Canada Builds New Airports

Labrador and Far Northwest Get New Operational Airports

Disclosure that Canada is constructing airports in Labrador and along the northern British Columbia coast has been made in the House of Commons by Munitions Minister C. D. Howe.

"Operational airports," said Mr. Howe, "now are under way in Newfoundland and Labrador, between Edmonton and the Alaskan boundary, and along the northern coast of British Columbia, in areas far from human habitation, involving unusual engineering problems."

These new fields, when completed, will provide valuable new links in the chain of air defenses being established by Canada and the United States.

It has been known for some time that construction of new bases was going ahead rapidly in Newfoundland and in the Northwest. A chain of seven airports is being made to Alaska, providing a short-hop route by which Canadian and United States fighting planes could be rushed to the north if the need arose. These northern bases now are in use.

"The Air Services Branch of the Department of Transport, which now operates under the direction of the Minister of Munitions and Supply, had up to the end of September completed 108 new airports for the use of the RCAF and (British Commonwealth) air training plan and had 81 additional airports under development, Mr. Howe said.

Included in the above are 18 airports now occupied by the RAF in connection with its training project in Canada.

Britain Launches First Concrete Ship

It is reported that Britain is building concrete merchant ships similar to those built by the United States during the World War to meet the shipping shortage.

Designed by Sir Owen Williams, the first vessel of 4,000 tons, with a carrying capacity of 2,000 tons, has been launched and soon will be ready for service.

The designer said he had to solve the problem of keeping the ship from cracking in heavy seas—a fault which characterized concrete vessels during the last war.

Saving Ontario's Natural Resources

G. C. Toner
(Ontario Federation of Anglers and Hunters)
No. 65

DEER ARE BROWSERS

Last week I spoke of our deer and this week I want to describe something about them that the average hunter may not know. Game managers who have worked with the deer tell us that each of these animals need so many acres of forested land if they are to thrive. I have forgotten the exact figures but our purpose will be served if we say that each deer needs twenty acres of range. Remember deer are browsers, they feed on the growing tips and twigs of the trees and other brushy plants. This is limited in amount and if a deer is confined he may be able to eat the browse in his pasture faster than it grows.

Thus we can see that the number of deer that can live and find food in any area is limited even when conditions are at their best. But, imagine conditions that occasionally occur in our woods. Deep snow piles up, the deer retreat to the cedar swamps in numbers and soon, if the snow continues, they have eaten all available food. Starvation is the result, not because the deer lack food for nine tenths of the year but because they lack food for a critical period of maybe a month in late February.

So, the number of deer is limited by the number of cedar swamps and their size. This is an important point to remember. Nearly every animal has some critical period in its lifetime. And these periods are the limiting factors that prevent the animals from overflowing the whole countryside. In the case of the deer the critical time comes when the hunter is not in the woods. He sees plenty of food in the fall but he forgets that before spring most of this will be covered in deep snow. Yet the deer must eat throughout the year. So, more deer we must have more winter feeding grounds.

CANADIAN TANKMEN VISIT BIRMINGHAM

The first Canadian Army Tank Brigade recently visited the city of Birmingham in England. The tour included a visit to a plant turning out large Army tanks. In this photo the Lord Mayor of Birmingham, whilst inspecting the Canadians, chats with Sgt. Major N. Kirkham of Red Deer, Alberta.

THE WAR - WEEK — Commentary on Current Events

Revision of U.S. Neutrality Act Assures Britain of Arms and Food

The United States has passed through a period of historic decision. Last week Congress gave final approval to abolish practically all that remained of the Neutrality Act. The arming of merchantmen will now proceed rapidly; guns and trained crews are in readiness. These merchant ships carrying food and war supplies may now sail right into the ports of Great Britain.

These ships will no longer have to stay out of the combat zones which, under the terms of the 1939 Neutrality Act, prevented American ships from getting into the western approaches to the British Isles, says James B. Reston in the New York Times.

As a result, the British will not only have the advantage of a great number of our ships, but their own convoy system will be much more efficient. Until this week, and since the President's shoot-on-sight policy, American warships have been convoying British merchantmen to the waters off the coast of Iceland, where British warships have picked them up and protected them the rest of the way into the Western British ports.

This system has been inefficient because, in the first place, the convoys went out of their way to go near the American base at Iceland, and in the second place a great deal of time was lost at Iceland, where it was difficult for the British and American ships to keep their rendezvous in wintry weather without the use of radio, which the presence of enemy submarines made dangerous.

Allotment System Eased

In the past each nation has used its own ships to the best advantage, but in the future the merchant and naval shipping of these two great powers and Norway will be allotted in accordance with whatever is most efficient in carrying out the war aims of the two countries.

