

"Sky Train" Flies Over the Atlantic

Leaded Air - Freight Glider Towed for 3500 Miles

A freight-loaded glider was recently towed across the Atlantic in a successful test of a "sky train" technique opening great possibilities in air transport, the Air Ministry disclosed. Two of the four pilots in the trail-blazing experiment were Canadians. The glider was loaded with vaccines for Russia, radio, aircraft and motor parts, and was towed by a twin-engine Douglas C-47 transport, a type which the Air Ministry calls Dakotas. It completed the 3,500-mile journey in 28 hours.

Planned by Sir Frederick Bowhill, commander-in-chief of the R.A.F. Transport Command, preliminary experiments were carried out with test hops near Montreal for months before the big transport and its glider headed for the Atlantic crossing.

Had Rough Crossing The glider used had a wingspan of 14 feet, a freight capacity of 3,000 pounds and was suspended to its mother ship with steel attachments designed to take a strain of 20,000 pounds.

Poizing its way through bad weather most of the time, the transport and its following glider made the trip at medium altitudes and at an average speed of 125 miles per hour.

Unable to climb out of the storms encountered on the way, the two craft made a rough landing. At one time they were forced to ride out a snowstorm for 2 1/2 hours, when the glider was buffeted "like nothing on earth."

Several interesting generalizations about long glider flights were made available in connection with the landing. The first one thing, it was emphasized that the glider must be flown all the way—there is no automatic pilot—and the pilot must not for a second take his eye off the tow plane or the tow rope if the plane is in clouds.

When the motorized plane is in clouds the glider pilot gauges things by the so-called "angle of dangle," in other words, the angle made by the tow rope. The glider should preferably be flown about 20 feet above the tow plane.

The take-off is the most difficult part of the flight. The glider becomes airborne before the tow plane, and should the pilot allow it to get too high the tail of the latter might be pulled up so that the whole take-off would be ruined. Similarly, if in flight the glider gets too low a drag on the tow plane's tail may cause a dangerous stall.

The glider crew finds life very noisy despite the absence of motors. One flier who made this crossing compared the roar to the sound of a freight train on iron tracks—the steady beating of the wheels over the joints.

The crews communicate via ordinary wireless, but the switches are kept off to save batteries, and when the tow plane wishes to speak to the glider the pilot waggles his wings.

Hail To The Pig! He Does His Bit

A Tribute In The Learning Post and News

The pig—look at him. He roots in the soil, he smells like something putrid. You say "Eggs, the filthy animal!" And then he dies. And he becomes a benefactor. Someone twists a rope around his leg and shoots him up an inclined plane to the spot where a man smoking a pipe waits to cut his throat. And still squealing in a diminishing gurgle, he drops down into the pit.

Now look at him. He comes to your table in long, thin bacon strips in delicious chops, in toasts or roasts, in succulent spareribs. He covers your hands and feet with his tough, durable hide. He lingers in the bottle of glue on your writing table. And he goes to war. He wraps his fat around the men who fight in Arctic cold. The Commandos shave a little less because of that protecting fat layer. In icy water, clinging to a raft, the survivors are those with the most natural warmth, part of it gained from the pig.

Ban Kite Flying

Nazi occupation authorities have banned kite flying, a favorite pastime of the Dutch, according to the Netherlands News Agency.

THE WAR - WEEK - Commentary on Current Events

The Greatest and Most Daring Undertaking In Military History

The Allied armies, which began the Battle of Europe with an initial success, have now successfully accomplished what both Axis and Allied spokesmen agree in characterizing as the "greatest and most daring undertaking in military history." They have firmly established themselves on numerous beachheads along a 100-mile stretch of the Sicilian coast, and are now driving into the interior "according to plan," says The New York Times. More troops, more vehicles, more guns and more stores and equipment are pouring into the island across a bridge of ships and under a canopy of protecting aircraft that have virtually blotted the Axis air forces from the skies. The battle for Sicily may be arduous and protracted, but the beginning has been auspicious. As one Allied spokesman put it, the invasion has passed the "crisis point."

More To Come

Throughout the Western Allies, to whom Hitler referred not so long ago as "military idiots," have accomplished what Axis propagandists loudly proclaimed they could not do and what Hitler himself did not dare do. They have invaded enemy territory across a wide stretch of water than the English Channel—territory far more strongly defended than was England after Dunkerque.

They achieved this success with a military precision and co-ordination of all arms, including glider and parachute troops, unequalled in any military campaign. They proved themselves masters of military technique, superior to both the German and Italian defenders, who claimed a monopoly of that science. They demonstrated that amphibious operations, which fell at the Dardanelles and Dieppe, are not only feasible but with the right technique can be not even very costly. There lies the guarantee that the Sicilian landing was the forerunner of more to come.

