VOICE OF THE PRESS

WOMAN IN THE CHAIR

Though it was accomplished quietly and without ceremony, a truly historic occasion took place when Mrs. Cora Casselman, M.P. for Edmonton East, sat briefly as Chairman of the Committee of the Whole House at Ottawa. It marked the first time a woman has ever presided over a sitting of either House of Parliament in the Dominion Capital.

This country has been comparatively backward in putting women in Parliamentary office. There are but four of them in the Commons and Senate today. But we are progressing. Mrs. Casselman's occupancy of the Chair, brief though it was, demonstrates how far we have gone along the road of finally admitting that women are "persons."

—Windsor Star

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CORSET LORE

Discussions as to the possibility of a shortage of feminine form compressors such as corsets and girdles due to the need of conserving steel and rubber for war needs recalls the lines of Samuel Hoffensetin:

Nothing from a straight line swerves
So sharply as a woman's curves.

These are indeed times that must try the souls of stylish stouts. Some time ago in England corsets were rationed because of the acute need of steel. It was then Louis Shaw wrote:

The ship of state for an even keel,
Needs tons and tons of corset steel,
The die is cast, the fates have written
The ladies now must bulge for Britain.

—Dunnville Chronicle

—o—

LESSON FOR FATTIES

Ten co-eds of the University of Chicago went without sugar in their food and drink for two weeks by way of experiment. At the end of that time they had lost an aggregate of over 25 pounds. This may teach something to men, as well as women, in the fatty forties and fifties.

—St. Thomas Times-Journal

—o—

WANTED TO KNOW

Someone has reported the text of a telegram sent to railway headquarters in Nairobi, East Africa, by a native telegrapher down the line.

The telegram read: "Three lions on platform. Station master in water tank. Please wire instructions."

—Boston Globe

—o—

BRIGADIER IN IROQUOIS

Brigadier O. M. Martin, named to command a brigade in the 7th Canadian Division, is a full-blooded Iroquois. Tecumseh would be proud of him, especially as he fought overseas during the Great War with the Canadian infantry and the Royal Flying Corps.

—Brockville Recorder and Times

—o—

TASTE OF BOTH

It was Wordsworth's lament that "plain living and high thinking are no more." But now the plain living is being enforced and we are beginning some tall thinking.

—Kansas City Star

NO OIL; NO DUST

Why worry? There won't be enough road oil to lay the dust that motorists won't raise anyway.

—Kitchener Record

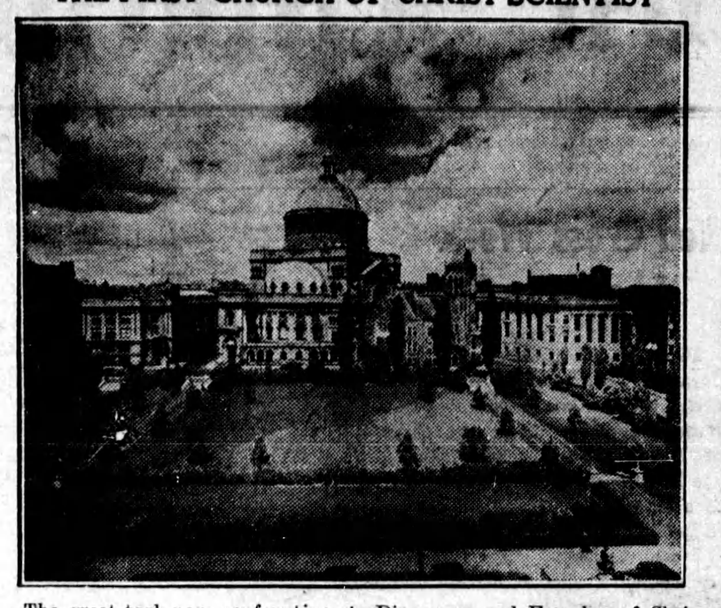
Tank Fights Duel With Italian Sub

What seems to be the first duel between a tank and a submarine at sea was fought just before the British campaign in Libya opened, says London Calling. A British officer, telling the story in a BBC broadcast, explained how, in making our preparations for the offensive, we reinforced the Tobruk garrison with heavy infantry tanks

Without the Germans suspecting, the tanks were taken up to Tobruk in small barges—shallow draft vessels with no great turn of speed. One barge was nosing gently along the coast bound for Tobruk when an Italian submarine surfaced near her and opened fire. The crew of the tank were aboard and fortunately in their machine when the attack began. The turret of the tank was just protruding above the gunwale of the barge; it was rapidly swung around and a two-pounder with armor-piercing shot was turned on the Italian submarine.

