

# A Feature Page

## A COUNTRY EDITOR

SEES

# Ottawa

WRITTEN SPECIALLY FOR THE WEEKLY NEWSPAPERS OF CANADA BY JIM GREENSLAY, Editor of the S&S SWIFT CURRENT, SASKATCHEWAN



### OILS AND FATS—CONSUMER BRANCH

It wasn't Mrs. Phyllis Turner's good looks that made me deal with Oils and Fats in the second article, but its tremendous importance emphasized by the fact that despite Goebbels' propaganda of synthetic procurement in Germany, she declares that is mostly junk. The supply both here and there just depend on agriculture, whaling and fishing. Germany's economic fat plan was the original basis for their universal system of a state-controlled agriculture, industry and commerce.



PHYLLIS TURNER

Recovery of waste and garbage fats in the households there is mandatory. Think that over-houses of Canada, when they "appeal" to you to avoid unnecessary usage and waste of oils and fats. The picture is so simple, folks. Fats and vegetable oils are our only source of glycerine for explosives, medicines, etc. — cigarettes when available. The average yield from fats is 12 to 12 p.c. "Do you know?" Mrs. Turner flung at me in trip-hammer diction, "that one ounce of dripping per person over week would give us 36 million pounds a year? That 10 lbs. of rendered fats free 40 anti-aircraft shells? That 100 lbs. of glycerine helps make 180 tank mines, or 780 lbs. of high explosive or enough to mine 780 tons of ore?" I had to admit ignorance. You who have sons depending on this (which depends on you)—are you interested?

### Oils and Troubled Waters

Just imagine the ramifications of this administration, especially since Japan plugged holes in the Pacific conserving, inducing and coordinating our vital vegetable, animal and fish oils for food and industrial purposes. Let vitamin oils, lard, shortening, paints, inks, shellac waxes, starches, glues, soaps, naval stores (resins, turps, pine oils). As for nutriments, how could you all exist without a proper proportion of oils and fats in your diet? Mom, isn't it just plain realism? Doesn't it make you think—as it did me—to hear that we depend so much on it, in our shaving; butter which is 90 p.c. fat, our toast in its shortening; our clothes and shoes which get treatment from oils or derivatives; the chair you sit in, the linoleum you walk on. Excluding butter we normally consume 450 million lbs. of fats yearly in Canada, 200 of which, or 45 p.c. had to be imported, originating largely in the Far East. That source went out with Pearl Harbor; your boy guarding convoys knows that even India and West Africa is getting tougher to reach.

Heavy demands for the stout-hearted but hungry Russians, for Britain, for ourselves must be met on this continent, in only one way: increased hemisphere production, saving in consumption. Mrs. Turner sits on the United Nations Council of United States, United Kingdom, Canada, New Zealand, South Washington and even Canada's production is pooled, out of which we get only edible and medicinal requirements on a strictly controlled basis.

I know you're interested in how they intend meeting this situation. We get linseed oil from flax; well, flaxseed production, it is hoped, will be stepped up to at least 20 million bushels, this year compared to 6½ in 1941; there will be an expansion of soy bean crops, sunflower and rapeseed.

### Why Billions Are Needed

"Why control fat, when the U.S.A. increased its production two billion pounds last year?" I asked Mrs. Turner to "hear" that I read Time and the Ottawa papers. With that restful and patient smile she asked me, "Did you know that the U.S.A. consumed 11 million lbs. last year; that a billion was cut off from the Far East, and furthermore what assurance have any of us that this year's crops will give high yield as last?" Could you answer that smartly, even if you are a stove leaver?

Sure, you've got a baby around the house. Prior to the war 75 p.c. of cod liver oil was imported, mostly from Britain, Norway and Newfoundland. The fishing companies on our Atlantic coast wanted much of the precious vitamin content for tanning, etc., feeding livestock and poultry. Do you know

that since 1941 we now have five plants of our own producing refined medicinal cod liver oil and that we will be in a position to supply our own needs, the U. S. A., South America, Australia and China? That industry is a war baby and, believe me, a pipkin Vitamin feeding oils for veterinary purposes will now be processed from the lowest of British Columbia fish; and the desired codfish from out there now produces Vitamin A oil rich and fortifying to margarine and for night lights, and is already being shipped to the British Ministry of Food.

### Agriculture Comes Into Picture

Yes, I got enough of the story to know that a combination of science, management and invention has put us on the threshold of a period when Canadian agricultural production will take its rightful place in Canadian industry. That's where you and I are interested. Through efforts of this division, linseed oil is now being processed to replace drying oils hitherto obtained from China; soy beans will probably be used in "nylon" type artificial silk, what will be a source of starch and sodium glutamate, the latter previously exported from Japan and used for the meaty flavor in concentrated soups and beverages.