Other Second Fronts?

The anxiety of the Nazi who exclaimed, "Why don't the British and Americans come instead of talking about it all the time?" is now partially relieved. Not the landings in Sicily do not give the Allies assurance that there will not be other "second fronts" to deal with.

In some respects Sicily has seemed almost a sure thing, an inevitable first step, writes the war editor of The Christian Science Monitor. To the sea-minded British especially it stands as the key to the Mediterranean. So long as the Axis possessed air bases and harbors in the island, Allied shipping could never be wholly free from raids. With Sicily in Allied possession, not only is the sea clear but the Italian boot itself will lie under the imminent threat of invasion.

Nazi Dilemma

This will in turn present a difficult choice to Berlin—to be somewhat pulled off balance by sending large forces to defend a position far from the Nazi centre of strength, or permit Italy to become a base for Allied attacks on the Reich. In a measure, the landings in Sicily already offer the Nazis that dilemma. Apparently they have chosen to fight at least a delaying action in Sicily. But they must have the constant dread that, if they concentrate on the defense of Sicily, the Allies, under cover of their sea and air superiority in the Mediterranean and with greater mobility, may then strike some other spot left unprotected.

Divide the Defense

Almost surely the Allies will strike elsewhere. They will exploit their advantages by dividing the defense. So sure have the Nazis been that a blow was coming in southern France that they have moved the population out of Sete and other towns near the Spanish border. But a landing in France is hardly an immediate probability. For one thing, French troops would surely play a major role, and General

VOICE OF THE PRESS

THEY'RE SEEING THE WORLD

From "Somewhere in Australia" comes news of the arrival of a detachment of American soldiers from the Yukon, who since March 6 of last year have traveled 23,000 miles and have undergone 150-degree variations in temperature—from 68 below zero to the scorching heat of the Equator. "Join the armed forces and see the world" means what it says in this war.—Montreal Gazette.

A "RIPPING" DESCRIPTION

We don't like to inflict this on you, but The Toronto Star breaks the income tax to carpentry: "The taxpayer hammers away at the tacks, adze the figures and files the document. But if honest he doesn't chisel." That's quite plain, pal; if he wasn't square and on the level it wouldn't anger well for him. He'd have to brace himself for a bit of rasping.—Ottawa Citizen.

THE BOOK SHELF

FIREDRAKE.
By A. D. Divina.

This is the story of a ship. They christened me Fire Drake, which means "a mythical, fiery dragon." I'm a fighting ship and I've seen a lot of the world in my short life. I've been through several hells. I've been blown wide open and left for dead—but I'm still stubbornly alive.

GOOSE NEWS

There are two more good things about the Chinese victory. One is that the Chinese are learning ship, but my Captain refused to give up. The crew worked in darkness—water lapping at their heels—live steam everywhere. They shored the metal, stiffened bulging bulkheads and somewhere kept me afloat. In two days they achieved the impossible—we were under way.

MONEY TALKS, BUY!

Take a tip from money. It talks, but it doesn't give itself away.—Kingston Whig-Standard.

TERRORS OF PEACE

And now we are told of a post-war \$400 motor car to be sold at every gasoline station. Peace, too, can have its terrors!—Ottawa Journal.

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Buy MACDONALD'S FINE CUT TOBACCO... enough "Bright Virginia" in every package to make 44 standard cigarettes.

LARGE PACKAGE... INCLUDING TAX 19¢

INVEST WHAT YOU SAVE IN WAR SAVINGS STAMPS



EXPLAINED

We read that the cloth saved from men's trouser cuffs would carpet a broad path from Toronto to Windsor. So that is what they are going to do with it!—Peterborough Examiner.

MOTIVES

Scottish miners to celebrate the victories in Tunisia by the armies, worked an extra day without pay. Ours go on strike to celebrate.—Brandon Sun.

PRACTICAL POP

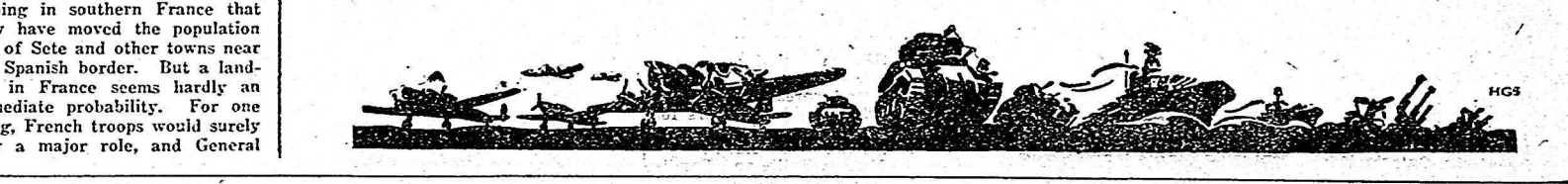
Some day some father is going to get smart and pass the hat instead of cigars when twins are born.—Guelph Mercury.



