

British Industries Carry On During Wartime

This is another in a series of articles written by W. R. Lipp and C. V. Charlton, who represented The Canadian Weekly Newspaper Association in a recent tour overseas.

ARTICLE NO. 22
(By Walter R. Lipp)

To report on British industries was not one of the main objects of our trip to Britain, and we did not make the intensive study of them that we did of the fighting forces and services. However, we were given an opportunity to visit some plants and to see what British workers are doing to help win the war.

Probably the most interesting of the plants we visited was an immense underground factory which was just going into production. These underground factories are not dug out especially for the purpose. There are many large caverns, some natural and others the result of years of mining, which can easily be converted into good factories.

A large elevator took us ninety feet below the surface of the ground to where this factory is located. The factory itself covers a vast area and only uses a small part of the cavern. One of our guides told us that he had gone down into the cavern before any work on it had been started, and he would have been lost if he had not been with a local guide who knew it well.

The floor has been cemented and the walls and pillars painted a light color. This underground factory is brilliantly illuminated by fluorescent lights. The ventilation is wonderful. Air is taken in from above ground, cleaned and heated, and distributed by windmills under the floor, while the air is carried off at the roof.

An example of modern scientific methods is found in the disposal of sewage. It is pumped to the surface and chemically treated to extract gases which are used to propel the factory service cars.

The factory is surprisingly clean and bright. It is hard to believe that it is ninety feet under the ground.

There is a large restaurant underground as well as another on top of the ground. Each of them is capable of feeding several thousand employees in a scientific and efficient manner.

One of the problems in connection with this factory was the supply of labor. The number of workers at hand was limited. This has been overcome by bringing workers there in large numbers of buses and by building dormitories and houses. The dormitories are made up of single and double rooms, compact, but well furnished and comfortable. The buildings are of stone or brick and appeared to be fireproof and substantial.

The houses, some of which we were shown through, are small, but bright and comfortable, and planned to make the most of every bit of space. They are certainly a big improvement on the average workman's home.

We also visited aircraft factories, aircraft engine factories and other munition factories.

One morning we arrived at one of these factories. The entrance was not very impressive. In fact it looked more like some residential flats than a factory. Yet we spent most of the day going from building to building to see various operations in progress. A fine lunch was served to us in the executive offices. The exact number of employees cannot be given but it was in the tens of thousands.

A very large proportion of the workers are women, many of them doing jobs that it was once thought could only be done by men. Before the war these women were hairdressers, barmaids, waitresses, school teachers, shop assistants, domestic workers in smaller industrial plants. Others had never worked before.

Some of the machinery in this factory was made in the United States, but much of it bore nameplates of British firms.

The general appearance and operation of this and other factories is about the same as in similar factories in Canada and the United States. However, closer study shows that operations are probably more broken down and scattered than on this side of the Atlantic. There is a good reason for this. In using so many workers with little experience in their particular work, it was easier to teach them one simple operation than it would have been to teach them to handle a complicated machine which would do several operations at once. The system is also more flexible. If some part is knocked out by enemy action or otherwise, the entire production will not be stopped.

These factories are unexcelled for precision of craftsmanship, and their production targets are continually being exceeded. This is going to be a big factor in overcoming the Hun. Latest reports are that the Germans are worried over the superiority of the English in precision and quantity of production.

Most of these employees work fifty-six hours a week. When we had a

conference with Britain's Minister of Labor, Mr. Ernest Bevin, he told us that there is no gain in working more than fifty-six hours a week, and that he was trying to get it down to a fifty-three or fifty-two hour week. He added, "We are in the fourth year of the war. Most of the war people have been taken for the forces. Age groups in industry are higher. Forty-seven is the average age of the Liverpool dockworkers, and in the building trades, the average age is from forty-five to forty-six."

We asked two different Cabinet Ministers if England had reached the saturation point in manpower. One answered that there was no such thing as a saturation point in labor, and the other replied, "We are a long way past the saturation point."

We came away from these factories deeply impressed with the fact that the civilian workers are just as hard at work, just as serious in their tasks, and just as anxious to do their utmost to hasten victory as the members of the Navy, Army and Air Force.

