

# A Feature Page



**NOLLOOV AU ANONLITU**  
Native son of Montreal, John Cross has been in the Maritimes for the past seven years. He is now 21 but that doesn't mean he lacks experience. For instance, he has worked in four cities in Nova Scotia and New Brunswick as a radio man; he has organized his own advertising agency, been a salesman and reporter. He left college two years ago to take a commission in the Canadian Army; he was honourably discharged because of ill health, now handling the morning broadcast for CBC listeners in the Maritime region. He is the mayor of Upper Unaspikitch, in "Hi Neighbor," announces Richard Pryn's popular organ programmes. He likes a good and symphonic music, doesn't like misquoted Shakespeare or burnt marshmallows.



**WATSON THOMSON**  
Regular speaker, along with Percy J. Philip and Dr. H. L. Stewart, on CBC's Weekend Review, Watson Thomson was heard over the National Network on Sunday last, February 7, at 9:30 p.m. EDT. 9:30 p.m. A.D.T. Mr. Thomson was born in Scotland, served in World War I, and after securing his M.A. degree from Glasgow University, embarked upon an educational career that carried him across the world, with stops in Jamaica and Nigeria, and back to Scotland again. He arrived in Canada in 1937 and has since become prominent both on the air, and off. He is at present attached to the University of Manitoba, as Director of Adult Education.

## TRAINING FOR COMMANDOS IS STRENUOUS INDEED

Another in a series of articles written by W. R. Legge and C. V. Charters, who represented the Canadian Weekly Newspapers Association in a recent tour overseas.

Of all the demonstrations which the Canadian editors saw in England, probably none was more realistic or thrilling than that given by the 3rd Canadian Division A.L.C. Training School.

It was a beautiful, warm, sunny day, when we set out in our bus in the early morning for this demonstration. One of the places through which we passed on our way was a port which before the war was the terminus of a ferry service to France. As we went through this place, the airmen gave air raid warning, but we saw nothing of the raiders.

Arriving at our destination, we were shown the training of men who were qualifying as commandos. Three teams from different brigades went through the course that morning, a course which is part of the hardening training.

### Strenuous Training Demonstrated

The course was very wet and heavy, having a small creek running through it, with swampy ground, and it demanded strength, stamina, and determination. The three teams went over high barricades with pack and gun, helping each other as necessary, crossed over the creek on swinging ropes, ploughed through swampy ground, crawled through tunnels in the ground, crossed heavy barbed wire entanglements, and went through several other equally difficult barriers.

As they made their way through these entanglements and barricades, other officers and men hurled explosives down among them. While these explosives probably were not of sufficient power to maim the men, they were heavy enough to throw up clouds of water and mud over them, and went off with very loud reports. This was to train the men to become oblivious to shot and shell falling among them.

As soon as each man had completed the course, he threw himself on the ground and fired his rifle at figure targets, his score being kept. This gains them to be able to hit the enemy after violent exertion.

After seeing this course, there was a demonstration of 3" mortars, throwing both high explosives and smoke bombs against a bank some distance away. Standing beside these mortars it was possible to watch the course of these shells in their arc high in the sky until they exploded on the distant bank.

There was an interesting episode

## Blackout Curtains Dim East Coast Trains



**PERMANENT** blackout established along the Gaspé Coast and throughout the Maritime Provinces at the railway, too. Three of the most heavily-traffic Canadian National Railways trains operating through Eastern areas—Maritime Express, Ocean Limited and The Scotian—have been specially equipped in order to run on schedule after sundown. Train crews see to it that all window blinds are tightly drawn on mail, baggage, and express cars; passenger coaches, sleeping and dining cars, and vestibule lighting is dimmed by means of blue bulbs. Under ordinary conditions the windows of mail, baggage and express cars are not provided with shades, and the railway has equipped cars of these types used on eastern lines with special blackout curtains. On locomotives, all exterior lights with the exception of marker lamps are extinguished and the headlights dimmed. All switch lamps are dimmed providing only sufficient light to enable the engine and train crew to establish their direction. Station buildings in the blackout areas are also provided with blackout equipment so that the

staffs may have enough illumination by which to perform their duties during the hours of darkness. This is another instance where the Canadian National has co-operated with the authorities in the country's war effort. Eastern Canada is now a war zone and people in this territory are making it difficult for an enemy to find targets in a possible attack.

