VOICE OF THE PRESS

WHEN A TANKER IS LOST

When we hear that another tanker has fallen prey to Atlantic raiders few of us realize that something like 52 million gallons of crude oil has been lost to the allied cause. (Tanker capacity varies from 20,000 barrels to 100,000, so 52,000,000 gallons is a reasonable average.) Those millions of gallons in pictures might register more effectively. One tanker's average load would supply enough gasoline to drive 1,000 cars as far as the moon and back. That is enough gasoline to take all the cars in Halifax completely around the world. It is enough to supply every ambulance, every police car, every bus, every truck, passenger car and farm tractor—every user of gasoline in Canada, for a whole week. It's quite a loss.

—Galt Reporter

HITLER FREEDOM

Released from an internment camp on the beneficent orders of Hitler, a Norwegian Bishop has been granted the priceless privilege of living in a cottage guarded by twenty men and surrounded by barbed wire. In case there was any doubt of it, this is a splendid example of what the Fuehrer means by the "freedom" he is going to give the countries he has conquered.

—Windsor Star

CHESTNUTS

But now that blacksmith shops are returning to the landscape, the question pops up: "Are there enough spreading chestnut trees to work under?" Or should we have left that old chestnut in the fire?

—Stratford Beacon-Herald

OH, YES?

Boston's A.R.P. wardens are provided with lipsticks for marking casualties, but it has yet to be established whether suspicionful wives will believe their husbands when they say: "My dear, I was just helping the wardens in a practice blackout."

—Windsor Star

DOES SHE WEAR 'EM?

"They took a rib from the man to make a woman, and now they take his vest, his patch pockets and trouser cuffs to make her a uniform."—Winnipeg Tribune. But you haven't accounted for our other pair of pants.

—Ottawa Citizen

NEGATIVE SAVING

For each automobile we are not making this year we have saved enough tin for 1,000 cans. But it's impossible for us to not make enough autos to get all the tin we need.

—Food Industries

HAVE UNFROZEN LEGS

Sale of bicycles has been "frozen" in the United States, and new machines of adult size are hard to get in this country. Fortunately we still have our legs, and unfrozen.

—Ottawa Journal

THOSE TELLTALE SYMPTOMS

If he looked worried and ashamed, and now looks cheerful again, he has decided to quit trying to quit smoking.

—Portland Maine Express

SCOUTING . . .

The difficulty for maintaining suitable leadership for Boy Scout Groups throughout the Dominion, due to the heavy enlistment of Scout Leaders and older Scouts in the Active Service forces, was one of the problems reflected in the annual report of the Boy Scouts' Association for 1941, just issued. The resulting drop in boy membership of six per cent was less than expected, however, and has to a considerable extent been made up since the October Scout census on which the report was based. New leaders for the Scout Troops are being sought among older men and for Wolf Cub packs among women.

Membership Analysis

The 1941 total consisted of 39,552 Wolf Cubs, 41,866 Boy Scouts, 665 Lone Scouts, 974 Sea Scouts, 1,342 Rover Scouts, 168 Rover Sea Scouts and 6,996 leaders (not counting 247 Rovers registered as Scouters).

Number of Units

There were 2,166 Groups, which included 1,601 Packs, 1,965 Troops, 135 Rover Crews, 38 Sea Scout Troops, 4 Sea Scout Patrols and 11 Rover Sea Scout Crews.

Badges

In all, 31,071 Cub Badges were passed, including 18,924 Rank Badges and 12,147 Proficiency Badges. Rank Badges to the number of 25,520 and 21,813 Proficiency Badges made up the Scout total of 47,333. The Rover Badge was issued to 278, and the Rambler's Badge to 8, making the Rover total 286.

"CANADIAN SOLDIER"

For one of a series of portraits of the men in Canada's army, Lilias Torrance Newton, R.C.A., has chosen a typical example of our fighting forces—young, alert, resolute, coolly defiant. The title "Canadian Soldier" is as comprehensive as it is simple. This painting has been reproduced in Post Card size and is being placed free in canteens to be used by men serving the Canadian army.

Bishop Explains Overseas Travel

Wartime Ocean Voyages in First World War and Now

Air Marshall Bishop has hit upon the right way to talk to Canadian fighting men who have been balking at the type of transport afforded them on their voyages overseas, comments the Ottawa Journal. Up until now our officials have been handling them two ways: reprimanding them for lack of discipline or apologizing for the poor traveling conditions.

Billy Bishop put it this way in speaking to a group of airmen at Halifax:

"I can only hope you will be completely comfortable, but I'd like to tell you of my own experience. During the last war I made eight crossings of the Atlantic. My first trip I sailed on the Caledonia out of Mntreal. She was a cattle boat, built in 1890, and we took 16 days to cross and we crossed without an escort. There was not an inch of that ship that did not stink Two hundred horses died on the way over."

That, says our No. 1 airman, was wartime travel in 1914-1918; and that, in one way or another, is wartime travel in any age. The government should do its utmost to provide good passage—and the troops in turn should be ready to take what's coming.

