MACDONALD'S

Fine Cut

Makes a Better Cigarette

Daily Atlantic Passenger Planes

To London In Fifteen Hours For $100

Daily passenger planes across the Atlantic will leave London at 4, 6, 8, 10 p.m. and midnight (plus at least three flights daily from the Continent). That was the post-war schedule predicted last week. Flying time from London to the U.S. will be 15 hours. In all, some 300 persons a day will fly westbound (with an equal number headed east) in luxury airliners capable of carrying up to 57 passengers, plus heavy loads of mail and freight.

This picture of the plane pre-empting the passenger traffic of the steamship shortly after the war was drawn by Edward Pearson Warner, former Assistant Secretary of the Navy, now vice chairman of the Civil Aeronautics Board.

Said Warner: " . . . Just as statesmen and soldiers have learned in the past two years to run back and forth across the Atlantic when there is need of discussion, so in the future businessmen of London or Birmingham having negotiations afoot in New York or Detroit will board a plane where once they would have sent a cablegram." To all travelers Warner promised three things: (1) reasonable fares—about $100 each way; (2) safety—a long-term average of one fatality per 100,000,000 passenger-miles; (3) dependability—91-97 per cent. on schedule flights in winter, the almost perfect record of 99 per cent. in summer.

Menace Of Spruce Sawfly Is Reduced

Agriculture Minister Gardiner said in the House of Commons recently that the spruce sawfly, which has damaged large eastern lumber stands, appeared to be under control, with the scourge gradually being reduced in different areas.

Some 800,000,000 parasites which combat the sawfly have been distributed, and the use of this method of fighting the pest had proved successful. Now, the infestation was being reduced rather than spreading.

The minister said no means have been found of combatting attacks on hardwood trees by the bronze birch borer, but his department assisted in the salvaging of wood left as a result of the insect's activities.

THE WAR · WEEK — Commentary on Current Events

One Road Into Fortress Of Europe Lies Through Salonika and Balkans

In the presently popular game of guessing where the Allies will strike against fortress Europe the Balkans generally and Salonika in particular have not been ignored, states the New York Herald Tribune. A large fleet of American Liberators, hitting at Salonika's airdrome, have just emphasized the strategic possibilities of the eastern Mediterranean, already brought into prominence by diplomatic and military activity in the Near East.

Long Sea Haul

Salonika is a familiar port of entry into the interior of German-dominated Europe. It lies at the mouth of the Vardar Valley, the most practicable route to the open country of northern Jugoslavia and the Hungarian plains. A victorious advance along that line would jeopardize the whole southern complex of Axis satellites—Hungary, Croatia, Rumania and Bulgaria—and would also liberate Jugoslavia and Greece. It would menace Germany's access to Rumanian oil and that important artery of Axis traffic, the Danube. The uneasy political situation in the Balkans could be capitalized upon by the invaders, who would also have the aid of guerrilla armies already in being. Moreover, the successful conquest of the Balkans would open many possibilities of direct attack upon Germany in a region where such attacks would have immediate repercussions upon the fighting in Russia.

But the Balkans do not form a comfortable theater of operations. The paucity of communications, which would hamper Axis defenses, would also militate against a rapid Allied advance. The terrain which enabled Serb and Greek guerrillas to keep the field long after their lands had been overrun, offers many possibilities for effective defensive operations by the enemy. And Salonika itself, the best base for an advance into the Balkans, lies at the end of a long sea haul from Alexandria (800 miles or more), nearly half of which is flanked by islands now in Axis hands.

The Greek Islands

The outer rim of these islands consists in the main of Crete, Sarmanto and Rhodes. It is hard to see how an expedition could reach Salonika unless this first line of Axis defense was eliminated with its facilities for attacks by planes, light naval vessels and submarines. To what extent the many islands of the Greek archipelago, lying north of the first three, have also been prepared as bases for harassing convoys, is not known to the public. To put it mildly, however, it may be assumed that Hitler is ready to make navigation of the route to Salonika difficult and costly. But if the bases on Crete and the larger Dodecanese Islands are turned against their present possessors, the lesser nuisances might be neutralized.

