

With Canadian Editors In Embattled England

This is the fourth of a series written by Walter R. Legge.

Following the inspection of the Air Force stations, the editors were taken to one of the ports, where they had an opportunity to go over one of the destroyers. They also saw the training of the future heroes of the navy, and a parade of four thousand naval cadets.

While with the Navy, the editors were taken to the "Victory," the flagship of one of England's greatest heroes, Admiral Nelson. This was the ship from which his famous message, "England expects that every man will do his duty," was flashed as he led the 27 English ships against 33 French and Spanish ships at the battle of Trafalgar in 1805.

This visit to the "Victory" will be described in greater detail in a subsequent article.

Returning to London, conferences and meetings were held with Lord Woolton, Minister of Food; Hon. Arthur Bevan, Minister of Labor; Hon. Herbert Morrison, Minister of National Services; Hon. L. S. Amery, Minister for India; Sir Stafford Cripps, Home Secretary; the Hon. Brendan Bracken, Minister of Information, and a meeting with the Hon. Winston Churchill in his office. It would be impossible to tell much about these meetings in one article so they will be dealt with later.

All these conferences were arranged by the Hon. Vincent Massey, High Commissioner for Canada, who accompanied the editors on these occasions. He was indefatigable in trying to make the visit of the Canadian Editors both helpful and interesting.

During the last part of the time in England, vast underground factories were visited and also factories where aeroplanes and other supplies were being made. These visits were also of great interest and the problems of housing, transportation, manpower, etc., were closely studied. Those factories in addition to being of huge size, were just as up-to-date, and efficient as anything that could be found in America.

A study of bomb damage took the party to Bristol, Bath, Portsmouth, and other places which have been badly damaged. The lesson learned from these visits was that early preparation to take care of raids is essential if the damage is to be kept to a minimum. Canadian cities should carefully study the steps which have been found to deal successfully with raid damage.

It was now drawing near to the time that the return journey must be made. While everything could not possibly be seen in the time allotted, yet a representative cross section had been seen of the Canadian Army, Air Force, Navy, the British industrial effort, Civilian Defence, and so on. Before leaving England, the editors had another opportunity of seeing General McNaughton, who, again, received them in a most cordial manner and freely answered all their questions.

But although the government was prepared to bring the Canadians back home, and the editors were ready to go, nature stepped in and ruled otherwise. Unfavorable weather prevented a take-off, and there was a week's delay in which each member of the party was left to explore whatever was of greatest interest to him.

During this week some of the editors visited many of the most interesting spots in England, including Wells, Bristol, and other places, while others visited such places as Strat-

ford-On-Avon, Cardiff, Wales, Salisbury, Gloucester, etc.

But the best of times comes to an end, and early one morning they were off on their way home. First, automobiles took them to the station, then a train carried members of the party to the embarking point and motor launches took them to the piers which conveyed them to Ireland.

After a stop of a few hours only in Ireland, they boarded the transatlantic flying boat and in a short time they were over the Atlantic.

The return journey on a passenger plane was much more comfortable than the trip going over on a bomber. The passenger plane carries a crew of eleven, including an attractive hostess who hustles herself supplying the passengers with gum, magazines, and cigarettes. She also serves the meals which are very palatable. The sight of white rolls, real eggs, and other foods which they had not seen for over six weeks were tangible signs to the editors that they were getting near home.

The westward trip is always slower than the reverse direction as in coming west the plane is meeting head-on winds all the time. Therefore the journey which took nine and a half hours time going over took seventeen hours for the return trip. However, in the passenger plane there are berths so that it is possible to sleep for a good part of the way.

The trip is nearly all made above the clouds, but the passengers could not see the sunrise which is usually a wonderful sight from a plane—as the sun was directly behind them.

One of the interesting sights from the plane is Prince Edward Island which is particularly beautiful from the air, and rivals the views over Ireland.

Early Saturday morning the Canadian editors were gently deposited at an Eastern Canadian Port, thus bringing to an end a trip such as has been made by few people and which will be remembered by them as long as they live.

In the letter of instructions which each editor received before leaving Canada, one sentence read, "You will be allowed to see things which few people have been permitted to see, and you will be told things which few people have heard." This prediction was more than fulfilled.

During the six weeks, the editors travelled more than eleven thousand miles, made up of 1030 miles by bus, 1510 miles by train, 500 miles by automobile, 6100 miles by plane and about 400 miles on foot. This was the record kept by the writer and is probably the average of the party, but some travelled even more than that by taking special journeys.

After this brief outline of the trip, more detailed accounts of the various activities will be given in articles to follow.

Mobile Library A Big Success

EDMONTON, (CP)—Total circulation of the street car branch of Edmonton's public library has been more than 74,000 during its first year of operation. This mobile library unit, first of its kind in Canada, serves in the out-lying districts of Calder and North Edmonton. A total of 2,238 loan cards have been issued to adults and children since Oct. 19, 1941.



