VOICE OF THE PRESS

A BUSY MEMBER

Gordon Ross is one of the hardest-headed men in the Canadian Parliament. He manages to operate an orange grove in California, a large wheat farm near Moose Jaw and the business of an active parliamentarian. Last year Mr. Ross became convinced that America would be short of vegetable oils, so he bought up all the sunflower seed he could find and raised Canada's largest single crop of sunflowers. They were profitable and they provided useful oils.

—Vancouver Sun

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MANPOWER ON THE FARM

A horsepower is roughly estimated to be the work which one and one-half horses can do. And a manpower, on the farm, is the work of eight hired men done by a farmer, his wife, and a dog.

—Peterborough Examiner

—o—

INTERNATIONAL FORCE

American bombers were escorted back to their bases after a raid by Norwegian fighter planes led by a New Zealand wing commander. That's the kind of League of Nations that means something.

—Windsor Star

—o—

ENCIRCLEMENT

The Axis in Tunisia have in front of them the British, the Americans and the French, above them the British and American air fleets and behind them the blue Mediterranean and the British Navy.

—Port Arthur News-Chronicle

—o—

BILLY BISHOP KNOWS

Air Marshal Billy Bishop is still urging a "healthy hatred" of the Axis. He doesn't seem to think that the "This hurts me more than it does you" attitude is enough.

—Sault Ste. Marie Star

—o—

THE SAVING GRACE

A sense of humor may be defined as that which saves a girl in slacks from going into hysterics at sight of a 1928 snapshot of her mother in knickers.

—Boston Globe

—o—

WHAT WE SHOULD DO

We should quit worrying about Russia quitting and dropping behind until we catch up with Russia.

—Brandon Sun

—o—

LEGITIMATE HOARDING

If you must hoard, concentrate on accumulating war savings certificates.

Ships Used To Be Launched By Men

Launching a ship with champagne means more than swinging a bottle against a steel prow. To prevent splinters from flying into the face of the lady who says "I christen thee Tuscaloosa," the bottle is encased in a mesh holder. Provision is also made for a sixty-foot strip of red, white and blue bunting woven to keep its shape after the bottle has been smashed. Preparation of the bottle takes about five hours.

The whole ceremony dates from a time when a launching was attended with human sacrifice. With a decline in bloodthirstiness red wine was used — symbolic blood. At first the wine was drunk in a toast and the cup flung after the ship. Champagne was introduced simply because it was more expensive. Once upon a time men (priests in very early times) always launched ships. In the nineteenth century women took their places.

23 U-Boats Lost In Month Of March

An underground German radio station said last week that Germany lost six submarines during March in the Atlantic or Mediterranean and that 17 additional U-boats did not return to base and are regarded as lost.

The broadcast said nine others were damaged but made port and 11 were damaged slightly. In all, 1,039 crew members were dead, missing or possibly prisoners. March losses exceeded February, the broadcast said.

New construction still is ahead of U-boat losses, according to the radio, but only a little and Allied defence measures are improving.

It's Double Summer Time In Britain

Great Britain last week went on double summer time until Aug. 15 to take advantage of the early sunrise.

The change shortens the blackout by an hour.

The new time puts Great Britain six hours ahead of eastern war time in the United States.

PLANE IN A PLANE

With wings taken off and tied beneath the transport, this British P-40 Warhawk fits snugly inside a giant Douglas C-47 Skytrain somewhere in Africa. The P-40 was being flown to a base for repairs.

THE WAR - WEEK — Commentary on Current Events

Bombings Alone Cannot Bring War To Successful Conclusion

That the most difficult period of the war is still in the indefinite future and that the victory may not be won until 1944-1945, or perhaps, later, probably stem from the increasing effectiveness of the Nazi U-boat campaign. If the Allies cannot deliver men and supplies to the fighting fronts they cannot win the war. If their already hazardous supply lines were disrupted for any long period of time it would be most difficult and, perhaps, impossible for them to launch their officially promised assaults on Europe this year. The Nazis have the ability to get up off the floor as they did on the Southern front in Russia and their is the feeling in some quarters that the Russians may have overexerted themselves in their great offensive. There is also the possibility that the Luftwaffe is not dead, but is merely playing possum.