In all, an attack upon Salonika is clearly hazardous and complex, unless Turkey should enter the war against the Axis or the military potential of Germany should be so depleted in the great air battles over western Europe as to leave the southern flank of her European position weakened and over-extended. Neither of these are impossibilities; both intensify the critical nature of these present days of preparation and suspence.

Two-Way Pay-Off

The distance between England and North Africa, says the Buffalo Courier-Express, is about 1,250 miles by air—an easy flight for long-range planes. They've covered the route many times, carrying troops and high-ranking Allied officials. Now British planes have made it into a bombing run—with a two-way payoff.

The British Air Ministry has just disclosed that several squadrons of Lancaster bombers have completed a round-trip flight from England to Africa, bombing the old Zeppelin works at Friedrichshafen on the way down and the big Italian port of La Spezia an the way back after refueling and replenishing the bomb racks.

Shuttle System

This new technique is important in that the bombers don't have to fight their way back hrough alerted enemy defences after attacking their target. They just keep going, heading for pre-designated airfields at the ends of the England-North Africa run. In addition, the straight-line overland route allows them to attack targets at any point along the way without the necessity of flying so many long miles back home. For example, if a target is 700 miles from England, the round trip would be 1400 miles. This way the bombers travel 1,250 miles on each run.

This new British shuttle system brings out another valuable angle of the Allied conquest of North Africa. The Axis may have the shorter communication lines when it comes to invasion—but the Axis is very definitely in the middle when it comes to aerial bombardment.

VOICE OF THE PRESS

VOICE OF THE PRESS
HE WALKS HUMBLY

Mr. Churchill undoubtedly had more than one purpose in going again to North Africa. But one of his principal objects must have been to walk humbly in the presence of the fighting men who brought us victory there. His homely phrases to the troops at Carthage testify to the humility of a great soldier-statesman in the presence of successful troops.

—Montreal Star.

—o—

LONG DISTANCE CAMERA

An aerial camera has recorded a picture of a landscape extending as far as 620 miles. And some people thought Jules Verne had a wild imagination!

—Brantford Expositor.

—o—

PEDDLER'S PACK

The modern improvements are wonderful. Instead of standing on the doorstep listening to a peddler, you just sit down in a chair and turn on the radio.

—Farm Journal.

—o—

IMMOBILE COWS

The embattled farmers of Lansing would gladly waive a change in time if anyone knows of a cow that can be set ahead.

—Detroit News.

—o—

PROBLEM SOLVED

Well, it won't cost much for transportation. St. Helena isn't far from Italy, and Napoleon's old quarters are still available.

—Kitchener Record.

—o—

TAKING THE COUNT

Mussolini says Italy will "fight to a finish." And if the Duce can count to 10 he is probably up around 8 by this time.

—Ottawa Citizen.

—o—

THOSE ELUSIVE DOLLARS

Donald Gordon says Canadians as individuals will have 400 million dollars more to spend in 1943 than in 1942. Who, us?

—Toronto Saturday Night.

In The Bag

Von Arnim, Von Arnim, well, this ought to larn him
How slight were the chances he stood;
When Rommel departed he ought to have started
And gone while the going was good.
Instead he stayed hating the English and prating
Of sieges for long carried on.
Which left the lad stranded on what might be branded
(For Arnim) the Cape of No Bon.
For Rommel the Rover the race was long over
But, lo! in one shattering week
A Blitzkrieg descended, one never intended
By those who devised the technique.
The trap it went wallop, collecting its dollop,
And there in one masterly haul
Were guns and positions and Panzer divisions
And Uncle Von Arnim and all.

—Lucio in The Manchester Guardian.

A Great Victory For The Chinese

Japanese Fail To Capture Free China's "Rice Bowl"

While our intentions have been focussed elsewhere, says The Winnipeg Free Press, our Chinese allies have fashioned themselves a victory which may be one of the most important yet in the war against Japan. Late in May the Japs launched a major offensive into Hunan province in an effort to capture one of free China's last remaining rice fields. This is the area west of Tunking Lake. If this offensive had succeeded, China might possibly have been driven out of the war. The crop in the Tunking Lake rice bowl this year is a bountiful one. When harvested in July it can be used to make up for the food deficiencies which result from poor crops in other major rice producing sections.