"Keep the fat out of the fire" was the administrator's appeal to women of Canada. It means oil for marine engines, brake fluid for tanks and trucks, the life of tin-plate and glycerine, to mention a few.

### Consumer Organization Functioning

But I must hurry on to Byrne Sanders, head of Consumers Division, which is giving the Canadian consumer advice and has 8,000 women



across the country doing active voluntary service, co-operating in their own interest, and trying hard to make for a better understanding between the consumer and retailer. "The women B. H. SANDERS are doing a grand job," she said and flashed a cooing, sincere smile which said, "I mean it." Our task is to channel their difficulties and complaints towards a head and then we can go at the problems again. She admitted women are prone to criticize. (Boy she ought to hear the men in a smoking compartment.)

Her division is trying so hard to get closer to women everywhere because their whole job so closely affects the household B. H. Sanders is practical because she said, "The war hasn't started to hurt us yet. It likely will." Price checking is one of the big jobs of the division, but she feels in this that honest retailers deserve protection from those who might not be. She wants women to co-operate with her. These liaison officers in all towns are the link to do it.

"The Consumers Board is set up to represent all you people," and here we quote her exact expression which reflects the energy and determination of this woman, "So for Pete's sake use it. If anything is wrong send it to your nearest committee."

I went out past a battery of female operated typewriters in high gear. I thought if Mom can run the household on Dad's budget, a woman can run the Consumers division might effectively with the help of other women across Canada.

### PERVERTED SENSE OF VALUES

What a curiously perverted sense of values we Canadians have. A result of wars, of neglecting the Ontario department of Education has now decreed that the minimum salary for a school teacher shall be raised to \$600 a year of 40 weeks. Yet the steel workers of Canada went on strike demanding that the most illiterate laborer in their ranks should be paid 55 cents an hour or \$26.40 per week.

In the same period that the school teacher after years of study and preparation would earn \$600 teaching our children, an uneducated workman would receive \$1,107.80. The laborer might not be overpaid at 55 cents an hour, but the teacher is scandalously underpaid.

No more important work is done by any servant of the people than by the school teacher, and it is a crying shame that their salaries should be so ridiculously low.—Free Press Herald, Midland.

## They're Working on the Railway, Too!



That old saw about all work and no play making Jack a dull boy does not hold in the case of Jack Benny. During their recent trip to Canada to entertain the men and women of the Canadian Army, Naval and Air Services, Jack Benny, Mary Livingston, his wife, and other members of the Benny organization, while travelling over the Canadian National Railways spent much of their time in improving, building up and polishing script and material for the amusement of their Canadian Military audiences, and for their regular weekly programme which was broadcast from Toronto.

The top picture taken on the express between Montreal and Ottawa shows a group of men with a couple of animals in a truck. At the bottom is a picture of the Benny organization in Toronto. They were headed for their work on the Dominion by the New York office of the Canadian National Railways. The entire purpose of bringing the organization to Canada was to entertain the Canadian military forces. He and his company have also given special performances at many U.S. Camps.

## Poetry

### THE ORDINARY SEAMAN

He doesn't wear a uniform  
Of a tailored navy blue,  
He may never be too stylish  
But he's loyal, fine and true.  
He's the stoutest, bravest fighter  
That the world has ever seen,  
He's the Ordinary Seaman  
Of the Mercantile Marine.

Let's give credit to our Air Force  
And the boys in khaki too,  
Let's give credit to our Navy  
And wherever it is due,  
But don't forget the vital cog  
In Great Britain's war machine,  
He's the Ordinary Seaman  
Of the Mercantile Marine.

—Helen Hawthorne

### CONVOY PRAYER

God bless our service men!  
Guard and watch over them,  
Where'er they go;  
Let Thine eternal Word  
Thy Spirit's mighty sword,  
Sustain them all O Lord  
And strength bestow.

We pray Thee Lord of hosts,  
For those who guard our coasts,  
Thy strength provide;  
Thy protecting hand  
Guard those who now may stand  
In many a far-off land,  
Be Thou their guide!

From pent, Lord, keep free  
All those upon the sea  
Who on Thee call;  
Restrain the lurking foe,  
Who seek their overthrow,  
Protect them as they go,  
Lord, spare them all!

Lord, hear our fervent prayer  
For those who fly by air,  
Thy help afford;  
Guide Thou their distant flight,  
Keep them by day and night,  
Uphold them by Thy might,  
Spare them, O Lord!



ARCHIBALD D. McDONALD

Announcement of the appointment of Archibald D. McDonald to be assistant regional counsel of Canadian National Railways, was made today by J. P. Pratt, K. C., Regional Counsel Mr. McDonald succeeds R. E. Laidlaw, K. C., whose appointment to be a Justice of the Court of Appeal of Ontario was recently announced. Formerly senior solicitor of the legal department of the Central Region, Mr. McDonald has been identified with the legal department of the Canadian National Railways, for the past 16 years and is well-known throughout Ontario and Quebec in railway legal work.

