

"THE LIBERAL"

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THURSDAY, JANUARY 15th, 1942.

TOTAL WAR

A Toronto Committee for Total War publishes a large advertisement in this issue and the patriotic spirit of the sponsors is worthy of commendation. The necessity of some system of compulsory selective service in this war is now generally recognized and according to authoritative reports the people of Canada will soon be called upon to take their stand in the battle line, whether at home or abroad, in the place they can serve with the most effectiveness. This we think they will cheerfully and willingly accept. The stake in this war is the freedom of the world for all time to come. No price can be fixed on freedom.

The Committee makes the excellent suggestion that citizens communicate their opinions on this subject to their Member of Parliament. This all should do, not alone on this question, but on every question of public interest. North York citizens should address their communications to Hon. W. P. Mulock, M.P., Ottawa. Markham Township is in the riding of York East and letters should be addressed to R. H. McGregor, 261 Donlands Ave., Toronto.

Whether it be price regulations, trade restrictions, compulsory service or any other measure designed to bring victory to our cause Canadians everywhere are willing to answer with the New Year's Resolve suggested by the Department of Munitions and Supply.

"I am resolved whether I am a workman at my lathe or an employer of thousands of men; an engineer planning new industries or a boy just learning my trade; a girl in a munitions plant or a farmer behind my plow, I must play my full part in this crisis. Mountains can be moved when many willing shoulders get beneath the load.

I am resolved to undertake vigorously the work which lies before me, to be industrious and to wrestle resolutely with obstacles, to be untiring at my task.

I am resolved to be cheerful and uncomplaining at all times, sympathetic to those who work beside me, and to those in authority over me.

I am resolved to be tolerant of the shortcomings of others, realizing that to make an effort is commendable, to attempt nothing is deadly.

I am resolved gladly to do without some of those things I am accustomed to enjoy, for it is good to deny oneself - even to suffer in a noble cause.

I am resolved that if I am fitted to serve my country best in the fighting forces, I will take my place proudly beside my comrades.

I am resolved to strive with all my power, to press on in my daily task to the limit of my endurance. It may be that my modest effort will tip the scale, and set a great shout of deliverance echoing 'round the world.

Brave men shall not die because I faltered."

GASOLINE A VITAL NECESSITY

Although recognized in a general way, the vital importance of gasoline supplies in modern mechanized warfare is better realized when figures of consumption are taken into account.

Army cooking for each 9,000 men involves the use of gasoline stoves which burn up 720 gallons of fuel a day. An army of 1,000,000 men would need some 80,000 gallons daily for cooking purposes alone.

Big tanks - such as the 12-ton models - consume a gallon per mile. For every mile traversed, a mechanized brigade uses 100 gallons for its 112 small tanks plus 615 other motor vehicles.

Planes, especially when in combat action, are huge consumers of gasoline. One with a single motor might operate under cruising conditions for an hour on 45 gallons; but it will eat up more than twice that much while in actual combat.

A big bomber consumes as much as 240 gallons in a single hour when flying at top speed. A five-hour raid by 600 bombers would use up 720,000 gallons.

In a single hour 500,000 gallons would be burned by a modern air armada, consisting of 2,400 bombers and 1,600 fighter planes.

Available supplies of petroleum may yet prove to be a deciding factor in this war; for, if it lasts long enough, the side which exhausts its supply first will be compelled, automatically, to acknowledge defeat.

Hey There--Don't Pass Up the Classifieds

You just can't afford to miss 'em. Because every week there are opportunities for you to sell something you have no use for, or to buy something you want inexpensively, or provide some service which you need.

The little classified "ads" are on page four every week. Look them up, and if you have something to sell let them work for you. The cost is the nominal charge of twenty-five cents for any "ad" up to twenty-five words.

The Home Paper of the District Since 1878

THE LIBERAL

Telephone 9

Richmond Hill

"Atlantic Ferry"

By Wing Commander L. V. Fraser in Bulletins from Britain

Just over a year ago, seven Lockheed-Hudson aircraft took off from a Newfoundland airport and headed out across the Atlantic. They landed 'on time,' one after the other, 'somewhere in Britain.' The pilots of four of them were American, the other three were British. That was the beginning of the ferry service for delivering American-built bombers by air. Today, under the command of the Royal Air Force, scores of American pilots, trained in trans-Atlantic navigation by experienced British instructors, fly the majority of these aircraft.

Start of a Great Co-operation

The development of this service is a story of men who overcame a thousand difficulties to build up an organization which now plays a vital part in the joint war effort. It is an object lesson in what can be achieved by co-operation between governments and between men inspired by the same cause.