Step-Up Air Assaults

Yet, the Nazis can be defeated under water as well as on the land and in the air. The Allies were late in tackling the submarine problem in earnest but the means for combating it are becoming available. The so-called "rim-of-the-wheel" thesis that bombings from bases in Britain, North Africa, the Middle East and Russia could be decisive has gained strength in official quarters.

Rim-of-the-wheel advocates would step up the current air assaults on German industry and transport to twelve 1000-plane raids per month. They hold that when 36 such raids had been made, victory would be within the Allies' grasp.

The rim-of-the-wheel theory is strengthened, rather than weakened, by the fact that its proponents do not hold that air bombings alone can bring the war to a successful conclusion. "After the rim-of-the-wheel has been made secure, after Germany has been contained, after the air attacks have been brought to a proper intensity from all sides, then will be the time to equip our land forces for a concerted push against a tottering German structure. Russian troops from Russia, British and American troops from the Middle East land bridge, British, American and French troops from the Gibraltar bridge, British and American troops swarming at last over the Channel—these are the land movements which can administer the coup de grace. The time for it will be after our combined air power has cut the hub out of the wheel." This appears to be the current plan of attack.

Advance Notice

An interesting proposal is that bombing schedules be announced by radio a week in advance. When the bombers leave their bases their takeoff would be announced also. Thus, it is argued, industries in a score or more of cities would be paralyzed. The theory demonstrates contempt, which appears to be justified, for the Nazis' ability to fight off bombers.

Where Is The Luftwaffe?

In view of the clear-cut and mounting air superiority of the United Nations in the European and African theatres, and in view also of the success of the Russian Winter offensive, one certainly is entitled to ask what has become of the vaunted might of the German air arm. From time to time there are reports of great reserves of giant bombers in the Reich: bombers capable of making the 7,000-mile round trip flight from the nearest available European fields to our own Atlantic shores with a bomb load. In this connection some figures of distance are highly significant, since range is a balancing factor against load. It is only 930 miles from Berlin to Vyasma, only 230 from Smolensk to Moscow, 550 from Greece to Tunisia, 350 from Naples to Bizerte, 140 from Cagliari to that Tunisian stronghold and ninety miles from Sicily to the same port. From Paris to London is only 220 miles. If the Flying Fortresses and Liberators and the R. A. F.'s Lancasters and Stirlings have been able to make the devastating raids from Great Britain on German cities—it is 580 air miles from London to Berlin—why have not the German bombers of this reputed armada struck in reprisal on Great Britain, laid waste Moscow, or turned the whole tide in Tunisia from the near-by springboards of Italy and Greece?

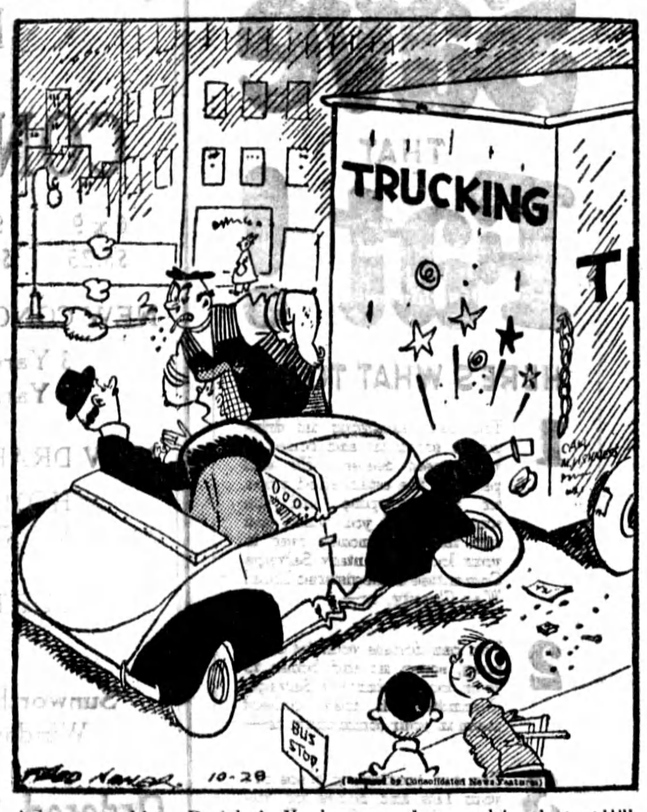
Does It Exist?