Place Orders Now For Winter Coal

Frank G. Neate, Deputy Coal Administrator for Canada, urges all users of coal, from the small householders to the big industry, to place their orders at once for the next winter's coal supplies. He said the Dominion will be lucky if it gets 500,000 tons of Welsh coal this season, compared with importation of 630,189 tons last year and added the transportation facilities for coal will have to meet the insistent competition for space by priority goods.

Coast To Coast

Postmaster General Mulock has announced that, starting May 1, regular air mail service will operate daily, Sundays excepted, between Moncton, N.B., Sydney, N.S., and Gander and St. John's, Nfld.

"As a result of this new extension of service, the island of Newfoundland, in the Atlantic, will be connected over a 3,918-mile trans-Canada air route, with Vancouver Island in the Pacific, in under twenty-four hours by the clock for the westward trip," Mr. Mulock said in a statement

Burglars who break into houses and steal all the soap are becoming common in Scotland.

LIFE'S LIKE THAT — By Fred Neher

"Okay, you can look now. . . . You missed it! !"

Spies Of Japan In U. S. Schools

Collected Military Secrets Says Frederick Lewis, in Liberty

Japanese language students—almost always Jap army or naval officers in disguise—were a vitally important part of the Jap plan for spreading subversive propaganda and collecting military and naval secrets. The task was far beyond the resources of the staffs. Hence the idea of "naval attaches" advantageously located and easily accessible to the individual Japanese. For any such unjustifiable distribution of ranking army and navy officers in a friendly country, some disguise must be adopted. Physical disguise was, of course, impossible; Japs carried their nationality in their faces. A vocational disguise therefore must be found. Hence the language students.

These young men, usually lieutenant-commanders or commanders in the imperial navy, were assigned to at least six months' preliminary training in the naval intelligence service in Tokio. On arrival in the United States they reported to the Japanese embassy in Washington, which was the G.H.Q. of Jap activities, and they remained for a brief time on duty in Washington under the watchful eyes of embassy officials.

Then, as fast as they acquired a working knowledge of English, they were told off to take technical courses in American universities, with instructions to travel extensively throughout the United States and Canada during all vacation periods. When their education in American customs and conditions was believed to be complete, they were assigned to residence in American key cities like Boston, Philadelphia and New York on the east coast, and Seattle, San Francisco and Los Angeles on the west coast.

Once established, they either continued their "education" by enrolling as students in neighboring universities or accepted posts as instructors in Japanese language schools, of which there were a great many, especially on the Pacific coast. These language schools were similar to the German and Italian and Japanese language schools in South America, which have made our good neighbor policy there so difficult.

Britain Improves Her Shipbuilding

Merchant Vessels Built With Eye To Peace

Cargoes can be handled twice as fast as in 1939 by the ships now leaving yards in a steady stream all over the United Kingdom.

Scores of new tankers, large and fast refrigerated cargo vessels, and general cargo carriers of several sizes are already in service—a triumphant vindication of the policy of the British Admiralty not to adopt one standard type of merchant ship but to use a number of types developed before the war for different trades.

Exact plans used in this colossal program have been sent to Canada and the United States where ships are now being introduced at the unprecedented rate of two a day.

Britain's standard ships are a very great advance on their predecessors of 25 years ago; indeed, in many respects they are better than those launched just before the war. Besides possessing twice the capacity of the 1939 vessels in handling cargo, today's, whether steam or diesel driven, have a higher speed.

The new merchant fleet has practically every item which will be needed in peacetime, a useful indication of the official view on the result of the Battle of the Oceans. Accommodation has been improved beyond belief. The fo'c's'le has gone and the modern tramp has deck houses for its petty officers, seamen and firemen specially designed. Here they sleep in cabins with two berths, wardrobes and mirrors. There are bathrooms and they have their meals in separate small messes.

Even passenger accommodation which will be needed when peace comes has not been forgotten, and it has been done as artistically as if there was not a U-boat under the ocean.

THE WAR - WEEK — Commentary on Current Events

German People Become Restive Under Constant Bombardment

Many interpretations have been made of Hitler's latest speech to the Reichstag.

If the speech can be taken at its face value, it is a very encouraging one for the United Nations, claims the New York Times. Hitler found it necessary to repeat once more all his old alibis for his failure to destroy Russian resistance. Winter came four weeks too early, and where Napoleon had to combat temperatures of only 25 degrees below zero, Hitler's men and their equipment encountered temperatures 53 degrees below. He admits that neither German soldiers, tanks nor locomotives were prepared for the sudden onset of cold. He admits that German nerves snapped and that discipline broke down, at least at certain points. He admits, in fact, that his whole army was at one time threatened with disaster. He does not promise now to beat Russia even this year, and he hints that another winter campaign there may have to be faced. His warning that if Germany loses now it can mean its annihilation is not the statement of a conqueror to a nation of people who consider themselves conquerors; it is the cry of a leader on the defensive.

