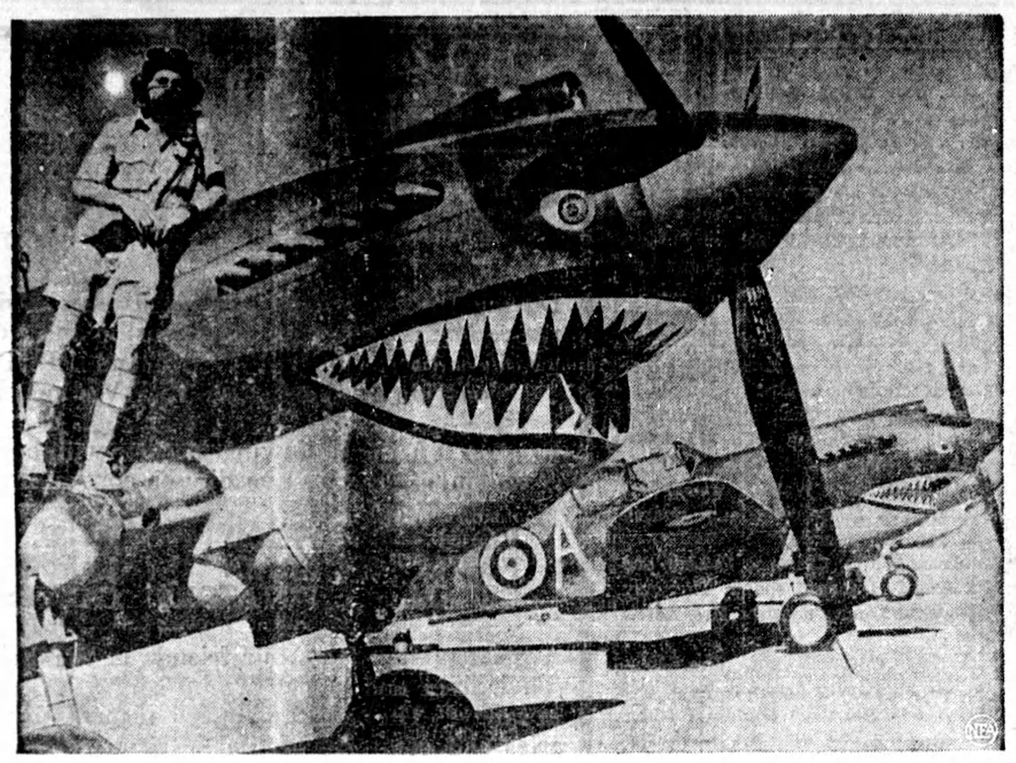
BRITISH PAINT SHARK TEETH ON AMERICAN PLANE



The planes with the terrifying noses, shown above, are American Tomahawks fighting for the British somewhere in Africa. A British artist painted on the shark's head.

THE WAR - WEEK — Commentary on Current Events

Japan's Attitude Less Peaceful United States Looks For Trouble

Interest, apart from Russia's magnificent defense of Moscow, is now centred on the political upheaval in Japan and the attack on the United States destroyer Kearny by a German submarine.

Germany's advance on Moscow has no doubt called forth warlike developments in Japan. Prince Konoye and his more or less peace-wishing cabinet have resigned. The warrior, General Eiki Tojo and a predominately mjlitarist cabinet, are now in power. The first public announcement of the new premier stated that the Japanese are facing a crucial hour and that they must be prepared to sacrifice everything in order to surmount it. He called for "iron unity between all the fighting arms and the people to cope with the encirclement of Japan by foreign powers.' It is threatening language and makes the situation ominous.

On the Fence

Prince Konoye personally intervened with President Roosevelt to obtain some relaxation of the economic pressures which were imposed on Japan a few months ago. There appeared to be, however, no inclination on the part of Japan to give up any part of her "expansionist" program.

It is stated in Tokyo that the new government will continue the negotiations with Washington. At the same time, General Tojo said frankly that Japan maintains and will develope her membership jn the Axis group. Has Japan at last slipped off the fence and joined our enemies in all but the last step toward war?

It is possible that Hitler is pushing Japan into a "hooting" war with the United States to divert American naval strength from the Atlantic to the Pacific.

Where Will Japan Strike?

What will happen in the immediate future is unpredictable. A Japanese attack on Siberia, especjally if the Russians are unable to hold a defensive line at the European end of the Trans-Siberian Railroad, will make Alaska and the North Pacific as exposed an area as is the North Atlantic. The danger might perhaps be greater because the Japanese Navy is much stronger than the German Navy.