ISADOR SHERMAN

Isador Sherman is a native-born Canadian with a rich musical inheritance bequeathed him by his Russian ancestors. He has been in radio as long as he can remember and he has filled a stellar role in the music life of Canada as violinist and conductor in broadcasting and the concert field. He played on most of the leading sponsored programs in the early days, has been an increasingly important factor in the program affairs of the CBC in the past five years. He is making his fourth annual appearance as music director of "The Children's Serenade" (Saturdays, at 12:30 p.m. EDT, 1:30 p.m. ADT) and is conducting the currently popular "Serenata" over the CBC Southern Ontario Network, Mondays at 9:00 p.m. EDT. He has gone to school in Toronto public schools and at the Royal Academy of Music in London, has played in small movie houses and under the batons of the world's greatest conductors, he has met Toscanini (his greatest thrill), cherishes his Goffriller violin (1706), speaks French, German and a little Russian as well as English, adores his adopted daughter, Carole, who is not quite two.

Much in Common Between Queen And "First Lady"

Washington Observer Compares Her Majesty With Mrs. Roosevelt and Individual Traits in Connection with the Latter's Trip

WASHINGTON, (CP)—Pioneering Eleanor Roosevelt and conservative Elizabeth Windsor will not lack for common interests during the current precedent-shattering visit of Mrs. Roosevelt to Britain.

Both are possessed of apparently limitless energy; both have a deep and sincere interest in the welfare of the common people. The Queen doubtless will take joy in showing Mrs. Roosevelt the day nurseries and the community kitchens of Britain, the organized war work of British women and the way England "has stood up under three years of total war. Mrs. Roosevelt certainly will enjoy seeing them.

Both Queen and First Lady have managed to juggle their private and public lives with consummate skill, slighting neither. Both are devoted wives, excellent mothers. Neither ever has been known to shirk an official duty.

Queen Elizabeth has visited the miners, the factory girls, the working man of Britain just as Mrs. Roosevelt has made friends with every stratum of American life. Both are good travellers.

Various Tastes

The First Lady is more of an individualist than the Queen, but were their positions and traditions reversed, it would not be surprising to think of Elizabeth following many of the same pursuits by which Mrs. Roosevelt has upset precedent in America. Queen and First Lady both shun pretense, both believe in being themselves at all times and to all people. Both are quick to see through meaningless flattery, both are possessed of a ready wit.

Though both dress with dignity and taste, neither could be called a fashion plate. Clothes are incidental to more important interests in the lives of each.

Both enjoy the simple life. And the First Lady no doubt will dine enthusiastically as George and Elizabeth sampled American hot dogs with the Roosevelts in Hyde Park.

Officer Prisoner Sticks With Men

Colonel Will Continue School With Other Rank Prisoners in Germany

LONDON, (CP)—Lt.-Col. A. C. Newman, the man who led commandos against St. Nazaire and was taken prisoner is happy. He's not to be moved away from "his boys." When the Germans moved captured officers to a separate camp from the men Col. Newman asked to be allowed to stay with his men and was granted the request. He can now carry on as "professor of building and contracts" in a school started among the prisoners.

War Whisperings Tough on Nerves Of Sailor Wives

Unfounded Yarns of the Goosips in Coast Cities Make Nightmare for Relatives of Those in Peril on the Sea

BY FRANK LOWE, Canadian Press Staff Writer

HALIFAX, (CP)—Rumor clinics—one to every city block—are needed in Halifax to trace down and kill the hundreds of goosipy yarns that are running around loose.

Here the favorite indoor and outdoor sport is whispering "have you heard about . . ." and then unfolding a tale that would make Goebbels look to his laurels. In a city where war parks on everyone's doorstep and is the chief topic of conversation, some stories can incalculably damage morale.

There are, for instance, the sad cases of the dozens of navy wives here, worried at the best of times about their husbands' safety. But their worries are increased a thousandfold when some "friends" say they have it "from someone on the inside" that such-and-such a ship has been sunk with all hands.

Service men are critical of this situation. Often an airman or soldier, due for a long hop overseas, will leave barracks to talk to civilian friends. "We wanted to find out when we were due to sail," they say sarcastically. "But the tragic part of it is, the civilians usually know. One of the most casual greetings around here is, 'well, I suppose Joe is sailing with the troop movement Wednesday,' or 'did you see that big convoy go out this morning.'"

Parlor Talk

However, that variety of rumor mongering, though definitely the most dangerous type, is not as common as the spreading of false tidbits well meaning people pick up in parlor gab fests or in a dance hall.

Then, of course, there are the recurring submarine stories, as old as the sea, but following one general theme. That is, that a submarine has been captured off this coast and in the pockets of the sailors were tickets stubs from one of the city theatres. Though all know U-boats have been close enough to Halifax since the war started to practically hear the traffic hum, a story of them actually being here doesn't help any.

And every time the big guns on the coast growl out a few practice salvoes stories arise over back fences and through offices about a "big naval engagement off the coast." Let it get in the hands of a really un-nerved person and an invasion has started.

Love—Not Spying

Supplying of submarines is also another good subject for the goosips. The ship, coming into port—under what looked like an armed escort, immediately became a grim traitor-craft, caught "red-handed" supplying oil to a U-boat. Truth was, the tanker was being escorted in after being torpedoed.

