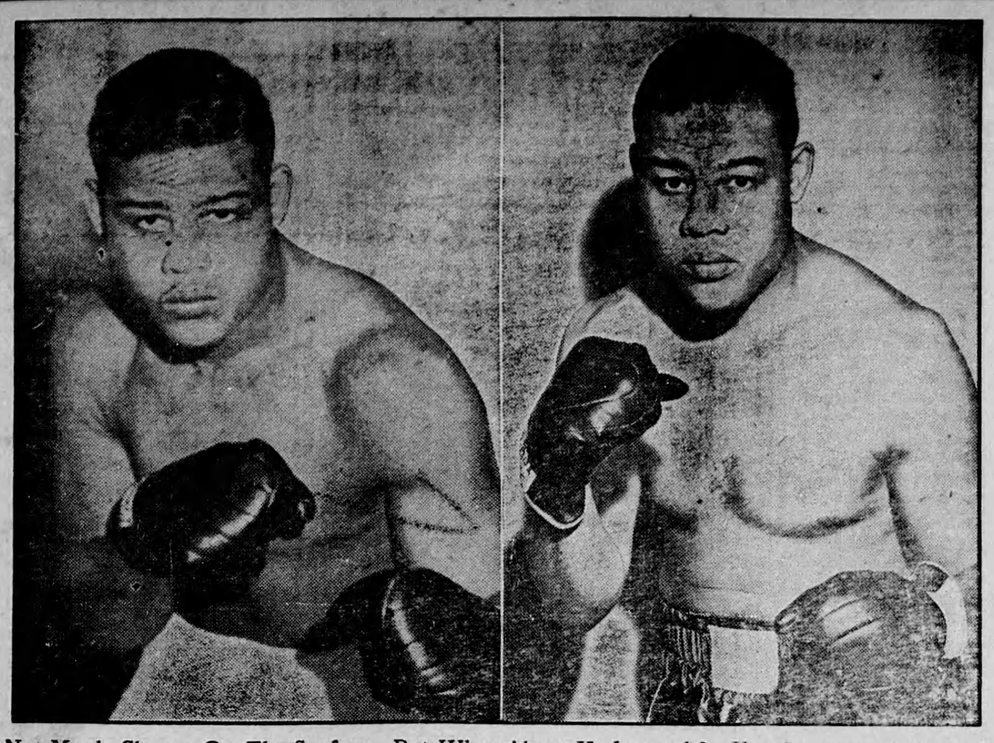

Not Much Change On The Surface—But What About Underneath?—Here are two pictures of Joe Louis, showing so little real difference in the Brown Bomber's appearance that it is hard to realize that a World War, thirteen years and a lot of other things have gone over the dam between their taking. In the picture to the left Joe poses for the cameramen at his Pompton Lakes training camp shortly before the fight on June 25, 1935, in which he knocked out big Primo Carnera in the sixth round. Right, Joe is seen at the same Pompton Lakes camp preparing for his return battle with Jersey Joe Walcott on June 23, 1948.

What Goes On In The World

By Norman Blair

Europe's Homeless

At the end of the war it was estimated that there were some 11,000,000 displaced persons scattered throughout Europe. Now, three years later, there are still something like 850,000 of these homeless in various DP camps, chiefly in Germany. Most of the DP's are Ukrainians, Czechs, Yugoslavs, Poles, or Balts. About 18 % are Jews. For political or religious reasons it is impossible to send any of them back to the countries of their origin.

In the United States President Truman has repeatedly asked Congress for legislation that would enable a substantial number of these DP's to settle in that country—but without any real success. A week or so ago a Senate measure was passed which called for the admission, during the next two years, of up to 200,000 of these homeless.

But there is a catch to it, for there are severe limitations attached to the new measures. For instance, half of the DP's admitted must come from the former Baltic States—although the Balts number only about a quarter of the total. Half the DP's must have agricultural backgrounds, and there are other provisions which would bar many Polish-Jewish refugees from entry.