A Japanese attack in the south by way of Indo-China and Thailand, in order to isolate China and surround Singapore, would be equally serious. Japanese occupation of Singapore would make simple the occupation of the Netherlands East Indies, would surround the Philippines and cut off Great Britain from the southern dominions and the eastern half of the Empire. It would also sever America from the source of indispensable supplies. If the Japanese get possession of Singapore the way is open to the Indian Ocean, the Red Sea, the Mediterranean and the Atlantic, where the German, Italian and Japanese navies will be able to get together.

Japanese Dilemma

Is Japan in a position to risk an allout war?

In addition to the damages which have been wrought by four years of the Chinese war, by the financial condition of Japan and by the geographical position which places it thousands of miles from its Axis allies, Japan must import most of the essentials of war-making. From the Netherlands Indies and the United States must be brought the oil that operates the Army, the Navy, the Air Force, and the fishing fleet which provides much of the food of Japan. From the United States other materials are needed for protracted military action. And between Japanese requirements of raw materials and their sources in the Southern Pacific is ranged a British fleet.

If the American Pacific fleet were added to that naval wall between Japan and fundamental war-making resources, the Japanese Navy, whatever its "itch" for war, would find a fearful barrier. It might be not necessary at first to do much more than join our fleet to America's on those seas, even if Japan should strike northward at Siberia in order to assure that the Japanese would soon run out of materials. With American oil and other exports also barred, Japan would be placed in the dilemma either of expanding its military activity without long-term stocks, or giving battle to the American and British fleets in the far Pacific.

This is and always has been the broadest base on which is founded the hope that Japan will never go beyond the bluffing stage and never join Germany in the two-ocean squeeze play whcih represents the chief danger to peace in the Pacific. Those who do not find it a satisfactory base, however, have these arguments:

The Japanese claim to have a one-year supply (though much is low-test) of gasoline and fuel oil. Their navy is excellent and has confidence that Germany and Italy can prevent a British-American concentration of strength sufficient to hold the far Pacific. The army is arrogant and powerful in government; the Japanese people are desperate for the fruits of expansion and fatalistic. A sudden campaign of interference with American ships carrying supplies through the Pacific to Russia may force the United States to attack instead of merely blocking access to the south.

U. S. Destroyer Attacked

A few hours after the attack on the Kearny was announced, the United States House of Representatives gave overwhelming approval to the mounting of guns on vessels of the merchant marine. Ten American seamen are missing and ten others wounded as a result of the attack on the Kearny. Those are the first casualties in the American armed forces resulting from German action.

Some time ago Washington expanded the naval patrol of the Atlantic to Iceland's waters, spotting Nazi raiders and broadcasting their location to the British fleet. The Nazi U-boat commanders kept Hitler's promise that every ship "that comes before our torpedo tubes will be torpedoed." British losses at sea continued grave and valuable lease-lend cargoes rested on the Atlantic floor. German torpedoes also sank American-owned merchantmen. On September 4th a U-boat in Icelandic waters fired at the United States destroyer Greer, but missed. One week later President Roosevelt issued his momentous "shoot first" order to the navy. Then the navy instituted full-fledged convoys as far as Iceland. Shipping losses took a drop.

Washington was still hampered in its effort to get the promised cargoes to the British. The Neutrality Act prevented American merchantment from sailing into "combat zones" and touching at ports of the fighting nations. The act also prohibited the arming of American cargo carriers. The president called upon Congress immediately to repeat the armed-ship ban and later to consider allowing American merchant ships to carry supplies directy to beligerent harbors.

U. S. Peace Impossible

Wendell Willkie bolstered President Roosevelt's all-out stand against the Berlin-Rome-Tokyo pact by saying: "Let us stop deluding ourselves. Berlin, Rome and Tokyo are irrevocably linked by the dangerous dream of world conquest. Victory for one is victory for all. Their aim is world domination—domination of liberty, the end of democracy."

With typical realism, Mr. Willkie declared that the U.S. "must abandon the hope of p ace." His reasons are undeniable. "We Americans can no more negotiate a peace with the war lords of Tokyo than with the conquering dictator of Berlin. On any continent, in every ocean, we must help to stop these partners in piracy. They are winning now. Unless we act soon, it will be too late," warned the Republican leader.

And Mr. Willkie added his powerful plea to that of most other great Americans when he called for the ending of "the show and deception of hypocritical neutrality laws." Isolation is dead. The United States is in the war. The hope for an impossible peace is all but abandoned—and none too soon.

