VOICE OF THE PRESS

ONLY FIVE PRESIDENTS

The C.P.R. has been in existence since 1881 and in all that time it has had only five presidents, D. C. Coleman the latest of them. All his predecessors have been great men and great Canadians—Lord Mount Stephen, Sir William Van Horne, Lord Shaughnessy and Sir Edward Beatty.—Port Arthur News-Chronicle.

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HOW NEW ORDER WORKS

If Hitler wonders why Euroeans don't react more enthusiastically to his New Order, he may find that the Nazis have looted conquered countries of $36,000,000,000 in cash and goods and that the total in victims for Nazi firing squads has reached nearly 400,000. — Buffalo Courier-Express.

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USELESS PURCHASE

Goering is reported to be putting his money into Italian paintings and other art treasures. It's rather a silly performance. Where he's going after the war is over, there won't be any spase for hanging such things. — Windsor Star.

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LIGHT COMMENT

The "Oxford Mail" of England publishes blackout and lighting-up time on its front page. After giving the hours, there is this comment: "Your safety depends on your blackout, don't make light of it."—Woodstock Sentinel-Review.

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REAL "VICTORY GARDEN"

A Californian was digging in his backyard last week when he unearthed a tin can. Inside was more than $1,000. The finder bought defence bonds. That was a real Victory Garden.—Brantford Expositor.

—o—

SIGHTS AND SIGHTS

Uncle Sam's foresight is better than his hindsight as he rounds up spies who might acquire an insight into the bombsight.—The Windsor Star.

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TYPICAL OF GENERAL

The manar of Gen. McNaughton's return to England was typical—he went on a troopship with his men, taking whatever risks they took.—Ottawa Journal.

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SERIOUS FACES

Have you noticed how serious week-end motorists look, to prove they are not pleasure-driving—Stratford Beacon-Herald.

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ACCIDENT NEWS

In a collision at a nearby intersection last evening, two tires and one passenger were reported hurt.—Detroit News.

—o—

OPTIMIST DEFINED

An optimist is a man who plants a garden and throws away his wife's can opener.—Kitchener Record.

Select Airmen By I. Q. Tests

High Standard of Education Not Necessary Now

Intelligence tests instead of education standards are now used by the United States army air force in selecting men for air crew training, Hon. Robert Lovett, assistant secretary of war for air, and Maj.-Gen. Barton K. Yount, chief of the air force training command, said at a recent press conference at Ottawa.

Applicants for air crew duty are given a "screening" test which determines their intelligence, ability ,and suitability regardless of their education, General Yount said. Formerly the air arm required a man to have the equivalent of two years in college before he would be accepted for air crew training.

"Now we don't ask a man what his education is. We find out," said the general.

(Applicants for enlistment as air crew in Canada must have completed their high school education.)

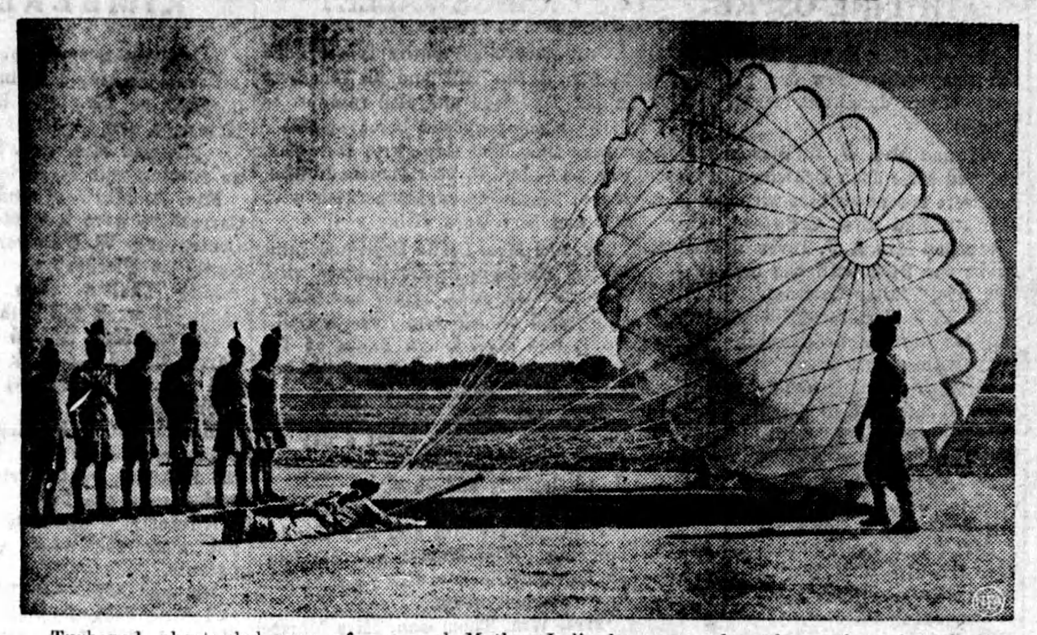
New System Accurate

"The test is surprisingly accurate," said Mr. Lovett. "I believe we are now getting men of the most unusual competence and giving everybody a fair break."