The Italian got the shock of his life when a little flat-bottomed tub of a boat suddenly unleashed rapid and sustained fire that was altogether too accurate. The submarine ceased fire and dived. The barge and cargo went [illegible]

THE FIRST CHURCH OF CHRIST SCIENTIST



The great task now confronting a liberated America, which more than three-quarters of a century ago fought a four-years war to free the slaves, is to aid in working out the freedom of the whole world from slavery, The Christian Science Board of Directors told several thousand Christian Scientists gathered in annual meeting in Boston last week.

Meeting in their Mother Church under the world-enveloping shadow of what is probably the gravest threat to political and religious freedom since the advent of Christianity, the visitors were reminded in a report by The Christian Science Board of Lectureship that the union of Britain and America was foreseen forty-four years ago by Mary Baker Eddy, Discoverer and Founder of Christian Science, as the instrument through which the rights of free peoples everywhere might be permanently established and protected.

This welding together of the two great democracies, under the impact of an international crisis, said the Lecture Board, is the consummation of the fond hopes of all Christian Scientists. The Board alluded specifically to a poem written in 1898 by the Leader of this world-wide religious movement, Mrs. Eddy, which reads in part as follows:

'Brave Britain, blest America!
Unite your battle-plan;
Victorious, all who live it,—
The love for God and man."

The Individual Citizen's Army

By ALAN MAURICE IRWIN

A Weekly Column About This and That in The Canadian Army

National unity is a term that has been loosely, often much too loosely, interpreted to mean the interrelation of English and French speaking Canadians. So generally accepted has this interpretation become that most of us seem to have forgotten that national unity is non-existent so long as the tribulations of Canadians in any of the provinces are not shared by Canadians in the other provinces.

What prompts this sermonizing is the recent flurry over the reduction of the gasoline rationing unit in the Maritime Provinces from five gallons to two due to a shortage which by the time this reaches print may have disappeared. There was a perfectly natural feeling down east that it was not fair that Maritimers should be on "short commons" when drivers in the other six provinces still could obtain their full ration.

Ottawa answered by pointing out reasons that fully justified the reduction.

All of this is a preamble to the charge that we are failing to live up to our privilege of serving in the ranks of the Individual Citizen's Army.

How?

It should be obvious!

Have we in the central and western parts of the country any moral right to five gallons of gasoline when because of transportation or any other difficulties, fellow privates in our behind the lines army — who are much closer to actual warfare and potential attack—have to be reduced to two gallons?

Why, if there is true national unity, do we not spare the public embarrassment of Ministers we employ to govern us by voluntarily reducing our consumption of gasoline to the lowest level forced upon any geographical section of the Dominion?

Citizens of countries where "verboten" is a familiar word read garbled accounts of our provincial differences, accounts that are magnified to the point of making some of us appear to be "oppressed minorities," when such stories are published. But the fact that such stories are published is the fault of the citizens who fail to give the lead to those they have set in authority.

We cheerfully and voluntarily ration ourselves in the use of tea, coffee and sugar. Why not ration ourselves in the use of gasoline? If we can drink our fewer cups of tea and coffee unsweetened why can't we walk a mile or two and save the gasoline we would have used for war uses?

Across this country from coast to coast business experts are devoting their talents to the working out of a system of price and supply control that will spare us the horrors of inflation and maintain stocks of essential war goods for our fighting forces. Some of these men serve without pay, the others—away from their normal occupations—sacrifice the normal advancements and promotions they could expect if they stayed in their own jobs.

These men don't enjoy restricting and controlling their neighbours—it takes a Nazi mentality to enjoy that sort of thing—and they welcome action on the part of Canadians that makes their work easier.