Deaths On Road Exceed War Toll

For every person killed in Britain by enemy action since the war began, two have lost their lives in highway accidents, says Colonel John J. Llewellin, joint parliamentary secretary to the Ministry of War Transport. In the second year of the conflict 10,073 fatalities were reported. In 1939-40 the figure was 8,358. The peace time average was 6,500 deaths annually.

The government, anxious over this trend, opened a campaign for safety and caution throughout the United Kingdom. Of the 18,000 highway deaths since the start of the war, 10,000 persons killed were pedestrians, one-fifth of them children; 2,400 were motor cyclists, 2,800 bicyclists and the rest persons in cars.

Canada's production of pig iron in the first half of 1941 amounted to 625,000 tons as against 550,000 tons in the first six months of 1940.

VOICE OF THE PRESS

FALSE ECONOMY

One of the watchwords of the day is "economy."

But there is false economy also and this is what we must guard against.

Let us put our foot down on false economy. "Going shabby" by those of us who habitually dress well and can afford it, is not going to help make more guns and ammunition. If everybody who dresses well begins to wear out old clothes, he is helping to throw thousands out of work; he is helping to bring suffering upon manufacturers and merchants, upon factory hands and store employees throughout the country.

Don't be over-enthusiastic for economy.

Don't put a stick in the flywheel of legitimate, sure prosperity by injudicious economy. That is what the Washington Post has to say about the matter:

"Let's have economy. But let's have it with sanity, with cool judgment, with a vision that shows us clearly what the effect of this economy will be.

"Let's not waste products which are scarce, and replaced with difficulty.

"Let's conserve our food supply, and grow more foodstuffs than ever before.

"Let's pronounce that man a traitor who hogs and hoards supplies. Hoarding supplies has, in some instances, already increased the high cost of living.

"Industrial happiness and success depends upon the free circulation of money, not the hoarding of it.

"It is not the time to put on sackcloth and ashes.

"It is a time to throw out our chests, our heads up, and work valiantly, with our faces to the front, in a grand cause."

This is common sense. In the last analysis true economy, the kind that will really make us a frugal and thrifty people, better able to meet any situation that may confront us, is the far-seeing kind. In brief, the economy we need, is simply the common sense to distinguish between essentials and non-essentials.

—Guelph Mercury.

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NICKNAMES

We've become accustomed to the common nickname this war has produced. Everyone knows that an airman calls his life belt his Mae West, that an evacuated child is a "vackie" and a lame duck is a damaged plane. But some less familiar ones are assembled by The Saturday Review of Literature (thereby giving them a dignified place in current usage) that strike our fancy.

To be "completely cheesed," for example, is to be fed up with it all. A "sewing kit" is a housewife; "cuckoos laying their eggs" are German dive bombers; a "Paul Pry" is a searchlight, "hay burners" are cavalry, "fat friends" are balloons, also "flying elephants."

The power turr t of a plane is a "flower pot," a beer saloon is a "gas house," and a portable radio is a "walkie-talkie."

If it does no other good, this war will brighten our language. Thought of a man excusing himself from a bridge game by saying he's completely cheesed opens up all kinds of possibilities.

—Ottawa Journal.

—o—

QUICK COMEBACK

Many odd little incidents have been occurring these past weeks at service stations. In fact the dealers themselves could be having a lot of fun were it not such an expensive pastime discouraging customers. A choice anecdote came to light the other day at a local garage where a uniformed army officer drove up in a private, obviously civilian automobile and smilingly asked for a tankful. "Sorry," came the now familiar answer, "but we can only let you have three gallons. We have to conserve our gas supply for the armed forces." That was a bit irksome to the uniformed gentleman who snapped out in best parade ground manner: "What in blazes do you think I am?" The attendant with one sweeping glance at the car asked: "And what in equally hot blazes do you think you're driving, a Bren gun carrier?"

—Galt Reporter.

—o—

OVER THE TELEPHONE

This story is told of a prominent and busy man, who was sending a telegram over the telephone. He had great difficulty in making the operator understand the letter "S" which she interpreted as "F." Finally she said, "F" as in Fred?" "No," roared the exasperated business man, "S" as in stupid." She got it!

—The Argonaut.

—o—

NO BEAUTY

"Take another good look at Hitler's picture. It is the face that will have launched 1,400 American merchant ships by the end of 1943." And it doesn't look much like Helen of Troy, either.

—The Sault Star.