That more merchant vessels, protected by more warships, will be thrown into the Battle of the Atlantic by both is obvious. That the addition of American power in the Atlantic will also enable the British to strengthen their position in the Mediterranean and the Pacific is also certain.

The half-way convoy system was inefficient because American ships were not permitted to go to Halifax, the Nova Scotian port from which most convoys started eastward across the Atlantic. For months British ships had to travel 1,000 miles out of their way to go to American ports to pick up the lease-lend materials, which can now be shipped in American ships straight from United States ports to the dock-sides in Great Britain.

Changes Shipping Strategy

The action of Congress in revising the Neutrality Act will change the Allied shipping strategy all over the world.

The British now control 16,806,378 tons of shipping (ships over 2000 tons) and the United States, 6,794,000 tons.

The American destroyers may help in the Western approaches to Great Britain, more perhaps than in any other area in the world. It is no secret that the British protection of convoys against both submarines and long-range bombers in this vital area has been less than adequate for some time, but these defensive cordons are likely to be strengthened when the redistribution of the two navies is put into effect.

The redistribution is likely to accomplish four things: (1) reduce the effectiveness of the U-boats in the Atlantic; (2) increase deliveries of essential supplies to Britain and Russia, (3) strengthen the British position in the Mediterranean and the Pacific, and (4) free more warships to protect Allied convoys coming up from Freetown, Africa, to Britain.

The average little man in the streets of London has never fully understood the extent of American material aid to Britain. He has read in the papers that it was arriving, and he may even have seen one or two of our guns or destroyers.

But none of this has impressed him as would the arrival of an American ship flying the Stars and Stripes or the actual sight or sound of an American seaman. There is scarcely a town of any size in the whole British Island that is more than sixty miles from the sea. The presence of these American ships will be tangible evidence to a great many people of our avowed intention to help defeat the Germans. The ships won't convince anybody that the war has been won, but they will convince a lot of doubting people that it can be won and will be won.

National Unity

The repeal of neutrality, says the New York Times, was just, consistent and wise: just because we shall now risk our own ships in waters where we except other nations, engaged in the same task, to risk their ships; consistent because otherwise the lease-lend policy would become a mockery; wise because it enables up to keep the war at a distance.

It was an act of national unity, and ought to be understood as such, both within the country and outside, both among our friends and among those whom we can now without hypocrisy call our enemies. It was a fresh commitment to an undeviating purpose, and none the less so because of the circumstances which cut the vote in the House of Representatives to a seemingly dengerous minimum.

Let no one, and especially no one in Berlin, be misled by the size of the House vote against repeal. Taken at its face value, this vote might represent an impressively large Congressional sentiment in favor of the scuttle-and-run, appease-and-compromise, live-with-Hitler-and-like-it policies so vigorously advocated by a minority in Congress.

But our enemies will make a mistake if they so interpret the 194 votes cast against repeal. A large though indeterminate number of those votes were cast, not against repeal, but against a Government labor policy which appeared to encourage strikes in defense industries. Why, it was contended, endanger ships and crews to deliver goods in war areas if there were no assurance that the goods would be produced?

There are die-hards in American industry and politics who will fight to the last against collective bargaining. Their votes, direct and indirect, would not have bulked large in the House that memorable day. They were reinforced by the votes of men who know that labor unions are here to stay, who hope that time will give them a sense of responsibility commensurate with their strength, and who believe that the vast majority of their members wish them to be honestly, democratically and patriotically managed. These men, with the unquestioned backing of a large section of public opinion, demanded an assurance that henceforth no private group of any kind should be able to blackmail the nation in its hour of need.

Behind our political, industrial and labor leadership stand the great, nameless mass of American men and women. We believe they have accepted the two great decisions of the past week: first, that we shall take our cargoes, under own own guns, wherever they are needed; second, that the goods that make the cargoes shall be produced without interruption.

Owd Harry Lauder Gi'es A Braw Spiel

Cams Oot Wi His Plaidie, His Kilt, Stick and Sangs

A stubby man with a thick body and an inextinguishable gleam in his eyes, his doughty legs stiffening into a Vicfory V, moves to the front of the stage, and with a mixture of merriment, mischief and serious purpose, rallies his listeners:

"We on this island of Britain are beleaguered. D'ye understand what that means? Beleaguered! Nobody can leave without an escort of boats or flying machines. Think of that!

"Are we going to stand for that? You bet we aren't. What are we going to do about it? We're going to dig down into our jeans and hand over more money, that's what we're going to do. Might just as well do it now. If we don't, the money might not be any good to us later on. Now who's going to be the first to contribute?"