### CHECKING UNEMPLOYMENT INSURANCE BOOKS

There was an inspector in Elmira recently checking up on Unemployment Insurance books to see that all stamps were properly affixed to the books. He reports: he had plenty of checking to do as, many business men under pressure of business were a few weeks, if not a few months, behind in keeping the cards up to date. There are penalties for failure in following out the regulations but it is presumed the first check-up did not bring penalties, otherwise many local businessmen would have been shelling out rather liberally to the government. The inspector, as has been related, gave out much useful and instructive information, also assisted in straightening books out and bringing them up to date.—Elmira Signal.

## A DAY WITH THE NAVY

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.

(By Walter I. Legge)

Naturally we could not see all of Canada's efforts without seeing something of the Navy, for Canada has an important part in the naval services, even in Great Britain.

Our original programme called for seeing an important ceremony at a naval station where Canadians form a part. However, at the time this was to take place, our party was far from the location, and it meant a loss of two days in travelling to go and return. As this represented a lot out of our remaining time, it was decided to take us instead to a naval base nearer at hand.

While we did miss seeing any of the Canadian naval forces, it gave us an opportunity to visit one of the most famous of English bases. With Lieut. Dawson as our guide, we set off on September 10th, and travelling over one of the old roads of England finally arrived at our destination.

### A Visit to the "Victory"

The first thing we were shown was one of the most famous ships in English history, which is now a national shrine, Nelson's famous flagship the "Victory". This ship, completed in 1765, took six years to build, and although it is 177 years old, and has probably been visited by millions of people, it looks almost new.

It was from the deck of this ship that Nelson sent out his famous message which has echoed around the world, and still inspires the hearts of Britons everywhere. "England expects that every man will do his duty." It inspired his men to win the greatest naval battle of history, a battle that changed the history of the world. It was British skill and bravery that won that battle of Trafalgar, for the French ships were larger, faster, more numerous and carried more guns.

Nelson had 27 British ships, while the French had 33, and when the battle was over 18 of the enemy ships had been captured, and the rest sunk or scattered. But Nelson himself died a hero's death.

We felt that we were treading hallowed ground as we gazed on the plate on the deck which shows the exact spot where Nelson fell, and the roped off space between decks, where he died with the words, "Thank God I have done my duty." The plate on the "Victory" while a plate amidships records that "Here Nelson Died".

It is interesting to compare the size of the "Victory" with a modern battleship. The "Victory" is 186 feet long with a beam of 52 feet, and has three gun decks with 100 guns. She could fire a broadside of 52 guns. A modern battleship is more than four times as long. The "Victory" was forty years old when it led the fleet in the Battle of Trafalgar. Today a battleship is obsolete in half of that time.

To raise the anchor, boys would pull the chain a certain distance and run forward to nip it again, and from this came the expression "Nipper".

### A Modern Destroyer

From this visit to the ancient "Victory", we were taken over a modern destroyer of the "Hunt" class, a destroyer which actually took part in the Dieppe raid, which gave us a vivid picture of the exacting requirements of modern warfare, and the contrast in ships. Among the ships that happened to be in port, so that we had an opportunity of seeing them, were the former Royal Yacht, which is now a destroyer, and the Sultan, a 100 year old ship now used as a training ship for engineers.

While travelling around the harbour in a launch, we met an interesting sailor. This man, a Canadian, and his son were brought back wounded from Dieppe, and the son died from his injuries. The father has adopted another sailor, an orphan, who looked after his son when wounded.

After a splendid lunch in the Officers' Mess, we were first given a realistic A. R. P. demonstration in which incendiaries, bombs, gas, and wounded were taken care of. Smoke bombs added realism to the show, and the rescue of wounded from a high tower by ropes was very interesting.