—o—

ALWAYS ON A PICNIC

We can't understand how the ant acquired such a reputation for being industrious. Nearly all we ever saw were on a picnic.

—Kitchener Record.

—o—

USELESS TEST

Imagine testing Hitler out with a lie detector. You know which would choke first.

—Quebec Chronicle-Telegraph.

—o—

WHY THEY FAIL

Some folks wonder why they don't get on, when all they're trying to do is get by.

—Ottawa Citizen.

—o—

GAMBOL OR GAMBLE

Life is either a gambol or a gamble, depending on the way you play it.

—Kitchener Record.

Line Up Sunday

More than 300,000 have enrolled in a voluntary movement in northwest England of people prepared to give up their Sundays and go anywhere to help after an air raid.

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No. 61

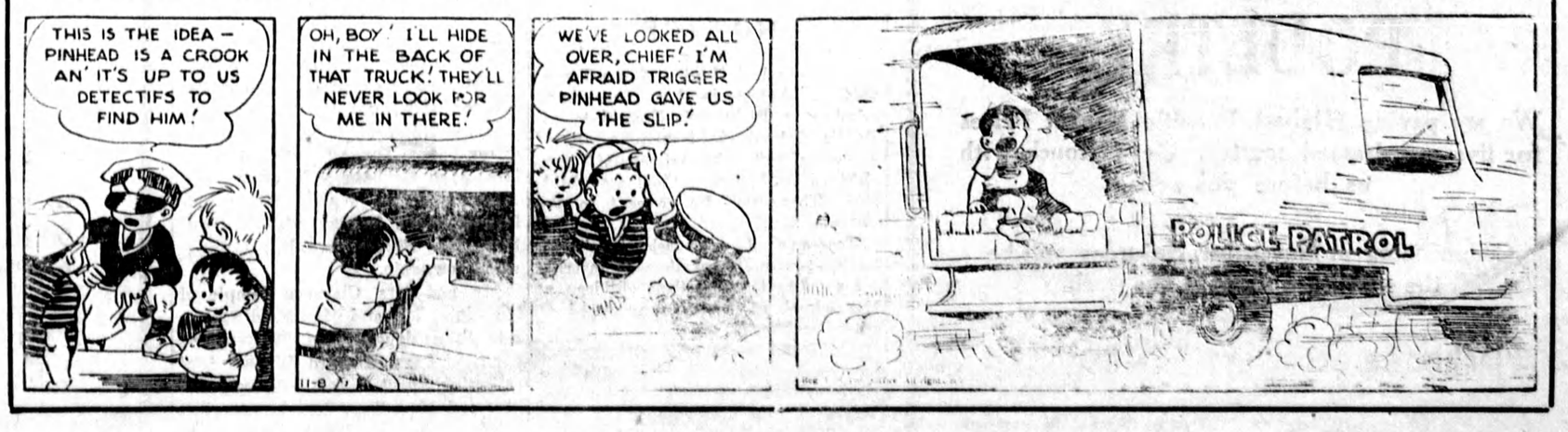
THE EIDER DUCK

Continuing the discussion of the diving ducks I feel that one group of this family should be given special consideration, even though they are known in the greater part of Ontario only from isolated specimens. Around the Hudson Bay, in Labrador and on the Arctic islands, the eider ducks are well known and familiar creatures. Over most of Canada they are used for food only but in other parts of the world the wild eiders are carefully protected for they produce the eiderdown of commerce.

I have read descriptions of the eiderdown industry in Iceland and have talked with Dr. Harrison F. Lewis of the National Park Branch, who is endeavouring to foster an eiderdown trade along the north St. Lawrence shore. I have no figures at hand but I understand that considerable progress is being made in the education of the natives to the value of the birds as a source of down.

Like many other ducks, the eiders pluck the soft feathers from their breasts to make a covering for their eggs when they leave them briefly. This soft blanket is collected, cleaned of debris, such as straws or grass roots, and sold for a quite high price. The female eider may have enough feathers to produce two patches of down each year but the third batch is usually supplied by the male. As he has white feathers on his breast his down can be readily recognized and the careful collector will leave such nests alone. If it is taken the birds may desert their nest and no young ducks will be raised to supply eiderdown in the following years. Here, careful conservation, based on a knowledge of the birds habits, is essential to the assurance of a cash crop for the gatherer.

LIFE'S LIKE THAT By Fred Neher

"When I want your advice, I'll ask for it!"

REG'LAR FELLERS—In Hiding By GENE BYRNES