• • •

The Japs timed their offensive so as to turn the 5,200 square miles of rice land into a battlefield and ruin the harvest. They had in mind too that it could be developed into a direct assault on Chungking itself. But the Chinese, showing a new offensive spirit and aided by the Chinese and American air forces, stopped the Japs cold and embarked upon a counter-offensive of their own. If they can hold the Japs back for another month, it will give the Chinese peasants a chance to harvest their rice and prevent starvation for perhaps millions this winter.

Don't Rush; There's Plenty Of Time

In Lile, an audacious little street arab stopped a German officer to ask him the time, The Nation relates.

"Twenty minutes to twelve," the German answered politely.

"Okay," said the boy, "if it's twenty minutes to twelve, then at twelve sharp you can go jump in the lake." After which the lad tore down the street with the Nazi at his heels. Rounding a corner too sharply, the German ran into a gendarme.

"That ragamuffin told me that at twelve sharp I could go jump in the lake," he panted. The gendarme calmly studied his watch.

"Well, what's your rush?" he said. "You still have twenty minutes."

We Present

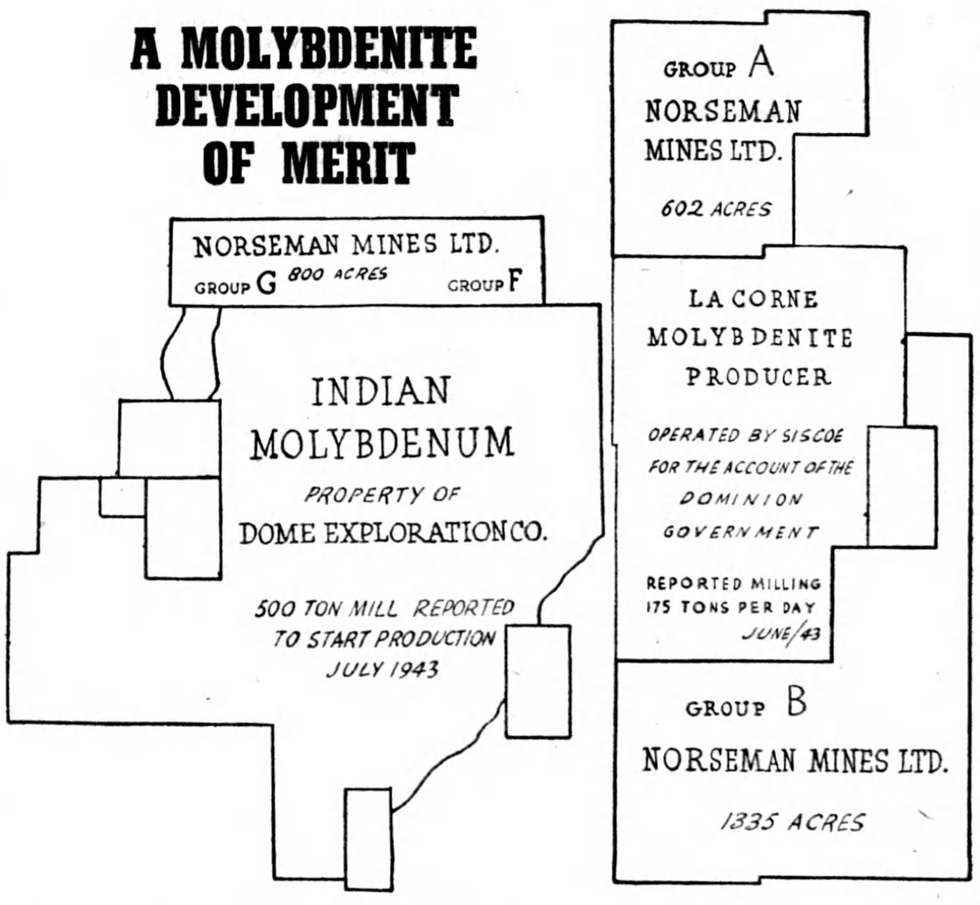
NORSEMAN MINES LIMITED

(NO PERSONAL LIABILITY.)