Thus does Sir Harry Lauder, now 71, again serve his country in war time, rousing people to greater awareness of British needs, and once more entertaining the troops with the songs and stories long identified, in many lands, with his name.

At a time of life in which he had expected to enjoy absolute repose, Sir Harry taxes his powers heavily in this cause.

When war broke out Sir Harry forsook the tranquility of his new home, Lauder Ha, to beguile the soldiers and help raise funds. He has been on the go ever since. In recent months he has given as many as four concerts a week, besides other personal appearances.

It is clear, as one watches the response to his showmanship, that there still is magic in the name of Harry Lauder.

Lauder Ha

Lauder Ha, the "hall" or "big house" into which Sir Harry moved nearly five years ago, is the realization of the home he started to build in his dreams 25 years ago. Today it is a landmark. Few persons visit the region without hearing of the handsome stone house with its spacious rooms, tasteful furnishings, personal museum, painting and statutary, musical atmosphere, and conveniences of the owner's inventiveness.

From the tiniest gadget designed to avoid needles exertion, to the selection of a site, 700 feet above sea level, ennobled by proud and historic vistas, Lauder Ha is, in Sir Harry's words, "the way I think a house should be."

Strolling amid the natural and man-created beauties of Lauder Ha and its surroundings, Sir Harry asserted: "You'll get something if you work for it. If you don't work, you'll get nothing, nothing at least that really matters. The person who expects something for nothing is a poor citizen."

They Hustle Junk For U. S. Defense

All a New York housewife needs to do is pick up her telephone, ask information for the wastepaper consumer industries conservation committee, call, and as like as not next thing she knows there will be a handsomely uniformed woman with social connections at the door, driving a broken down junk waggon.

If the woman happens to be M. Alletta Crump she won't say, "Good morning." After she's said whoa to her horse, she'll pick up a megaphone and shout:

"Anti waste, anti waste
Learn to save
Better make haste."

That's what Miss Crump said to Mrs. Herbert H. Lehman, wife of the Governor of New York, recently when she and a half-dozen other women and a horse and a cart went to the Lehman's Park Avenue apartment to pick up about 75 cents worth of paper (average price is 40 cents a hundredweight).

Mrs. Lehman, hoisting the big bundle of paper herself while the doorman stood by waving his hands in a dither, grunted, "Uh—I hope this is enough."

Mrs. Lehman donated her paper to the American Women's Voluntary Services, whose members are volunteer collectors for the waste paper committee.

The committee reports it gets about 2,700 calls a day from wastepaper-rich citizens in Manhattan, and twice as many calls from Brooklynites.

Similar committees operate in 34 United States cities east of the Rockies. It's for defence.

Parents of a New York baby have a shortwave radio hooked up to the infant's crib, and when they go out for the evening they carry a receiving set which picks up any of its cries. No doubt a "pleasant time would be had by all"!

The Book Shelf

"BIRDS OF AMERICA"
By John James Audubon

Audubon was the greatest painter of Birds the world has ever known. He spent his lifetime studying them in their native haunts. He was a great artist and a master-colorist, and in his drawings even a tyro will realize that he is looking at a reproduction of life.

A hundred years ago Audubon made four hundred and thirty-five drawings of the birds of America. He then colored some two hundred sets by hand, which were published in London at a cost of a thousand dollars each.

That was a century ago. Four years ago through the marvel of modern Lithography the Macmillan Company of Canada, published a perfect reproduction of this artist's life's work for $15.00.

Now Messrs. Macmillan offer the identical book which was sold for $15.00 four years ago for the still more amazingly small sum of $5.95, this having been made possible by the development of the four-color lithographic process which enabled the plates to be printed at a single run instead of having to be run twice through a two-color press. The quality of these reproductions of Audubon's color-drawings is identical with that of the 1937 edition. This new edition also contains the text attaching to the previous one by William Vogt, admittedly the greatest living authority on birds, who wrote it specially for the first reproduced set.

The paintings which it offers represent 16 years of travel and exploration along America's frontiers of a century and more ago by the great naturalist, who prided himself on having taken ornithology out of the museum's glass showcases (he refused to paint stuffed birds) and with having made it living and dynamic. His paintings also have an historical value, immortalizing as they do some species now extinct, such as the Carolina parrakeet, which used to range north as far as Lake Ontario.

Bird lovers, art connoisseurs and fanciers of fine printing all will cherish this volume.

"BIRDS OF AMERICA" . . . Published by The Macmillan Co. of Canada . . . Price $5.95.

LIFE'S LIKE THAT — By Fred Neher

"All the men with the black jerseys are your friends—all those with the white are your enemies—get that straight!!"

REG'LAR FELLERS—Trapped — By GENE BYRNES