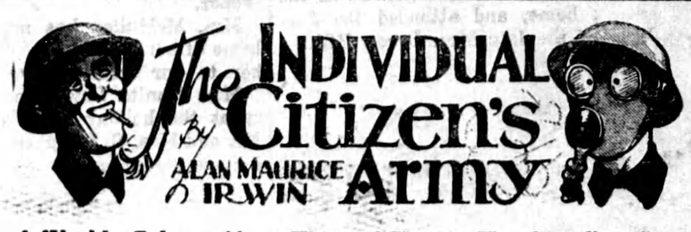
Under the old system, said Mr. Lovett, a man who played football in college for two years and perhaps took a course in animal husbandry and agronomy to qualify for football could get into the air force, while a man with a keen mind, a desire for knowledge and perhaps a lot of experience tinkering with motors would not get in, despite the fact the football player might have "as much water on the brain as water on the knee."

The new system recognized the fact that education and intelligence were not necessarily the same thing.

INDIA TRAINS PARACHUTISTS TO DEFEND HER SOIL



Turbaned, shorts-clad sons of menaced Mother India learn a modern form of warfare from an R.A.F. instructor shown giving a "dragging" demonstration to his parachute battalion.



A Weekly Column About This and That in The Canadian Army

One of the hardest things any old soldier has to do is to learn not only to keep his mouth shut on the question of enlistment but to keep his thoughts in order as well. It is fatally easy to look at a strapping fellow in civilian clothes and wonder "why the blanketty-blank he isn't in khaki." It is not so easy to marshal your thoughts and weigh the many reasons that may exist.

I suppose the principal reason that such thought control is necessary is the fact that very few men you see wearing C.R.F. buttons today were conscripts. It has been brought out in the House of Commons time and again that the number of conscripted soldiers who reached France in 1917-1918 was a very small proportion of the Canadian Expeditionary Force.

One great unfairness in public thinking and newspaper editorials, it seems to me, is the constant direction of blasts at youth. Grant that this is a young man's war. Grant that some steps are being taken in the direction of thinning out the older officers—you still don't see Generals in their thirties.

And I don't think you should. Nevertheless, it is still a matter for comment when a man in his late twenties is promoted to Major.

Let's have the emphasis on the younger man—not the youth. Let's fill our administrative and training staffs with older, but not aging men.

We are not being fair to the man who was too young to do his bit in 1914-1918. He missed that because of youth. He's missing this one because he's "too old." Too old to fight, that is.

Maybe none of us will be too old to fight!

In the meantime if anyone is to lose his present opportunities for a space let's give some consideration to the man who is estabished. He has something to go back to. He has had a chance and will pick up the threads again when he goes back.

Besides, his business training can be useful in the Army. He can do a real job in administrative, quartermaster, ordnance, transport and similar services. At these jobs he can release some of the young, fit men doing that kind of work in Ottawa and other headquarters today.

Sure it's a young man's war—a war that can use, and use well, men in their middle twenties; a war, to judge by the pictures of Russian, Polish, Yugo-Slavian guerrillas, that can find the right niche for a young man of any age.

So let's not look too askance at the young fellow of 19-23. Perhaps they will be the better soldiers for a chance first to appreciate that they have a stake in the country.

And those of us who are condemned to be civilians, what about us?

There is plenty for us to do. And most of it is easy. That's probably what makes it so hard!

We can stop be-devilling some of our fellow-civilians who have undertaken the thankless task of trying to teach us to be sensible. We can start making things easier for storekeepers, wholesalers and manufacturers who are getting together and advising the Wartime Prices and Trade Board how best it can control their businesses for the common good.