Senator Pepper of Florida criticized these restrictions bitterly charging that the limitations will operate to handicap "the most persecuted, most massacred, most butchered of people—the Jews".

After the way many Americans—especially those of Jewish origin or sympathy—have been sharply criticizing Britain for its attitude to the Jews in Palestine, it seems rather strange that they do not turn some of that same criticism on points nearer home. They were willing to fight Britain in order to force down the barriers in Palestine—but do not seem at all anxious to even lower the barriers which stop DP's of Jewish origin from finding refuge within the United States.

The United States

Something that may have far-reaching and possibly even violent effects is the threat that Negroes in the United States may refuse to submit to the draft as long as present military regulations remain unchanged. A. Philip Randolph, head of the Brotherhood of Sleeping Car Porters and one of the most influential and respected Negroes in America, was the man who touched off the fireworks.

In plain language Randolph told the President and Congress that Negroes would not go along with another "Jim Crow draft". Invoking the name of Mohandas Gandhi as an example, he called for a campaign of non-violent resistance to the coming draft by all the men of his race unless race segregation in the armed forces is abolished.

Randolph's argument is basically one of the legal rights for the Negro, but goes even deeper than that. There are hundreds of thousands of Negro veterans from the last war who recall the humiliations they had to suffer because of their color—and who regard the whole thing as a matter of outraged manhood and self-respect. When Senator Morse, a liberal Republican, remonstrated with Randolph for his threat of disobedience to the draft, the latter replied, "Senator Morse has never felt the sting of Jim Crow—I believe any of you men would raise hell in America if you felt the indignation and injustices that are suffered by the negroes here."

A very large percentage of the 14 million Negroes in the United States seem to be solidly behind Randolph and other leaders of the movement, and unless changes are made before time for the new draft rolls around, the whole thing might very possibly flare up into a really ugly situation. What could very well happen down in the Deep South, should the Negroes there refuse to register for the draft, is not pleasant to contemplate. And it is from the Deep South that the strongest opposition to any change in the military regulations—of a kind designed to do away with segregation—will undoubtedly come. The whole thing is one of the most serious problems to come up in the United States in many years—and how it will all end nobody can foresee.

Great Britain

It seems as if there's justice in this wicked old world after all, and that Governments—some of them anyway—have memories for things other than unpaid income taxes.

Back around 1935 Frank Whittle, a Royal Air Force officer, had an idea that jet propulsion engines could be made to work. But the authorities were chilly to his notions and turned them down flat; and in 1936 Whittle and some friends got together sufficient capital to form a private company to exploit his schemes.

His first jet-propulsion engine ran successfully in 1937. Two years later the Air Ministry ordered its first jet-propelled plane. Deliveries to the RAF started in May 1944 and a few months later the famous Gloster F9/40 went into action, chasing flying bombs. The Government bought out Whittle's company, offering him something like $200,000 for his stock. When he refused to accept any recompense, they made him take $40,000 anyway.

When the war was over, Whittle's friends wanted him to file a claim covering his jet propulsion inventions. He refused on the grounds that he had been in Government service when he did his original research on the gas-turbine engine, reasoning that he was not morally entitled to the money. But last month, when the Royal Commission on Awards to Inventors held court at Somerset House in London, it insisted on Whittle taking $400,000 tax free.

The award was made at the request of the Supply Ministry (where Whittle works at present), the Air Ministry and the Government.

Israel's Delegate—Aubrey S. Eban is the new representative of the infant state of Israel to the United Nations. Eban, a 33-year-old war veteran, is an authority on Arab-Jew relations.

"Maggie" Was Real

Few songs have been so beloved, or have retained their popularity as long, as "When You and I Were Young Maggie". Millions have sung, or hummed, or listened to it. Yet comparatively few know that the homely old ballad was written by a Canadian, and that "Maggie" was an actual person.