Spy stories are as common as cobble stones. But the prize-winner was the one about a girl who signalled every night from her room overlooking the harbor. She was investigated, and it was found merely to be a case of love conquering all. The signals meant her Dartmouth swain could come over as Papa was out.

Soybeans In Industry

The soybean is a very versatile crop. In recent years it has found an important place in industry, says F. Dimmock, Division of Forage Plants, Central Experimental Farm. The ripe seed is processed to extract the oil for which a great many uses have been found. The soybean oil meal, or that part of the bean which remains after the oil has been extracted, likewise has many uses.

Soybean oil is utilized in the manufacture of soap. It is also finding an increasing use in the preparation of paints and varnishes. It is a rich source of lecithin, which enters into the making of ice cream, candy, cosmetics and other articles. It finds its way into the household kitchen in the form of a salad oil, prepared mayonnaise, shortening and margarine. It may be present as a constituent of linoleum, which covers the floor.

The great bulk of soybean oil meal is used as a source of protein for live stock feeds. Many plastic compounds incorporate soybean protein and only recently upholstery has been covered from fibre made exclusively from soybean protein. Flour may be made either from soybean meal or from the beans themselves and may be high or low in fat content, according to the production process. Soybean milk is likewise made from either the meal of the whole beans. Its special properties have made it valuable as a diet in certain cases of infant feeding.

TIS GULANA PIG

The guinea pig was named from belief that the small South American rodent found in Guinea was actually found in Guinea on the African coast.

Britain Lively Shopping Early For Christmas

Small Muffs and Muff Bags Making Hit in Battle-Scarred London Though Fur Prices Away Up

LONDON, (CP)—Britain's women shoppers are already looking forward to Christmas and in London's West End shops Christmas buying already is in progress.

Handbags, which need no coupons along with the purchase price, are among the best selling articles though in many cases prices are high. Average price for a good bag is between \$15 and \$18 with plenty on hand at double these prices. Reduced supplies of leather has increased the popularity of bags made of other materials—felt, fur and fur cloth and other textiles.

Hat and Bag

Dress pairs consisting of hat and bag to match are a fashion note for women this winter. A little hat and

a matching bag of felt sell for as high as \$55. Muff bags, mostly made of lamb or other flat furs are being bought as well as plain, rather small fur muffs.

Fashion experts say that judging from the number of women who muffle early autumn purchases of muffs a larger number of women will be carrying them this winter than for the past 20 years in London.

Furs generally have increased enormously in price since the war but the demand is considerable, especially for fur coats at anything from \$250 upwards.

THE RETURN OF BIG BROTHER



While swarms of dignitaries and ordinary people waited outside on the platform of Bonaventure Station in Montreal Tuesday night for the first glimpse of the returning wounded heroes of Dieppe, a youngster sat in one of the cars with her big brother. She was Florence Banks, sister of Private Allan Banks of the Royal Canadian Army Corps. She had a big chat with her soldier brother before he was moved to his home in Montreal.



A Veteran at 20!

Back from scores of bombing raids over a dozen countries, this young airman has found adventure in the skies! Just out of his teens, an eager youth in years, he's a veteran in experience. He's a first-line fighting man, trained in the science of war at 5-miles-a-minute!

He and his buddies in R.C.A.F. air crew are team-mates. Gunner, Wireless Operator, Bomber, Pilot, Navigator—all work together as a smooth, swift "attack team" in a giant bomber. Their targets accurately surveyed in advance by daring reconnaissance pilots—their flight protected by the blazing guns of fighter planes—the bombers wing their relentless way to smash Nazi nerve-centres.

The expanded Air Training Plan has room for more men who want to be with these fighting comrades of the skies. Right now applications are being accepted for air crew duty, at R.C.A.F. Recruiting Centres throughout Canada.

If you are physically fit, mentally alert, over 17½ and not yet 33, you are eligible. If you are over 33, but have exceptional qualifications, you may still be considered. Lack of formal education is no longer a bar to enlistment.



WOMEN TOO—Join "that man may fly." Canadian women fill vital jobs in the R.C.A.F. Women's Division, releasing men for air crew duties. Recruits are needed, age 18 to 40, physically fit, with at least High School entrance. Many useful and interesting jobs await you. No experience needed. The Air Force will train you quickly to take your place with Canada's finest. Fill in coupon at any R.C.A.F. Recruiting Centre, or write address below for booklet.

ROYAL CANADIAN AIR FORCE AIR CREW



For illustrated booklet giving full information write: Director of Manning, R.C.A.F., Jackson Building, Ottawa, or the nearest of these R.C.A.F. Recruiting Centres: Vancouver, Calgary, Edmonton, Saskatoon, Regina, Winnipeg, North Bay, Windsor, London, Hamilton, Toronto, Ottawa, Montreal, Quebec, Moncton, Halifax.

CANADIAN JAP-SLAPPERS



Pilot of an R.C.A.F. Kittyhawk fighter climbs aboard his plane before going aloft on a patrol in Alaska. Canada's airmen, serving with those of the United States in the northern outposts, have already drawn Jap blood.