How to Maintain The Lawn in Spring

The spring maintenance of lawns should start as soon as the snow melts and the soil becomes sufficiently dry to permit work, states J. H. Boyce, Forage Plants Division, Central Experimental Farm, Ottawa. The first operation is to rake the lawn to remove the winter's accumulation of sticks, leaves, and other debris. Any perennial weeds that can be detected should be pulled or cut out at this time. The soil on this and bare areas should be thoroughly raked in order to prepare a seed bed. These areas should then be seeded with an adapted seeds mixture at the rate of 2 to 4 pounds per 1,000 square feet according to the thickness of the turf. After the seed has been uniformly scattered over the area, it may be covered by raking or by the application of a thin layer of screened topsoil, after which the seeded areas should be rolled.

Except for the rolling after seeding, only one rolling is necessary each year, and then only in districts where frost has caused heaving. The rolling should be done after the frost is out of the ground and before the soil becomes too dry. Heavy soils should never be rolled when very wet.

Proper fertilization is a very important part of the lawn maintenance program, the chief demand of the grass being for nitrogen. Poor turf requires the application of phosphorus and sometimes potash as well as nitrogen. A recent order of the Wartime Prices and Trade Board prohibits the sale of fertilizers containing chemical nitrogen for use on lawns. There is no restriction on the use of organic fertilizers as yet, and these may be used on lawns with satisfactory results. The indiscriminate use of fertilizers on turf is not recommended, because as much as possible of the available fertilizer should be reserved for food production. If a lawn is in a vigorous, healthy condition fertilization may be greatly reduced or eliminated without injuring it seriously. Lawn owners who do not object to white clover may encourage it by the application of phosphoric and potassic fertilizers, and in some cases lime. A high proportion of clover in the lawn will reduce the amount of nitrogen that it is necessary to apply in order to maintain healthy grass. The best time to apply fertilizer in the spring is just before the grass starts its new growth.

Lawn mowers should be repaired and sharpened well in advance of the growing season. Mowing should start early and at no time should a long, heavy growth of grass be permitted. Cutting back such a growth always gives the grass a severe setback. The grass should never be cut to a height of less than one inch. A height of 1 1/2 to 2 inches is much to be preferred particularly during the warmer months.

PASSENGERS CAREFUL IN NORTHERN TRAVEL

Despite the increasing number of passengers who travel on Canadian National Railway trains operating out of the St. Catherine Street East station to Northern Quebec, and Lake St. John district, the percentage of articles left in coaches and sleepers is small. J. U. Auclair, station baggage agent who has charge of "lost and found," reports that in the last thirty days the only items turned in were a man's umbrella and a home-made crutch. Mr. Auclair believes that these northern-bound passengers are more careful of their belongings than the average travellers. However, he remains puzzled about the crutch.

You Roll Them Better With
OGDEN'S FINE CUT
CIGARETTE TOBACCO

Alberta Stocks Its Whitefish

Provincially Controls Fishing as One of Its Industries

BROOKS, ALTA. (CP) — Alberta controls many things among her industrial activities—and that includes fishing on a commercial scale. About 70 fishermen spread their nets in 11-mile long Lake Newell every year and take large hauls of whitefish which already are becoming a delicacy in the east and in the United States.

Fishing on a commercial basis first began in Newell in 1937 after whitefish eggs collected at Whitefish Lake were planted in the lake. There was only limited fishing at first, but as the supply increased the season was lengthened until now a big catch is made each year.

Lake Newell was restocked with 1,000,000 whitefish eggs again this year. Most fishermen sell their catches directly to buyers at the lake and from there they find their way to the fish-markets of North America to compete with other famous fish delicacies such as British Columbia's salmon and halibut.

Be Firewomen Not Paintpots

This is Advice of London Authorities to Its Fire Brigade Leaders

LONDON, (CP)—Authorities in one London fire area issued a list of suggestions on the appearance of its firewomen which included one that they use make-up "discreetly" enough to look pretty rather than like "paint pots." Other suggestions were that their stockings fall below tunic collars and jewelry should be confined to wedding, engagement or signet rings. Brooches worn beneath tunics were permitted.