Apology To People

What Hitler hoped to accomplish by this speech it is not easy to see. It is a long apology to the German people for the very existence of the war; Hitler desperately seeks to pin responsibility for it on his enemies and particularly on "the Jews." The world has now listened to too many Hitler speeches of this sort to be influenced greatly merely by one more. However much comfort we may take in his latest admissions or omissions, we cannot allow ourselves to be lulled. Whether the military forces at Hitler's disposal today have some serious hidden weakness, or whether they are stronger than ever, the only policy of the United Nations must be to continue to strike now with all the force at their command.

People Restless

Der fuehrer's words, directed mainly to domestic affairs, may have been an echo of the continuous performance which the United Nations air arm has been staging over Europe day and night, day after day, says the Cleveland Plain Dealer. Germany has been free from military action on its home territory for so many years that the German people may be showing signs of restlessness under the constant bombardment from the air. Hitler's subjects are not able to take it with the same nonchalance and indifference that they give it. They may lose their taste for war quicker than they acquired it.

How otherwise account for the law, passed by the Reichstag, empowering Hitler to remove any man from office without legal proceedings? There is nothing comic in the Reichstag voting a law. Hitler already had this power. The purpose was to warn the country that disaffection would be swiftly dealt with.

Hitler Worried

This public reiteration of the dictator's powers may have been a means, too, of notifying the German people that no grumbling would be tolerated for failure of the Nazis to achieve the elusive victory they have categorically promised every year since the invasion of Poland.

In saying that German equipment would be better made to stand the rigors of winter in Russia than was the case in the season just passed, Hitler implied that there would be no victory over Russia this spring or summer. But it is not the equipment so much as the human machine both at the front and at home that der fuehrer is worrying about.

Explaining his defensive warfare in Russia on the grounds that 1941-42 was "the worst winter in 140 years," Hitler declared "we succeeded in mastering threatening catastrophe." But another winter? The German people remember what they had to sacrifice to keep the armies in the field in this campaign. Can they or will they continue to do it? Access to supplies is not being increased. Germany was free from the air threat during this period. It will never be free again.

Critical Period Approaching

These facts go a long way to upset the promises with which Hitler, in typical rhetoric, interlarded his address. It is very fine for Hitler to tell the nation that "the Bolshevist colossus will be beaten by us so long and until such time as it has been smashed completely." But what about the air raids? What about the growing threat of a second front in western Europe? With subjugated Europe in revolt where will he obtain the man power to crush Russia—or any other enemy—completely?

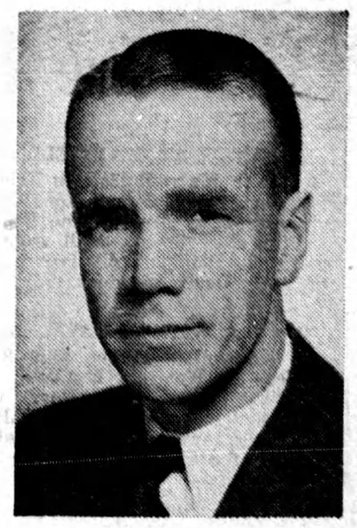
The world knows today that Germany's might is not invincible in any field of operations. The United Nations are going forward to crush the nation which has repeatedly launched war on Europe. The end will come sooner if the German people realize this. It is the fear that they will which haunts Hitler.

Some diplomats suspect that Hitler's speech was designed to blind the United Nations to the enormous power that the Nazis will throw into the approaching campaign but officials do no underestimate Hitler's strength. There seems to be a general agreement that the next three months will provide the crucial point of the war.

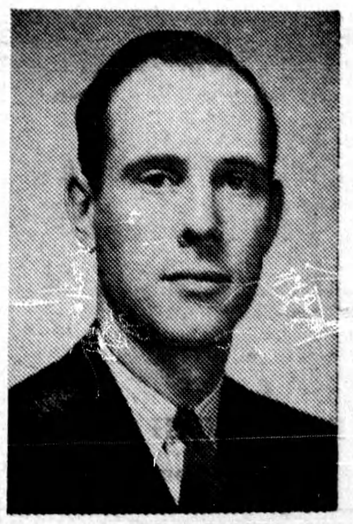
Churchill's Son Joins Commandos

Capt. Randolph Churchill, son of Britain's Prime Minister, has joined the Commandos in the Middle East. Capt. Churchill, 30, is at camp undergoing the intensive training required of Commandos. Member of the Queen's Own Hussars, he filled a staff post in Cairo with the temporary rank of major until recently.

ADVERTISING AGENCY APPOINTMENTS



F. W. Gross



A. R. McGill

At the Annual General Meeting of Cockfield, Brown & Co. Ltd., held in Montreal, F. W. Gross and A. R. McGill were elected to fill vacancies on the board of directors. Mr. Gross has been with the agency since 1930, Mr. McGill joining in 1933.

REG'LAR FELLERS—Crash! — By GENE BYRNES