CANADA

A FACT A DAY ABOUT CANADA

FROM THE

DOMINION BUREAU OF STATISTICS

NOVEMBER 1940

SEVENTH SERIES

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Contents

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Editor.

A Fact a Day about Canada — Sixth Series.

from the

Dominion Bureau of Statistics

No. 32 -- Fri. Nov. 1, 1940 -- The Strawberry Patch.

In everything we have and in everything we do we should bear in mind that Canada is at war. Even a basket of strawberries is important.

Many a promising strawberry patch has failed to produce satisfactory results simply because proper care was not taken to protect the plants during the winter months.

This year, because the growing season was not conducive to good runner development and early runner plants were late in rooting down, strawberries are particularly in need of adequate winter protection.

Mulching will prove to be an invaluable aid in overcoming winter hazards. The chief purpose of a mulch is to prevent repeated freezing and thawing, or "Heaving" of the soil, which may injure or break the roots of the plants. It also protects the plants from extreme temperatures and drying winter winds. Mulches are valuable in the conservation of soil moisture, checking of weeds, and keeping the soil and berries clean during the time the plants are bearing.

It is a common practice among growers to apply the mulch in the late autumn, after the ground is frozen. While this may be the most convenient time it may also be too late to protect the plants from early frosts which can be extremely injurious. Repeated experiments have shown the early part of November to be about the best time to apply a mulch, so that both crowns and roots may be fully protected.

The most effective material for mulches is clean dry straw, free from weed seeds, which are apt to sprout in the spring and choke out the plants. If this is spread over the patch to a depth of about two inches, no damage will be incurred through the vagaries of a normal Canadian winter.

Canada's strawberry production was over 28 million quarts in 1939, and the preliminary estimates for this year show a decrease of almost two million quarts, the reduction centering largely in the province of Quebec.

No. 33 -- Sat. Nov. 2, 1940 -- Record Silver Fox Production.

Silver fox production in Canada during 1938-39, amounting to 319,693 pelts valued at $5,660,722, was the greatest ever recorded in the history of the Canadian fur trade. The silver fox is Canada's most important fur product, and comes almost entirely from the fur farms. The low average price of $17.71 per pelt should bring this popular fur within the reach of most Canadian women, and is a far cry from the early days of fox farming when there were comparatively few farms and the supply of ranch-bred animals was limited. At that time fabulous prices, amounting to as much as $35,000 per pair, were paid for the live animals that were required as breeding stock, but now that the fur farming industry is fairly established and contributing about 40 per cent of the Dominion's raw fur production the animals are raised primarily for their pelts.

For many years fur farming was concerned principally with the silver fox, but in recent years mink raising has become an important branch of the industry. Mink pro-

duction has advanced rapidly reaching a total of 220,359 pelts valued at $2,103,774 in 1938-39, an increase of 80,619 pelts and $703,187 over the preceding season. It is estimated that 40 per cent of the number of mink pelts and 50 per cent of the total value represent sales from fur farms. Other kinds of fur-bearers--red fox, cross fox, blue fox, raccoon, skunk, marten, fisher, fitch-- are also found on the farms, and recently the valuable chinchilla, a native of South America, has been added to the list.

The total value of Canada's raw fur production, including pelts taken by trappers and those sold from fur farms, in the 12 months ended June 30, 1939, was $14,286,937, an increase over the 1937-38 season of $1,090,583. Ontario with $2,538,658 and Quebec with $2,230,280 were the leading provinces with respect to value of raw fur production. New Brunswick, Alberta, Prince Edward Island, the Northwest Territories, Manitoba and British Columbia followed in the order named, each with a value of more than a million dollars. Saskatchewan output was valued at $983,447, and that of Yukon Territory at

in 1938-39 was 6,492,222 as against
squirrel accounted for the greater
pelts totalling 2,295,550 as against
was amounted to 2,296,139 compared with 1,244,359

No. 34 -- Sun. Nov. 3, 1940 -- Skis Made in Canada.

Although the sport of skiing originated in Northern Europe, and at one time all skis were imported from there, Canadian skiers and visiting winter sportsmen are assured of an adequate supply of ski equipment. The closing of the foreign source of supply owing to the war need not affect Canadians as in recent years a progressive Canadian industry has been developed which manufactures ski equipment sufficient for domestic requirements as well as a surplus for export.

The modern ski has some three thousand years of interesting development behind it, but the first historical mention of skis dates from the sixth century. At that time the Vikings were using "suski", or snow glide shoes, for winter travel. These ancient skis were short, wide boards, covered with seal-skin to grip the snow and to make climbing easy, but for downhill travel they could have been little better than the snowshoes of to-day. Later, this difficulty was overcome by using one skin-covered ski or "andor" and one runner of polished wood, the skier balancing himself on the runner with the aid of a long heavy pole for the descents. The next improvement was the use of two wooden runners, but the early patterns of this type were turned up at both ends so that, if one point were broken, the ski could be reversed--the Norseman's equivalent of the modern spare tire.

Nowadays skis are made in several patterns to meet special uses, such as jumping, racing, or general purposes. The favourite materials used in making them are hickory, ash, maple and birch, all of which have the qualities of toughness, flexibility, and hardness in varying degrees and combinations. Hickory, for example, makes a strong hard-wearing but rather heavy ski, ash makes a relatively light ski, while maple skis are reputed to be very fast.