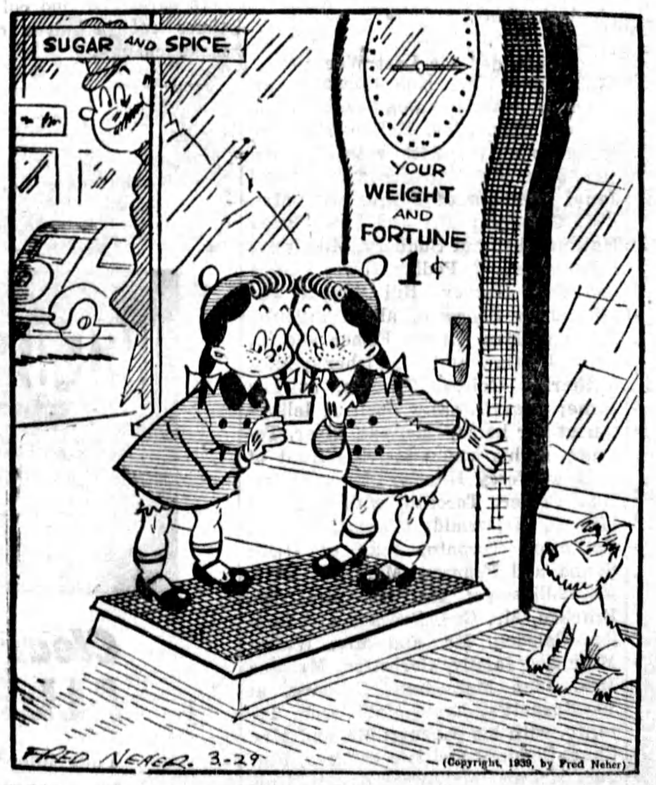
We can help to make the most of what Leon Henderson calls "glorious scarcities." There is no more rubber available from our usual sources—all right, let's stop running our cars at all. How many of our fathers had cars?

It is not enough just to confine your use of sugar to the weekly three-quarters of a pound you are allowed—try to get along on eight ounces.

That extra quarter pound may put an extra quarter inch of bayonet into a Nazi or a Japanese.

The Individual Citizen's Army fights with its own weapons on the home front.

LIFE'S LIKE THAT By Fred Neher



"We can divide the weight in half, but what about the fortune?"

Are 'Mother' Subs Helping U-Boats?

Large Undersea Supply Boats Would Be Great Menace

Germany may be using huge submarines, three times the size of her Deutschland of World War 1, to supply her U-boat nests along the Atlantic coast.

There has been talk for years of great, cargo-carrying submarines under construction in the Reich, but no definite information.

If Germany has such vessels and is prepared to use them in any number she may introduce a new and important factor into the war.

With her 1,000 and 1,500-ton undersea warcraft operating in packs outside America's harbors, such mother craft carrying oil, ammunition and supplies would give her a tremendous increase in striking power. The largest known undersea warcraft was the 2,700-ton French Surcouf, recently sunk. The smallest are Japan's two-man boats such as were used at Pearl Harbor.

Instead of spending two-thirds of their time going and coming from bases in Germany and occupied France, the time of a U-boat's operation would be limited only by the necessity of rest for its crew.

This problem of crew relief is one of the greatest worries of a submarine fleet commander. Transport submersibles might solve that, also, by providing constant rotation.

The World War 1 trans-Atlantic cruises of the 2,000-ton Deutschland, which took 16 days each way, were startling in the United States at the time. On her first voyage she brought a 750-ton cargo. Vessels three times her size, vessels half as large as battle cruisers, might keep a submarine fleet operating far from home bases almost indefinitely.

Modern India is divided into nine major religions, 2,400 castes and tribes and speaks 225 languages.

THE WAR - WEEK — Commentary on Current Events

Japan's Violent Attack On China Imperils Cause Of United Nations

Along a land front in Eastern Asia—some 1,500 miles in length, comparable in its sweep to the Russian battleground—soldiers of Japan and China were manoeuvring and fighting last week, according to The New York Times. The Mikado's generals were taking up the initiative again in the "incident" begun at Peiping's Marco Polo Bridge almost five years ago. Their objectives were not completely clear, but from Yunnan's gorges to the coastal regions below Shanghai the advance of their columns bore ominous possibilities for the cause of the United Nations.

First Conquer China

Abundant testimony has been supplied by the words and actions of Japanese militarists as to the fundamental role of China in their blueprint of aggrandizement. As far back as the sixteenth-century conqueror Hideyoshi, the Samurai thought of their sprawling neighbor as an avenue for armed excursions as distant as India—though Hideyoshi was told by the King of Korea that Nippon in attempting to subjugate China was like a bee trying to sting a tortoise. The convictions of the modern Samurai have been recorded thus by the memorial ascribed to Baron Tanaka in 1927:

> In order to conquer China we must first conquer Manchuria and Mongolia. In order to conquer the world, we must first conquer China. If we succeed in conquering China, the rest of the Asiatic countries and the South Sea countries will fear us and surrender to us.