### A Sailor's Chapel

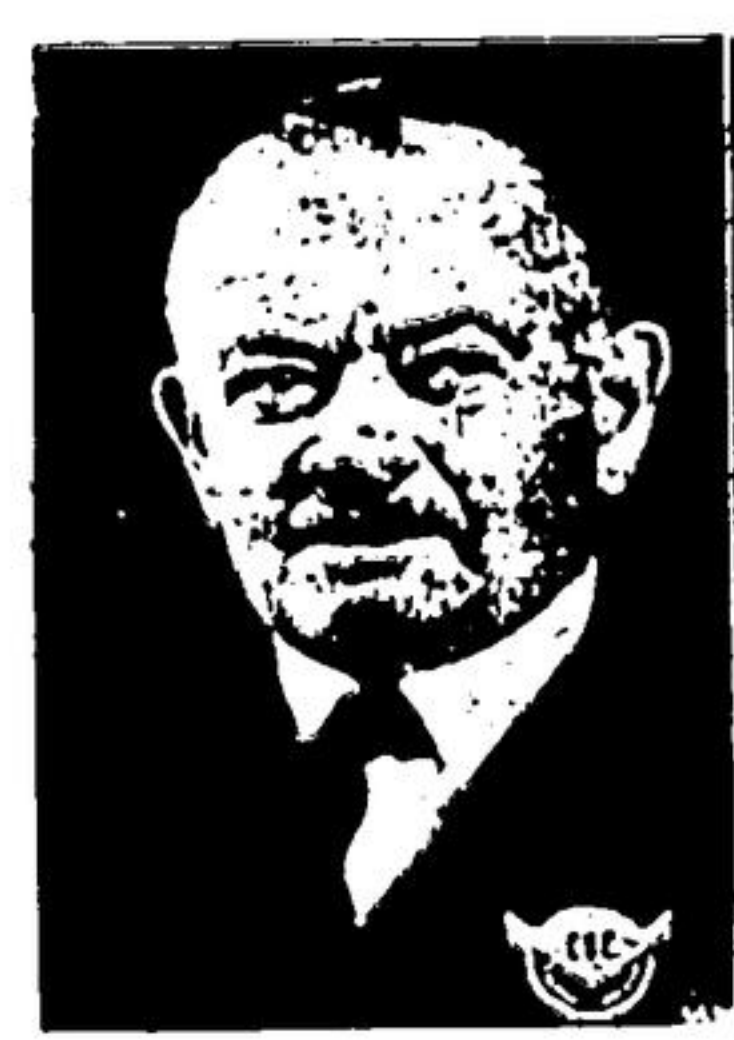
Our next call was at the base chapel, the Chapel of St. Ambrose. Dedicated on December 18th, 1935, this chapel, has many unusual features including the emblems of many submarines around the walls, among others, that of the "Thetis" which was lost and afterwards recovered. It was given a very good account of itself. All the furniture in the Chapel was presented by friends.

A trip through the submarine base was most enlightening, one especially interesting demonstration was methods of escape from a submarine under wa-



FOSTER HEWITT

Foster Hewitt, dean of Canadian hockey commentators, keeps a sharp eye on the play below from his vantage point in the broadcasting gondola high above the ice of Toronto's Maple Leaf Gardens. Saturday night is still hockey night throughout Canada when Foster Hewitt's vivid play-by-play description of the game is broadcast over the National Network of the CBO at 9:00 pm E.D.T., 10:05 pm A.D.T. A portion of each game is also recorded and beamed to Britain for hockey-starved Canadians overseas.



TO NEW ACTIVITIES

W. E. Gladstone Murray, CBE's General Manager from 1936 to 1942, and Director-General of Broadcasting since November of last year, has announced his resignation from the CBO. His statement Major Murray revealed he would become a public relations counsel in the general field of industry and business, with particular attention to the war effort and to preparations for the post-war period of reconstruction. He will retain links with the radio industry in so far as it fits into the general industrial picture.

### FOLKS ARE FUNNY

Aren't we human beings funny? We spend money for gasoline, we take in picture shows, eat ice cream, drink soft drinks, smoke and indulge in hundreds of things that bring us nothing. No permanent benefit ever comes of any of it, but we never think of kicking. It is only when we come to pay taxes, the thing that gives us schools, roads, sidewalks, public buildings, government benefits, that we rise up and hold our heads off.—Forest Standard.

ter. This we watched through the glass walls of an enormous tank filled with water.

Then a hurried visit was paid to numerous buildings in which naval training, physical training, and drills, were going on, and a mess where 1000 men are fed at one time.

The most impressive feature of the afternoon was a review of four thousand trainees with band and everything. While everyone connected with the enormous base is working most strenuously, they still have time to look after fifty acres of potatoes on the grounds, although we found it difficult to believe that fifty acres could be found for such purpose.

After being given afternoon tea at the Officers' Mess, we were taken around the nearby city to see the bomb damage. For this trip and the other little motoring we did while at the base, WRENS were the chauffeurs. There are a large number of WRENS employed at various tasks around the base.

### An Ancient Inn

It was a day packed with interesting and instructive sights, and we were sorry to have to start away on our long journey in our bus, to our headquarters. The trip was broken at Liphook, where we visited the Royal Anchor Hotel, which was built in 1416. The rooms in this hotel are all named after famous people who have stayed in them, and bear such names as Nelson; Samuel Pepys; William Duke of Clarence; the Duchess of Kent, etc. In front of the hotel is a fine old chestnut tree which is reputed to be 300 years old.

Altogether, our day with the Navy brought home to us that Britain's greatness has come from her Navy, and that the spirit of Nelson is still carrying on.