Presumably the answer is to be found in several factors. In the first place, one may question the existence of any such fleet. Failure to use it when the tide of freedom is running so heavily against the Axis in the air on each of the several vital fronts surely puts a large interrogation point against its reality. Secondly, shortage in both quantity and quality of fuel and lubricants may make full use of existing aircraft by the Germans impossible. Thirdly, the constant attrition of both pilots and planes of the Luftwaffe may have depleted necessary fighter protection for such bombers as are available to a point when they cannot safely be risked. It is probable that all these factors enter into the mystery of Germany's progressively developing comparative weakness in the air.

"Sitting Ducks"

Now, of all times, it wuold be foolish to underestimate the strength of the enemy. He may have cards up his sleeve which will prove dangerous indeed. Increasingly it appears, however, that limiting factors as to production, design and certain accessory weaknesses of the German combat air arm are contributing to the mounting odds in favor of the United Nations in the skies. Russian courage and blood have shown that the dread Panzers were not invincible. In the harsh, broken country of North Africa the Stukas have been described as "sitting ducks" and have fallen prey to the Lightnings and the Warhawks, the Mitchells and the Marauders in an everincreasing bag. It begins to appear that the bemedaled Goering has missed his greatest chance. The failure to date of the vaunted Luftwaffe to rescue Rommel and to strike back blow for ruinous blow on Britain is perhaps the most heartening current aspect of the war.

LIFE'S LIKE THAT — By Fred Neher



"Say something, Dwight! You've passed your driver's test!!!"

British Armies Will Take Sure Revenge

British armies have already in this war done a great deal more fighting than is apt to be recognized, says The Navy (London).

They have had sad and serious reverses—often because the dice were loaded impossibly against them, and sometimes because performance fell short of conception. But the British armies which began with the small highly trained expeditionary force which fought its way out of Dunkirk and went on with the insufficiently trained contingents which did their damnedest in Norway, are now a great and formidable power.

They will, we are convinced, take a sure and ample revenge for all the setbacks which they have suffered.

THE UNCONQUERABLES

AN EASTER MORNING IN POLAND

Around a table in a crowded shabby room in a Polish city, once thriving and proud of its place in the march of civilization and progress, but now shattered and in decay, a little group had gathered to eat together the Easter breakfast. Compared with that meal in days of peace, this was a poor parody. But by indomitable endeavor, pooling of resources, and ingenuity, enough had been provided to serve as symbols of the traditional Polish Easter fare.

The assembled company, mostly women, on this outstanding Polish family holiday, were more keenly aware than on ordinary days of the tragedies that had befallen, and of loved ones they would never see again. But on this occasion they had, as it were, resolved to put aside sorrowful thoughts and talk of other things. And for a time things went well.

* * *

Then a young woman who had suffered recent loss found the strain too great and broke into weeping. Conversation hushed. Instantly an elderly woman rose from her place, laid her hand upon the girl's shaking shoulder and standing erect, in a voice without a tremor addressed her:

"Do not weep. Today, the Day of the Resurrection, is not a day for tears. Remember the words of the Lord, His assurance that He would rise again. And He did rise, and we are celebrating His resurrection as so many have celebrated it before us, and will celebrate it after us. Don't weep; for Poland will rise again. And then the martyrdom of your dear ones will be enshrined and live forever in the memory of the nation, and God and our dear country will comfort you."

* * *

With that the speaker walked slowly back to her chair at the end of the table. But the sobbing ceased and the voices that took up the interrupted conversation were strong with a reassured faith and confidence, strong in the knowledge that what has never perished must of a certainty rise again.

"And it seemed," said the guest who related this incident, "as if the room had suddenly been filled with sunshine."

Fog Is No Longer Hazard To Fliers

Research in aviation to further the war effort has brought many new advances in the industry, including an invention that means the elimination of the hazards of blind flying through fog, even at night, says President Ernest R. Breech of the Bendix Aviation Corporation.