Capitalization, 3,000,000 Shares. Par Value, $1.00.

Vendors (Pooled), 1,000,000. Sold for Cash 240,000. Treasury, 1,760,000.

A MOLYBDENITE DEVELOPMENT OF MERIT



800 Acres adjoining the Indian Molybdenum Development of Dome Exploration Company which is now nearing production. Latest reports state that a 500-ton mill on the Indian will be in production by July of this year. To quote Norseman's Consulting Geologist, Paul D'Aragon: "The same granitic formations in which the Dome Molybdenite deposit is located extend through the Norseman Properties.

1,937 Acres adjoining the Lacorne Molybdenum (Dominion Government Development) on the North, South and East. Latest reports show Lacorne producing at the rate of 175 tons per day. The Norseman Properties, in the words of Paul D'Aragon, Consulting Geologist: "Cover the continuation of the Molybdenite bearing formation on the claims now being operated for the Government's Account."

There are only 3 producers of Molybdenite in all of Canada and the largest of these is the Dominion Government Property known as the Lacorne.

There is one outstanding property almost ready for production on a 500-ton basis; the Dome Development known as Indian Molybdenum.

The properties of Norseman Mines Limited are closely related to both of the above enterprises, both geologically and from the point of view of location as may be noted from maps and reports in this bulletin.

GEOLOGIST'S PRELIMINARY REPORT ON NORSEMAN PROPERTIES—GROUPS A, B, G and F.

A large batholith of granitic rocks occupies most of the surface of Lacorne, La Motte and Preissac Townships and it is in and about this granitic mass that the above four groups of properties, A, B, G and F, are located, as well as the Molybdenite Development of Dome Mines Limited and the Molybdenite Property being operated by Siscoe for the account of the Dominion Gov't.

This batholith contains numerous Molybdenite showings and it is with these granitic bodies forming part of the mass that are located the two Molybdenite Deposits second only to the Climax in Colorado—the largest in the world. I refer here to the Dome in Preissac and the Government property at the four corners of Lacorne, La Motte, Malartic and Vassan Townships.

Blocks A and B adjoin the Government property; A on the North and B on the South and East.

They are situated astride the North-South belt of sediments in which are located the intrusives containing Molybdenite on the Government property. In other words, they cover a continuation of the Molybdenite-bearing formation on the claims now being operated for the Government's Account.

Geological conditions are favourable on both groups for the deposition of Molybdenite Ore in commercial quantities. Groups G and F, 800 Acres, lie North of and adjoining the Dome property. The same granitic formations in which the Dome Molydenite Deposit is located extends through your Preissac Property known as Groups G and F.

June 12, 1943

(Signed) PAUL D'ARAGON, I.C., B.Sc., Associate Mines Institute; Professor of Mining, Polytechnic School, Montreal; Consulting Geologist, Norseman Mines Limited.

PRESENT OPERATIONS.

A crew working under the direction of Paul D'Aragon, Consulting Geologist, is now on the Norseman Property conducting a geophysical survey with Magnetometer. Every one of the 2,731 Acres will be subjected to this Magnetic Test and regular reports each week or ten days may be expected on the results of this scientific exploration.

This work has been undertaken in order to determine at the earliest possible moment which area of this large acreage may warrant concentrated and immediate development, looking towards production.

It is with the utmost confidence in this enterprise that we strongly advise the immediate purchase of Norseman Mines Limited at the market.

19c BID — 22c ASKED

GORDON-DALY COMPANY

404 VICTORY BUILDING TORONTO, CANADA

TELEPHONE AD. 4921-2

Kindly send me complete information on Norseman Mines Limited, without obligation.

NAME ..... ADDRESS .....

W.P.

SIDE GLANCES By Galbraith

"He wins—we'll have to let him ride in the tank as the gunner. He's the only one with a helmet!"