WAR 25 Years Ago

Naval Attacks on Zebrugge and Ostend Wounded German Shipmaster Operations Out of Belgian Ports

BY H. H. GIBSON
Canadian Press Staff Writer

Germany's submarine campaign in the First Great War, although not so big a menace as it is to-day, was a source of anxiety to Allied authorities. Toward the end of the war it became the chief concern of the Royal Navy's Dover Patrol and led to several hazardous operations of which the raid on Zebrugge and Ostend stands out as one of the most heroic in British naval history.

Twenty-five years ago, on April 23, 1918, that famous raiding, Sir Roger Keyes, commanded a flotilla which attacked Zebrugge and Ostend in the dead of night and partially blocked the submarine and destroyer exits from the Belgian ports while under terrific enemy fire.

Treaflying to the valor of the sailors and marines who participated in the operations was the subsequent awarding of nine V.C.'s. A total of 189 men were killed or died of wounds, 353 were wounded and 16 posted as missing.

Rebbed Raab's Screen The light cruiser Vindictive and the specially fitted Liverpool ferry-boats Iris and Daffodil, carrying storming and demolition parties, led the raid on Zebrugge. They were followed by the old cruisers Iphigenia, Intrepid and Thetis, which, with their crews, were to be sunk in the canal entrance.

The vessels, supported by a destroyer flotilla, approached the port under a smoke screen, but at the last moment a change in the wind dispersed the smoke and the Germans opened an intense fire on the mole alongside which lay the Vindictive and the ferry-boats disembarking

their storming parties. In spite of heavy losses the parties were landed and began the work of destruction, the purpose being to distract attention from the blockships.

At the same time the C.S. an obsolete submarine loaded with explosives, was used to blow up the viaduct connecting the mole with the shore. The blockships Thetis scuttled in the outer harbor, but the Iphigenia and the Intrepid penetrated the entrance to the canal and were sunk in a V-position which almost blocked the fairway.

Although still under heavy fire the survivors of the crews and the landing parties were re-embarked and the battered cruiser and ferry-boats returned to Dover.

Mined the Entrance The raid on Ostend was not so successful and the blockships Brilliant and Sirius were run ashore nearly a mile to the east of the canal entrance owing to the removal of buoys which had been relied on as position markers. The crews were taken off by accompanying motor launches.

On May 10 the effort was repeated and the Vindictive, this time used as a blockship, sunk at the entrance to the canal. In this enterprise eight lives were lost, 30 men wounded and 11 reported missing. Sir Roger Keyes, who later became admiral of the fleet and entered politics, in the present war played a leading role in the organization and training of the Commandos. This year he received a barony in the New Year honors list and took the title of Baron Keyes of Zebrugge and Dover.