He divulged no details, stating that "these developments are so broad in the scope of their application for military purposes that I cannot hint to you how this has been accomplished.

"I can tell you that it is no longer experimental, and I can give you positive assurance that fog, even at night, will join the long list of weather hazards conquered by man in his desire to fly.

"Man's genius has added another great invention to the long list of engineering advances that now assures the airline pilot, regardless of actual weather conditions, a ceiling and visibility unlimited."

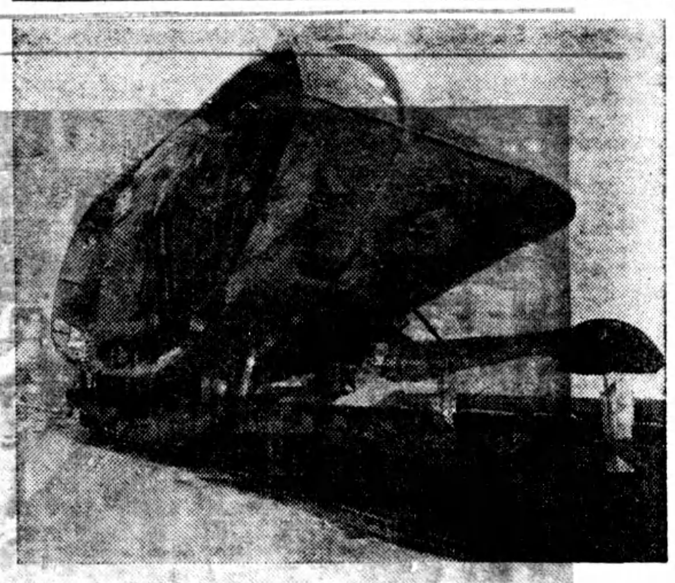
Sir Edward Beatty

With his employees his relations were the finest, says The Ottawa Journal. There was the day, telling his great heart, when Grant Hall brought him a list of workers to be laid off. It was a cold wintry day. "E. W.," as they called him, looked at the list, then turned to a window to gaze out at a blizzard that was raging. All he said was:

"This is a helluva day to let men out, Grant. Let's forget it."

Thus Edward Beatty, sportsman, humantiarian, philanthropist, railway builder; in heart and soul a big Canadian. To him, to all his kind, our country and Empire owe much. May we keep long and honor his memory.

Tugs Go to Sea by Rail



When ships go down to the sea by rail a difficult transportation problem is involved. A record in rail transport has been set by operating officers of the Canadian National Railways in the recent successful movement of two large tugs, built far inland, to the seaboard.

"Ward" and "Watch," terms associated with security and guardianship, are the names of these tugs. They were transferred from their native element in Georgian Bay waters over the lines of the National System to an East Coast seaport where they are now engaged in war work. These 60-foot overall tugs were built at Owen Sound, given their trials there, taken from the water and swung on board flat cars to begin a railway journey of more than 1,300 miles.

That sounds simple but a tug cannot be knocked down or folded up, particularly in this instance where the steel hulls are welded. Height and breadth of the hull provided material for a lot of operating headaches which lasted from Owen Sound to the Atlantic. Placed on her side on a flatcar the top of the load was 18 feet, 9 inches above the top of the rail. The actual beam of the tug is 14 feet 6 inches so that when loaded on the car the hull projected two feet beyond the car edge on one side, the awkward position being due to the necessity for establishing a safe centre of gravity. Overhang constitutes a problem on any part of a railway and particularly so at curves. It was necessary for the National System engineering department to check the plan of every bridge between the terminal points, a big task when carried out over 1,300 miles. Some clearances were of the scantiest, the smallest being barely one inch from the top of the load at a point where a highway crossed over the railway.

The side overhang was a bigger problem than the height and it was necessary to arrange for every train in which this load was included to move at restricted speed when the second track was vacant. The entire transportation involved a series of carefully planned movements.

The transportation was carried out successfully and "Ward" and "Watch" are now in salt water performing their tasks of moving barges in the Canadian National lighterage service which daily handles great quantities of supplies and war material taken from the rail terminal and transferred to ships carrying vital cargoes for the United Nations.

REG'LAR FELLERS—He's Stuck with 'Em — By GENE BYRNES

Two Im