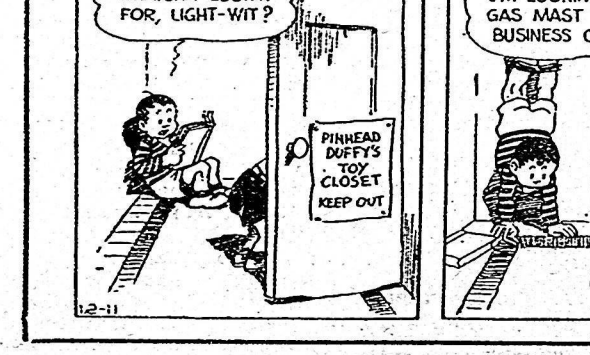
WATERWINGS ...1943 STYLE

Remember the water wings you used as a kid at the sea shore? Fighting airmen wear them too... 1943 style... as part of their standard equipment. When the flyer hits the water he wastes no precious seconds blowing up his "wings". He simply opens a valve in a small cylinder of compressed carbonic acid gas... and his "CO₂ jacket" is inflated for him in a flash. This same useful gas is used to inflate the rubber boots and rafts which have saved so many lives in all the Seven Seas. Much of this gas comes from our plants, a by-product in the making of War Alcohol. Never before has the need for Alcohol been so urgent. Alcohol is a prime essential in the production of synthetic rubber, an important ingredient for plastics, and is the constant ally of doctors and nurses in their fight against infection. Producing Alcohol is our one all-important war job. All of our plants are working to capacity to produce it.

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"SALAJA" TEA

COMMANDO ...

By GEORGE MAITLAND

CHAPTER V

She did not notice that Lockhart had come back from the kitchen. He stood quiet still in the shadow by the doorway and looked on.

"Then," Sally continued, "she realized what love could be—a sweet and terrible thing she had never been able even to imagine. But she could not hurt her husband, who had always been so kind to her. And the two men liked each other."

"What happened, madame?"

"The man she loved—and who, she knew, loved her—went away. That's all. But, like you, she could not forget. And, like you, she was very lonely."

Lockhart suddenly coughed, and came forward into the light of the fire.

"Jim! How long have you been there?"

Lockhart was smiling.

"Two minutes, perhaps," he said. "Long enough, I think."

Sally scrambled to her feet, flushing. And then Captain Jackson came bolting down the staircase.

"Say, cap, there's a car pulled up right outside an' a square-head gettin' out. Looks to me as he figured on bustin' right in on us. And there's a second guy sittin' in the car."

For a moment Lockhart looked doubtful. He realized that it was Sally Durand he was doubting, and his expression changed.

"Right!" he said swiftly. "But we'll have everything set for a quick rough-huse, if you get in a spot. Get a move on, Jackson!"

He and the American lifted Krasinski from the sofa and carried him quickly into the other room. Jackson was then sent scurrying across to the kitchen to warn Pym and Duchesne of the new development. Lockhart, having settled Krasinski comfortably in bed, opened the door a couple of inches, so that neither of an officer nor a gentleman. Fortunately, I know how to take care of myself."

"Damned young fool!" snarled Sally, meanwhile, pushed surgical case and basin out of sight under the sofa, straightened the blankets a little, and touched her hair. Four heavy knocks sounded against the front door. With a little lift of her chin, Sally went up to it and opened the grille.

"Who's there?" she asked.

"Captain Flesch—on duty, Madame Durand. Kindly open the door."

"I guess I'm hardly dressed to receive visitors, Captain Flesch."

"I have come to see Lieutenant Maltzan."

"Is that so? Then, of course, come in."

She opened the door. The Ger-

ISSUE No. 30—43

OVERSEAS

612

Scrap of dresses you've made—scraps in the rag bag—set them off to crochet these slippers. Formed of scrap materials. These are sewn together and edged with rug cotton; the soles, too, are made of scraps. Pattern 612 contains directions for slippers and soles in small, medium, large size; stitches and materials.

Send TWENTY CENTS (20c) in coins (stamps cannot be accepted) for pattern to Wilson Needlecraft Dept., Room 421, 73 Adelaide St. West, Toronto. Write plainly pattern number, your name and address.