During the summer of 1940, cargo space for sending American aircraft to Britain was an increasing problem. Consequently, plans were made to fly the aircraft over and Lord Beaverbrook, then minister of aircraft production, requested Sir Edward Beatty, president of the Canadian Pacific Railways, to supervise the arrangements on the western side of the Atlantic. Meanwhile, a small group of Britons, who had previously been employed by Imperial Airways, were lent by the British Overseas Airways Corporation for Atlantic ferrying duties. They were sent to Canada with the task of organizing the delivery flights.

Flown Through Bitter Winter

Four experienced trans-Atlantic pilots were sent first, followed by eight other captains, eight first officers and eight radio officers. These men formed the nucleus of what was then called Afero - short for Atlantic Ferrying Organization. Since there were not a sufficient number of experienced British civilian pilots available for duty, and because service pilots could not be spared, it was decided to enlist United States fliers. There was an immediate response to the call, and training began. The Americans who enrolled were experienced pilots, but they needed advanced instruction in the navigation and handling of multi-engine aircraft on long ocean flights. In November, 1940, the American-British crews were fully trained and the first consignments of aircraft were ready for ferry delivery.

The service continued throughout the winter, in spite of extremely bitter weather. Thus the men who started the ferry proved that it was possible to run service bomber aircraft across the Atlantic. They also proved the case for a much larger and more complex operating unit. So Afero was called into being under Mr. Morris Wilson, of Montreal, the North American representative of the Ministry of Aircraft Production. Plans were developed for a great ground organization in North America to take over the flow of aircraft coming from the production lines of the United States factories. In May, 1941, a return ferry service to take the crews back to Newfoundland, began to operate. The crews which flew the Liberators used for this service were some of the men lent by the British Overseas Airways Corporation. The corporation also provided a traffic and operating staff in the United Kingdom for the west-bound service.

The R.A.F. Takes Over Throughout last spring and summer the organization rapidly expanded and many more American pilots were enlisted. British airmen continued to take the North Atlantic run, but the biggest job for them was still that of training new men for the service. The American pilots, many of them with air line experience, some without, joined the Afero training headquarters in Montreal in increasing numbers. They were keenly enthusiastic. Those who met the required high standard and passed the very stiff test became trans-Atlantic fliers, until Americans were flying the majority of the aircraft.

In July, 1941, Afero was taken over by the R.A.F. and became the "Ferry Command," under Air Chief Marshal Sir Frederick Bowhill, the organization remaining much the same. In all, American pilots have flown 70 per cent of the two-engine "land" planes delivered to Britain and 88 per cent of the four-motored aircraft. Of the flying boats, 86

per cent have been flown by R.A.F. pilots, the remainder by Americans. The Ferry Service has a remarkable record. The loss, for all types of aircraft on the Atlantic crossing, has been under one per cent. No losses at all have taken place in the delivery of flying boats, and it must be remembered that the record has been achieved in the face of difficulties which would have seemed insurmountable in normal times.

The Golden Rule Mission Band will meet next Saturday, January 17th at 2.30 p.m. in the S.S. room of the United Church with the new president in charge of the meeting. Lantern slides will be shown. Make a New Year's resolution that you will attend every meeting of the Mission Band and become a member at the first of the year. Bring a friend with you on Saturday.

Newtonbrook

The Auxiliary of the W.M.S. will hold its regular monthly meeting next Tuesday, January 20 at 2.30 at the home of Mrs. W. T. Wells, 5720 Yonge Street. The ladies of the church and community are cordially invited.

The Girls' Mission Circle will hold their January meeting next Tuesday at 8 p.m. at the Parsonage. The study will be "Dr. Bob McClure's Stories of China". The young ladies are especially invited to attend and bring a new member along.

The Young People's Union met last Monday evening with a good attendance. Miss Ann Wells, missionary convener, was in charge and conducted the devotional exercises. Mrs. Halbert gave an address illustrated by lantern slides on "Our Missionary Work in Saskatchewan". Miss Frances Schmidt conducted a Bible quiz with Miss Margaret Shaw and Ronald Johnstone choosing sides. The score was 18-15 in favor of Miss Shaw's group. The Young People have chosen a play which will be presented some time in March. Refreshments were served at the close of the meeting. The Christian Citizenship convener, Ronald Johnstone, will be in charge next Monday evening.

The patriotic service which was held in Newtonbrook United Church last Sunday evening was well attended. It was held in honor of the men who have joined the King's Forces from the church and community, which numbers 43. From one class of boys in the S.S. in 1933, twelve are now in uniform and some are overseas. The hymns, address and prayers were in keeping with the Remembrance Service. Mrs. Halbert's class of Young Ladies presented a Patriotic Pageant "The Making of Canada's Flag" at the close of the service.

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