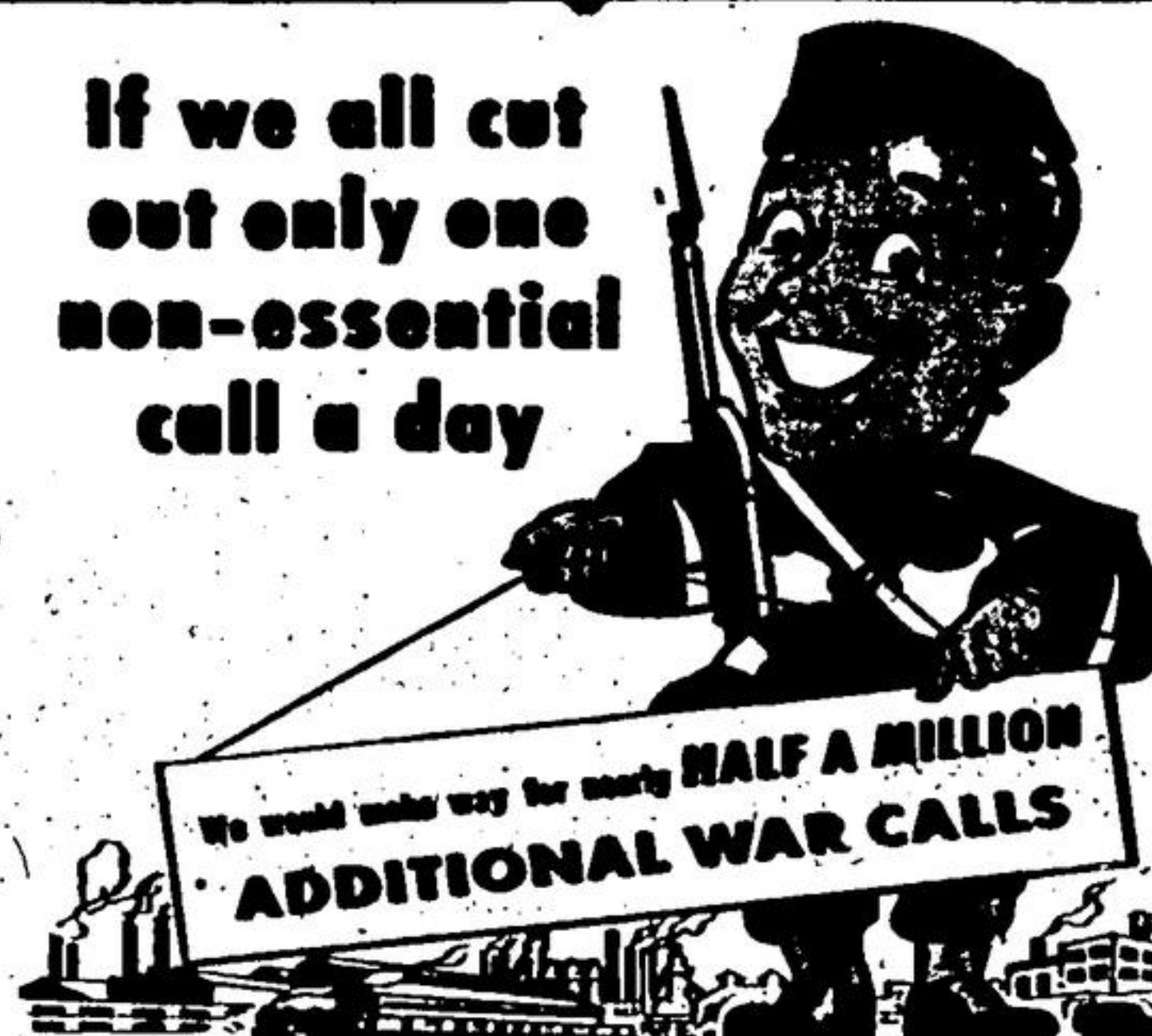
JOHN BULL'S FARMING

LONDON, (CP)—Officials estimate that half-a-million war workers will take their vacations on farms this year to help sow and harvest the crops.

PAGE FEMLY POST

Sam (at picture show): "Mandy, tell dat niggah on dey utha side to take his ahm frum 'round yo' waist." Mandy: "Tell 'em yo'self, he's a puffick stragah to me."

If we all cut out only one non-essential call a day



War calls must come first . . .

which means that we should reduce our non-essential use of the telephone to the minimum. Present facilities cannot be increased; your cooperation is needed if war calls are to go through promptly. (Please remember that the wasteful use of telephone time can hold up war business—and that every second you save counts.



Save Waste for Victory

THEY pull no punches

How about YOU?

THIS YEAR, hundreds of thousands of Canadians will risk their ALL for victory.

This is "attack" year. Trained and ready for the sacrifice, our fighting men will pull no punches. How about YOU?

These men going into battle DEMAND nothing of you. But they know how much depends upon those dollars you earned in jobs that have no risks like theirs.

Are you going to pull YOUR punches—NOW?

Maybe you've bought Victory Bonds till it hurt—in preparation for the attack. You did a good job there. But attack is still more costly than preparation.

MORE Canadians buying MORE Victory Bonds . . . that is the price asked of those at home for the drive to victory in this year of attack.

When so many LIVES are being dedicated to victory, are you preparing to dedicate your DOLLARS to the same end?

THIS IS "ATTACK" YEAR - YOU ARE NEEDED

NATIONAL WAR FINANCE COMMITTEE