TABLE TALKS

SADIE E. CHAMBERS

WARTIME CANNING (Continued)

Equipment

Equipment should be—sharp knives, colander, bowls, measuring cups, towels, enamel pie plates, wooden spoons, a wide mouthed funnel for filling sealers, and a lifter to save burned fingers.

The sterilizer may be the common wash boiler or preserving kettle, pressure cooker or the oven.

Containers

Several makes of glass sealers are available, screw top, and vacuum type. All are equally satisfactory. If they can be made completely airtight.

To finish a perfect seal, a sealer for use in canning should have a smooth rim and tight fitting cover. Test each sealer before you use it. See that it is not cracked. See that there are no chips in the rim of sealer or cover. Fill the sealers with water, adjust the rubber, seal and invert a few minutes to test for leakage. Use some of the wire spring of a spring top sealer springs into position with a snap. New metal screw caps should replace those which have become cracked or corroded.

Rubber Rings

Rubber rings are an important part of canning equipment. To be effective the rubber ring must be in place. For a good seal it is necessary to have the proper sized ring for the sealer used. The boxes are plainly marked and the types of rings are interchangeable. Wide rings fit spring top sealers. Narrow rings fit screw top sealers.

It is preferable that new rings should be used each year, however some retain their elasticity and are thus suitable for reuse. Rubber is valuable, therefore great care should be taken in storing usable rings. Care removal from the sealer they should be washed and dried immediately, then laid flat so they will not lose their shape. Keep rubber rings in a dry place away from light.

Old type rings are tested by bending double. An unsatisfactory ring will crack. A second test is stretching. A good ring will stretch back. The war-rubber ring being manufactured is not as elastic as the old type but makes a satisfactory seal. These rings will not return to shape and may break

if stretched and so should not be tested in this way. Some types of sealers have a sealing composition on the metal disk top. For these sealers use new caps each year.

Preparation

This may be done while fruits and vegetables are being prepared. Wash sealers thoroughly.

For water sterilization half fill each jar with cold water, place glass tops in position and stand the sealers on the rack in the boiler. Surround with cold water, bring to boiling point and boil 15 minutes. Keep sealers hot until ready to fill. For oven sterilization place empty sealers and glass tops on a tray in the oven. Sterilize 20 minutes at 275°F. Re-

more from the oven one at a time for filling.

Paraffin Your Lemons

To keep lemons for a considerable length of time cook them lightly with paraffin, using small brass. When it is desired to remove the paraffin, heat them slightly and it will roll off.

BUNNY HUG



JIMMY RAISES RABBITS for fun and pocket money. Works hard on his Dad's farm, walks a mile to school. Mile and a half to the store for Kellogg's Corn Flakes too, but Jimmie's glad to go.

"They're ever-ready in our house," he says. "I have a dish anytime I'm hungry." Kellogg's Corn Flakes are ready to eat in 30 seconds. Leave no pots and pans to wash up. They're easy to digest and economical, too. Better get some tomorrow. Two convenient sizes. Made by Kellogg's in London, Canada.

SAVE TIME—SAVE FUEL—SAVE WORK!

more from the oven one at a time for filling.

Miss Chambers welcomes personal letters from interested readers. She is pleased to receive suggestions on topics for her column, and in return to send letters to "Miss Sadie E. Chambers," The News, Adelaide St. West, Toronto. Send stamped self-addressed envelope if you wish a reply.

Room For Every Kind Of Rubber

John Lyon Collyer, president of B. F. Goodrich Co., celebrated the third anniversary of his first synthetic-tire sale with a significant look at the future for all kinds of rubber. He forecast a world rubber demand of at least 2,000,000 tons a year—almost twice the world's peak pre-war consumption.

To prove his forecast's reasonableness Mr. Collyer pointed out that before the war China's annual per capita rubber consumption was only 0.2 lb. Russia's only 3.3 lb. v. a 10-lb. average for U. S. citizens. With even a slight increase in foreign consumption, synthetic rubber and natural rubber could live together in peace and quiet.

Two Sunrises, Two Sunsets Same Day

Mr. Douglas Sargent, son of Mr. and Mrs. C. Sargent, of Georgetown, writes that he saw two sunrises and two sunsets in a single day in Iceland. His plane took off just after the sun set, climbed into the disappearing light and saw the sun sink beyond a second horizon. Returning to his base, he saw the sun rise far away, landed before light had neared over the mountains, and saw a second sunrise.

Enquiries promptly attended to at THE PROVINCE OF QUEBEC PUBLICITY BUREAU, 200 Bay Street, Toronto, or Quebec City.

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