Why can't we then, who are all out to win the war in the best way we can, make rationing and control unnecessary. Surely we can stint ourselves for the common good!

The soldier who leaves a $150 a month job to volunteer to serve in uniform for (in the case of a single man) a little more than half of that amount has voluntarily rationed himself much more severely than we have been called upon.

Sugar, tea, coffee, gasoline and tires, as this is written, are the only rationed commodities. It's funny how some of them tie in with each other. The use of less sugar reduces the "spare tires" some of us carry around. The use of less gasoline increases the life of "spare tires" we cannot replace.

Have you joined the Reserve Army yet? Encouraging signs are visible in some parts of the country since this workable body was set up to give those ineligible for active service overseas a chance to train themselves for home defence but I have not heard any commanding officer say yet that he can't handle any more recruits.

That's another branch of the Individual Citizen's Army!

Dutch Harbor

Dutch Harbor is situated on tiny Amaknak Island in a deep inlet of the northern shore of much larger Unalaska Island, one of the long chain of Aleutians which string out in a sweeping arc toward Japan. It is about 2,835 air miles from Tokyo on the Southwest, and 2,345 miles from San Francisco on the Southeast. It thus forms the apex for a roughly triangular line which might be drawn on the map between the three points. From Seattle, Wash., to Dutch Harbor is about 1,900 air miles.

The United States has been building fortifications there since 1940. Their extent has been kept secret.

Dutch Harbor, which until recently was only a village with a trading post, a fuel oil depot, and a naval radio station, received its name because of the tradition that a Dutch ship first entered its bay, a bulletin from the National Geographic Society points out. Russian navigators, however, early came this way. They knew the then-busy fur-sealing centre by its native Eskimo name of Udakta. Later, the harbor became a way station for vessels making for the gold rush regions of the Yukon and Nome, Alaska.

Dutch Harbor is 1¾ miles long by half a mile in width. Water is deep near the shores and in most parts of the harbor; violent gales occasionally sweep these waters, when mariners are warned to look out for williwaws, sudden gusts of cold land air, common along mountainous coasts of high latitudes.

SCOUTING . . .

Scoutmasters, Cubmasters and Commissioners of India last year contributed 10,000 rupees, or 750 pounds, to Britain's War Distressed Scouts Fund for Scout air raid sufferers.

• • •

Toronto Boy Scout Leaders have been giving cooking instruction to a detachment of fifty girls of the Food Administration Service of the Canadian Red Cross Corps. The course is being given at the Crooked Creek Boy Scout campsite, and is a feature of preparations being made by the Red Cross against any war eventuality which may call for the emergency feeding of large numbers of persons.

One war service job of Bethnel Green (London) Boy Scouts was the erection recently of 4,000 bunks in local Tube shelters.

• • •

War Savings Stamps were the admission tickets sold at the door for a Boy Scout and Girl Guide entertainment at the Noranda High School.

• • •

Discussing the previous spare-time training of young recruits for the Imperial Forces, Brig.-General Clark, for over 30 years a training officer of Regular Army and Territorial units, was recently quoted as giving first place to former Boy Scouts. Said General Clark: "A batch of First Class Scouts or King's Scouts would prove more acceptable to a Commanding Officer or a Sergeant Major as recruits than a similar number of lads with any other form of spare-time occupation in their past."

• • •

The newest Canadian Boy Scout war service project is the sending of good used Scout uniforms to British Boy Scouts now unable to secure them.

• • •

A growing proportion of the men of H. M. Forces who have distinguished themselves in important actions with the enemy are being discovered as former Boy Scouts or Scout leaders. Among the Swordfish pilots who attacked the warships, Gneisenau and Scharnhorst and gave their lives, was Lieut. Bligh, a member of the 159th North London Boy Scout Troop. Lieut. David L. Davies, who took a prominent part in the St Nazaire raid, also was a Scout, and the complete job of "quartermastering" for another commando raid was handled by a former Scoutmaster. Lord Lovat, leader of the Boulogne Commando raid, is President of the Inverness-shire Boy Scouts Association.