The photographs show: (top) A baggage man closing the special blackout curtains on the windows of a baggage car attached to one of Canadian National Railways important Maritime trains. (Bottom) He prepares to set off baggage at its destination. The baggage shown, including extra food and "tin lid," belongs to members of Canada's Armed Forces.



**TRUE CITIZEN**  
Love of Canada, expressed in loyal service, is the creed of L'Abbe Arthur Maheu. A real demonstration of his faith in his land and its people is Father Maheu's current broadcast series, "What Keeps Us Apart?" in which this gifted and warm-hearted Canadian endeavours to bring English-speaking Canadians and their brothers of French origin closer together in life and thought. L'Abbe Maheu will be heard next over the CBC National Network on Sunday, February 14th at 12:15 p.m.



**PHILOSOPHER**  
Kerry Wood, of Red Deer, Alberta, finds excitement in the outdoors and he has a way of turning his adventures into stories which delight CBC listeners, too. He was heard again on Sunday, February 7, at 10:30 a.m. EDT, 11:30 a.m. A.D.T. in the concluding talk of his current series listed under the title, "The Outdoor Philosopher."

## Happy in Canada, Airmen Cable Home



**BUSY** and cheerful are these New Zealand airmen pictured soon after their arrival at a West Canadian Port. The big contingent assembled at the station preparatory to boarding a train of the Canadian National Railways and proceeding to a new post "somewhere" in Canada. Having completed a smooth crossing of the Pacific, the boys wanted to make that fact known to the folks at home and promptly took advantage of special cable facilities provided by the Canadian National Telegraphs. Their next important objective was to transfer sterling into Canadian currency, for which purpose an exchange office is operated in the railway terminal.

A happy lot, these New Zealanders, they are popular in every part of Canada where they have been posted in connection with the Commonwealth Air Training Scheme.

The photographs show: Top left, one of the newcomers presses a young Canadian into service to obtain the low-down regarding a lot of things in the Dominion; Centre, Everything smooth and solid made desks for the cheerful New Zealanders and they used the tops of waiting-room seats as foundation for cable banking; Lower right, the serious job of setting a big new message in the lowest possible words, and that's a real gift.

during this demonstration which was not on the programme. A Spitfire was flying back and forth, going out of sight over the sea, and then returning as if to look us over. Each time this Spitfire came into view, the demonstration had to be halted to prevent damage to the plane.

Finally after a longer absence than usual over the sea it returned, but this time made a double roll over us before flying away home. This roll is a sign of jubilation frequently given when a pilot downs an enemy plane, and a short time later we were told that his plane had intercepted and brought down two German planes just off the coast where we were.

Newspaper reports that night said that an English plane had shot down two F.W. 190 German planes off the south coast, and that the pilot of one had bailed out and was captured.

Then followed a demonstration of visual system of signals by lights, and although it was a very bright day, messages were exchanged with distant points by means of flashing lights.

The party moved on to a point on the coast where there were high white cliffs, to see a commando raiding party in action.

In this demonstration it was supposed that a troop of the school had been ordered to destroy a Radio Direction Finder Station on the French Coast, protected by a high cliff and lightly defended by the enemy. The time was supposed to be night.

### Plan of Attack is Outlined

The Royal Navy lands the troops at the foot of the cliff and the party proceeds over the beach to make the raid, making as little noise as possible. The men scale the cliff and the raiding section goes inland to destroy the Radio Station. One party clears the building and seeks a prisoner and papers of value to our Intelligence. The noise awakes the enemy defence, and the raiders withdraw under cover of smoke and the fire of their own men.

That is a brief outline of the demonstration. First three boats which we were told were some that took part in the Dieppe Raid, landed the party. The scaling of the cliff by ropes and the manner in which the ropes were taken to the top of the cliff were most interesting.

Then some supposed casualties were brought down on these same ropes, and a prisoner, who was interrogated on

the shore. To show the detail in this manoeuvre, the men selected to act the parts of prisoner and interrogator, were both able to talk German, and carried out that part of the show in that language.