Prospective Gains

The war against China, it is clear, has been regarded as vital in order to gain: (1) bases on the Asiatic mainland both to protect Japan's rear and to provide springboards for further expansion; (2) resources, such as the iron, coal, oil, grain and timber of Manchukuo; (3) control over a people who account for a quarter of the world's population and who must be shackled before they "awaken". The campaigns developing last week appeared to some observers to be an effort to clean up the long-dragging China incident, perhaps to knock China out of the war and thereby to free the largest portion of Japan's soldiery and to eliminate the major land front from which an Allied offensive might be launched.

Japan Strikes

The blows were aimed in several sectors:

The spearhead of the rapid Japanese thrust from Burma into Yunnan, China's wild southwestern province, encountered stiff resistance on the Burma Road, about halfway between Lashio and Kunming. Chinese veterans demolished bridges across the steep canyons cut by the Salween and Mekong Rivers, harried the invaders with guerrilla tactics, prepared to meet the onslaught of some 100,000 Japanese said to be massing in Burma, Thailand and Indo-China. The main Japanese objective seemed to be the area around Yunnan's capital, Kunming, where the Chiang Kai-shek government has established arms factories carried inland from the occupied coast.

Chinese Corridor

The provinces between Shanghai and Canton have never been completely overrun. They have remained a corridor for goods brought through blockade to Free China. They harbor airfields which could serve as bases for raids on Japan. It was believed that a land-and-air campaign by some 100,000 Nipponese troops in this region was seeking to plug a break in China's isolation and remove the menace of hostile airdromes. Recently Chungking claimed to have inflicted heavy losses on a Japanese expedition landed from the sea in the coastal theatre.

Japan Drives Inland

A number of widely separated actions in China's central provinces indicated that the invaders were trying to destroy important supply and communication centres for Chungking's regulars and guerrillas. An advance began above the Yellow River, apparently to mop up resistance in Shansi. Below the Yangtze, a drive seemed under way toward Changsha, where the Japanese have suffered defeat in previous campaigns.

The peril confronting Free China was emphasized by Chungking spokesmen. It was insisted that the Japanese were concentrating for a decisive blow against their oldest opponent. The Allies were warned that "China needs all the help our friends can send us with the utmost haste." The aid most urgently requested was: "First bombers and pursuit planes; second, bombers and pursuit planes; third, bombers and pursuit planes."

Can China Hold Out?

The problem of meeting Chungking's plea was admittedly tough. The arsenals of America and Britain were striving to prepare the fronts over all the world—there was some opinion that the new Japanese campaigns in China were still subordinate to drives being shaped against India, Australia or Siberia. The shipping of the United Nations was strained to the utmost. The hope was that Asia's greatest nation would hold out until its vast reserves of man power could be buttressed with equipment to match the invader's.

"Old Man MacLeod"

Old Man MacLeod, they called him affectionately in the famed fishing district of Stornoway, Scotland, and when war came he lifted his nets for the last time.

The Old Man joined one of Britain's tramps. His son, pointing out that the salt spray surged in his veins also, sailed with him.

Just the other day, the father, Able Seaman Neil MacLeod, was awarded posthumously Lloyd's War Medal for bravery at sea. A member of the British merchant marine whose ship had been torpedoed, he directed the sailing of a lifeboat to land, although in a dying condition.

The Old Man was below decks when the torpedo struck. The shock fractured his legs. The ship was sinking as he struggled to climb through a hole to the deck. He fell back but someone threw him a rope.

Waving help aside, he reached the deck, crawled along on hands and knees and lowered himself into a lifeboat. He knew the ways of small craft and believed he could be of service. Then too, his son was in that boat and land was not far away.

So the old fisherman sailed the boat to land. And all the time he knew he was dying. Now his son is back at sea again.

The citation read: "While lying in the boat he handled the foresheet and halyards and advised the officer in charge about sailing. When rescued he smoked a pipe and joked with the doctor. He showed great courage and a fine spirit although he knew he had not long to live."

No Coupons Needed

There is only one place in Britain to buy clothes without turning in clothes rations coupons. It is the pawnbrokers.

REG'LAR FELLERS—A Dirty Trick By GENE BYRNES