THE WAR - WEEK — Commentary on Current Events

Six Months After Pearl Harbor Japan Strikes In North Pacific

The Japanese military leaders are presented by the New York Times as advantageously sitting in the centre of a circle. Their opponents have had the task of deciding at just what point on that circle they would strike. After the preliminary move against Pearl Habor they moved south. There they strengthened themselves on the rubber and tin of Malya, the oil and rubber and foodstuffs of the Indies. Then it was west into Burma, the gateway to Southern China and India. While their armies last week marched toward India and hammered at the vital central and coastal regions of China, their navy again fought in the North Pacific. Still their leaders could choose which of all these moves would be the main blow.

Midway Attack

The Japanese had done little in the north Pacific since Pearl Harbor. Her ships and Zero fighter planes were busy in the south. Ship-plane teams won control of the Macassar Strait from American forces operating with the Dutch and British, defeated a United Nations fleet in the Java Sea. Not until Japan reached the Coral Sea did her string of victories end. There, supported by land-based aircraft, a United Nations fleet drove a strong Japanese task force north into her newly conquered islands, though there was no thought that that victory for the United Nations was final.

Last week exactly six months after the surprise attack on Pearl Harbor, Japan again tried her luck in the north. Raiding parties of Japanese aircraft hit at Dutch Harbor in Alaska's Aleutian Islands. Southward 1,900 miles, another heavier attack was directed against Midway Island, American outpost between Pearl Harbor and Tokyo. This time the Japanese did not find American planes lined up on the ground, so many easy targets for Japanese bombers. They were in the air and fighting. Japanese airplane carriers, battleships, cruisers and transports suffered heavy damage, damage far out of proportion, it is reported, to that suffered by the defenders. The Midway area not only remained in American hands but the Japanese force appeared to limp off after a bad mauling by Army, Navy and Marine Corps fliers.

Keystone Of Pacific

Both points attacked by the Japanese were shrewdly chosen to draw the concerned attention of American military chieftains. Their military value to America was great. Dutch Harbor, a small island of matted grass and five trees, stands near the base of the Aleutians that arc out 1,500 miles toward Japan. It is a place of rain and snow and fog and hard winds, and there the United States has a base which may one day be the springboard for an attack straight at the heart of Japan. Defensively it stands guard over the Alaskan territory which has come to have increased strategic value with the increased military value of airplanes. From Alaska the wide reaches of the Pacific grow small, come within the operating range of aircraft: the 5,135 miles from Tokyo to San Francisco become 2,345 from Dutch Harbor. As long ago as 1920 Alaska was called "The keystone of the Pacific arch".

Effect Undetermined

Midway Island, the second objective of the Japanese force, is an atoll of two tiny islands surrounded by shoals and reefs. Guarded heavily by Army, Navy and Marine forces, it constitutes almost an outer defense for Pearl Harbor, 1,300 miles away, America's bastion in the mid-Pacific. In Japanese hands it could be the base for harrying attacks against the big ships berthed at Pearl Harbor. The Japanese have paid it constant attention, attacking it at least once each month—excepting for April—since the start of the war. But the attacks have been light, by occasional airplanes or submarines. Carriers and battleships operating near Midway last week were attacking forces of a different order.

It seems quite conclusive now that the Japanese ran into a trap at Midway Island and that they were badly stung. But the full extent of the damage they have suffered and its effect upon possible future Japanese operations remains to be determined.