How the party makes the descent of the cliffs, even bringing away the ropes used, and the withdrawal to the boats while protected by rifle fire, were carried out in an admirable manner.

The boats put out to sea to complete the demonstration, but were called back to shore to give the editors a chance to mingle with the boys of the troop and to talk to them.

After such an interesting and thrilling show, we were very glad to have a chance to talk to the men, and soon groups in animated conversation were formed on the shore. We found the men unusually keen, strong and enthusiastic about their work.

Among those I talked to were Lloyd Backwell, of Waterloo, Que., Lieut. J. St. Jacques, of Quebec City, Clarence Lynch, of Moncton, N.B., Harvey Daley of Bathurst, N.B., George Williamson of Campbellton, N.B., and Francis Bryant, of Dorchester, N.B.

### Lunch in an Interesting Location

The morning was brought to a conclusion with a delightful lunch, served in the open, on top of the cliffs, in a scene of overwhelming beauty. From this point a magnificent view of the sea, white cliffs, and green country spread itself before us. I was assisted by a table presided over by Lieut. K. G. Blackader, of Montreal, and also at that table was Col. V. M. Huggan, also of Montreal.

We learned during the meal that the last time a lunch had been served at that spot, some Messerschmidts had come over and machine-gunned the party. We did not let that spoil our appetites, and Mr. Napier Moore, one of our party, remarked that if it came over this day, they would break a lot of dishes.

We might not have been so careless earlier that morning, if we had known then that the cliffs over which we were climbing were heavily mined, and that if we had stepped on a hidden mine, we would have been blown to pieces.

All we could think of was the wonderful demonstration we had witnessed, which showed the training the embryo Commandos go through, and which can only be properly understood by seeing it in practice.

## Wartime Traffic Brings C.N.R. Promotions



**J. F. PRINGLE**  
The vital part which the Canadian National system is playing in Canada's war effort is graphically shown in a review of the railway's activities which comes under the direct supervision of Norman B. Walton, whose promotion to the position of executive vice-president was recently announced by President R. C. Vaughan. Mr. Walton, vice-president of operation, maintenance and construction prior to this appointment, will continue to exercise jurisdiction over this department, and perform such other duties as the president may delegate to him.

Under the direction of Mr. Walton are the forces concerned with the operation of trains, the maintenance of track and structures, and the company's motive power and car shops. He also has charge of the company's scheduling operations.

During the year 1942, this force moved more than 72,000,000 tons of materials of war and other products of industry, agriculture and natural resources. More than 2,500 locomotives and some 80,000 freight cars were in continuous service to handle this traffic. If all C.N.R. freight and passenger equipment, locomotives and work cars, could be set out on a single line of track, buffer to buffer, they would reach from Toronto to Minaki, almost 1,100 miles.

Two other important staff appointments resulting from the tremendous increase in wartime traffic were also announced, that of J. F. Pringle to be general manager of the Atlantic Region, and J. P. Johnson to succeed

him as chief of transportation for the System. The latter was formerly general superintendent of the Southern Ontario district. Mr. Pringle will relieve W. U. Appleton, vice-president of the region of much of the direct work connected with the extensive traffic over the railway's eastern lines. Mr. Appleton formerly carried on the duties both of vice-president and general manager.

Mr. Walton, a native of Palmerston, Ont., has had 42 years' experience in railroading. He advanced from his first job as clerk and stenographer through the despatcher's office to many supervisory positions which provided him with a wide knowledge of operating and traffic conditions. He has held important posts at Winnipeg, Edmonton, Prince Rupert and other points in western Canada.

Mr. Pringle began his service with the Canadian National Railways in 1919, as an assistant engineer at Montreal. After filling important positions in that city and in Ontario he was appointed chief of transportation for the System in 1941.

Mr. Johnson, commencing as a telegrapher with the Grand Trunk in 1905, has had a railway career which gained him an intimate knowledge of the National System in Ontario and throughout the west where he occupied important supervisory positions for 17 years before his appointment to North Bay in 1936, and to Toronto five years later.