In 1859, George Johnson, native of Binbrooke, Ont., went to teach school in the neighboring village of Glanford, Wentworth County. He fell in love with one of his pupils, Maggie Clark. It was while walking with her beside the old mill on Twenty Mile Creek that Johnson was inspired to write the verse. They were married in 1864. Johnson switched from teaching to the newspaper business, took his wife first to Buffalo then to Cleveland. Less than a year after marriage, Maggie died; was buried near Mount Hope. Johnson returned to Canada, became principal of the Binbrooke public school, principal of Central School, Hamilton, a master at Upper Canada College, professor of languages at the University of Toronto.

Faulty Cars Major Peril

Some timely advice is handed out to motorists by the Ontario Dept. of Highways in the admonition that, for safe and pleasant driving, it is well to keep in mind the importance of the mechanical condition of the cars they drive.

Statistics do not give a complete picture of this factor's importance in the prevention of accidents. For one thing, it is difficult to determine from a smashed car just what, if any, mechanical defect may have caused the accident. Also a car owner who has, say, faulty brakes, is often loathe to admit it after they have caused him to get into an accident. Nevertheless, 12 per cent of the convictions for violation of the Highway Traffic Act last year were for the operation of defective motor vehicles.

* * *

There are other factors too that highlight the car owner's responsibility for keeping his machine in good condition. They were summarized in a talk the other day by Lt.-Col. W. A. Bryce director of the University of Toronto Division of Public Safety.

He explained how a driver, with a car which does not act the way he expects it to, forces other drivers to take steps to avoid one accident, which may easily set up a chain of circumstances resulting in an accident which might not involve the defective car at all. In this way, said Col. Bryce, the driver of the defective car take unfair advantage of the man who does look after his car.

* * *

In addition, the driver with a defective car, like a football player with a bad knee, has his mind on the defect as much as on driving. He is driving with fear at his elbow, and this makes him a menace. A driver who operates his car with uncertain brakes, wobbly steering, poor lights or any other defect brings to his driving a divided mind; and safe driving demands undivided attention.

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11½c. Assorted heavy breed mixed chicks, 11½c. Assorted light breed mixed 10c. Pure Sussex, Sussex x New Hamps, New Hamps, mixed 14c, pullets 23c. After June 5, mixed 13c; pullets 22c. Barred Rock, Rock x New Hamp 15c; after June 5, 14c. Rock x Leghorn, Sussex x Leghorn, New Hamp x Leghorn mixed 13c; pullets 27c. After June 5: mixed 12c; pullets 24c. Assorted heavy breed pullets 20c. Assorted light breed pullets 23c.

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LONDON, ONTARIO

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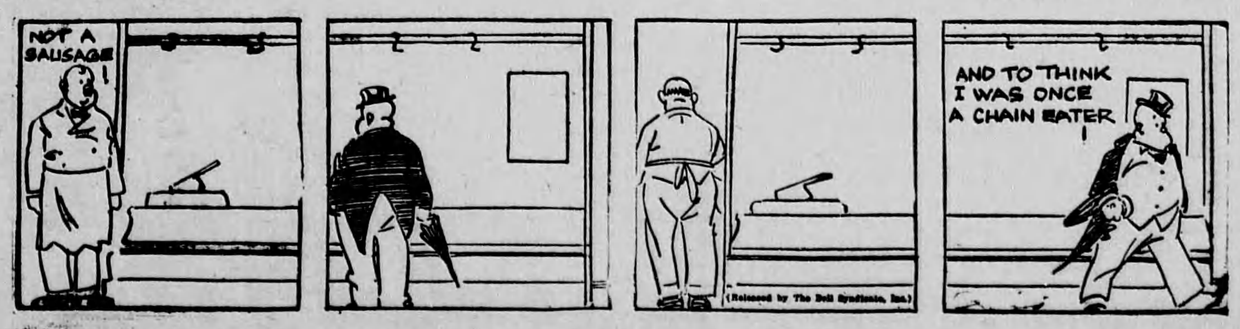
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