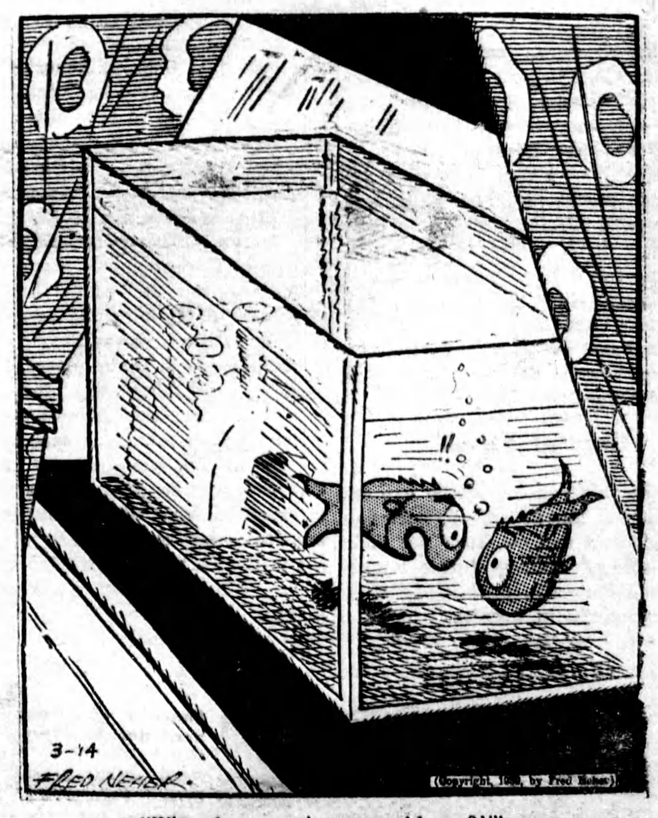
U. S. Strategic Success

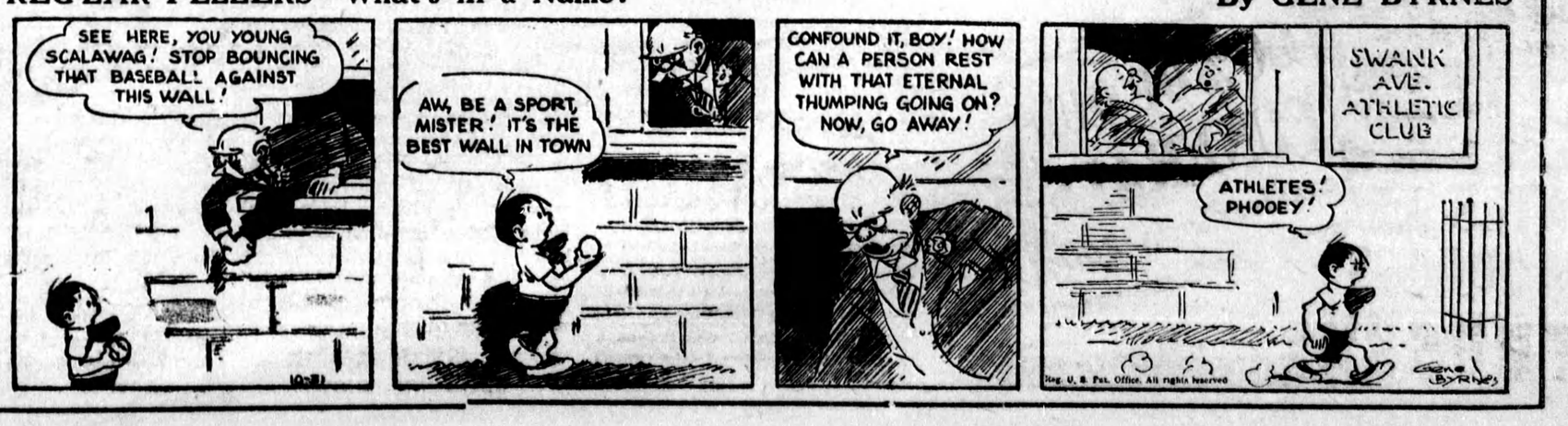
Other operations, perhaps even another attack on Hawaii or an offensive against Russia, may have been dependent upon the success of the Midway attack and the mysterious happenings near Dutch Harbor. And in repulsing the Japanese, The Pacific Fleet may well have dealt the enemy a severe blow in the East. But it would seem too early to conclude that the Japanese defeat is a disaster.

In all probability, the Japanese possess sufficient sea and air strength, even after the Midway losses are subtracted, to attempt either new offensive actions or to put up strong resistance against any operations undertaken by the United Nations.

Nevertheless, in preventing the Japanese from gaining possession of Midway, American forces have achieved a strategic success of no mean importance. From Midway, the Japanese could have raided Pearl Harbor and possibly could have launched a major Pacific offensive with the West Coast and the Panama Canal as ultimate objectives.

LIFE'S LIKE THAT — By Fred Neher



"Why do you always avoid me?!!"

REG'LAR FELLERS—What's in a Name? — By GENE BYRNES