Experiments in making a laminated ski composed of layers of different kinds of wood glued together in order to produce a stronger, more efficient ski with less waste of material were conducted by the Forest Products Laboratories of Canada as far

back as 1924. Although there have been many improvements in laminated skis since that time, the basic principle has been proved sound and skis of this type are becoming increasingly popular.

No. 35 — Mon. Nov. 4, 1940 — Official Languages.

One interesting sidelight which analysis of the data from the 1931 Census has shown is the respective capacities of rural and urban people to speak the official languages; it is especially interesting to compare the proportions of them who are able to speak both languages and also the proportions unable to speak either. About twice as many speak both French and English in urban localities as in rural localities, and about three times as many of the latter as the former speak neither of these languages. There is, of course, greater opportunity for intermingling in urban residence than rural, and probably also greater necessity for acquiring the official languages in urban occupations. The obvious conclusion or expectation would be that larger proportions among the urban populations than among the rural have acquired both official languages. But other factors enter into the question, since the acquisition of both official languages is as much a matter of capacity to acquire them as of opportunity, intermarriage, necessity, and so on.

In the Census of 1931, 1,322,370 persons were reported as speaking both the official languages of Canada, 6,999,913 speaking English, 1,779,338 speaking French and 275,165 as unable to speak either English or French. In a table on p. 121 of the 1936 Year Book the population was classified by racial origins and as able to speak one, both, or neither of the official languages.

No. 36 — Tues. Nov. 5, 1940 — More About Air Training.

The period of training for pilots, observers, and air gunners under the Empire Air Training Scheme in Canada is to be reduced still further to enable the men to have "operational training" in Britain under war conditions.

In a recent statement the Dominion's Air Minister, the Hon. C. G. Power has pointed out that the training period at the advanced training schools in Canada was first scheduled to be 16 weeks for each student. It was cut to 14 weeks and now it is being further reduced to allow longer post-graduate training overseas. This further acceleration in the Air Training Plan now being worked out has been made possible because Canada now has ample training facilities, elementary schools and planes, to handle a larger number of men than originally planned. Also, the additional "operational training" to be given in Britain fits into this stepped up scheme.

The output of pilots, observers and air gunners under the British Commonwealth Air Training Plan in Canada will therefore be considerably increased. While originally the plan was laid down to turn out approximately 22,000 airmen annually, when the plan reached its full scale operations, Major Power stated that, as a result of the recent acceleration, over 30,000 airmen of the three types will be turned out in a year.

Mr. Power also explained that more Canadian recruits can now be taken in and trained, and, also, more Australian and New Zealand pilots, who have taken their elementary training at home, can be given their advanced training in Canada. With more men to be taken into the Canadian elementary training schools, all of which are carried on by civilian training companies, additional barrack buildings and other accommodation will

have to be provided. There is no shortage of planes for the elementary training stages, while the planes for the more advanced training period are constantly being delivered.

The first batch of Australian pilots to arrive in Canada is now being given advanced training. Other groups of Australian and New Zealand pilots, in larger number than originally expected, will continue to arrive in Canada in the ensuing months.

In a later statement Major Power said that the Empire Air Scheme was six months ahead of schedule and by September 1941 all units would be fully operating. Three quarters capacity would be reached before long and twice as many airmen would be going overseas.

No. 37 -- Wed. Nov. 6, 1940 -- Orillia.

H.M.C.S. "Orillia", it should be explained, is one of the sixty corvettes now being built in Canada for the Canadian Navy. She is 205 feet in length, has a speed of 17 knots, and will be primarily employed in submarine chasing and mine sweeping.

And Orillia, the town, gave Orillia, the corvette, a hearty send-off. Four of the ship's officers were guests of the "Orillia" Corvette Association at a dinner at the Old Home.

Mayor Pack, on behalf of the municipality, made the presentation to the "Orillia" of a handsome silver tea service and a pair of massive silver candelabra. This gift was in accordance with the British tradition that the town after which a ship of the Royal Navy is named should make a present of silver for use on formal occasions. The set consisted of a large tray, with tea and coffee pots and sugar and cream dishes in Rogers' silver. The tray was inscribed with the words: "Presented to H.M.C.S. 'Orillia' by the Town of Orillia." Each separate piece also bore the name H.M.C.S. "Orillia".

Round the edge of the tray there was a clear space on which the names of the officers of the "Orillia" as they may succeed one another, can be inscribed for many years. This service will not accompany the "Orillia" on war service but will remain stored at her home port, where it will be available whenever the ship is there.

Lieut. Briggs, officer commanding the "Orillia", had mentioned that books would be appreciated on board.

Within 36 hours, 360 volumes were gathered and delivered to the "Orillia".

Among the books were fifty from the Orillia Public Library, the Directors having agreed to make the "Orillia" a branch library. The arrangement is that as these books are read they will be replaced with others from time to time, on requisition of the ship's librarian. Thus is the "Orillia" made an outpost of the town.

The next task of the Associates is to provide the crew with additional garments to protect them from the rigours of a winter at sea--such as socks, sweaters, helmets, etc. This has been greatly facilitated by the gift of twenty-two sweaters and forty pairs of socks from the Girls' Red Cross.

A Tag Day provided $250 towards the cost of materials.

It is expected that other towns will similarly adopt corvettes named after them.

No. 38 -- Thurs. Nov. 7, 1940 -- Poland on the Rack.

Systematically, ruthlessly, Germany is endeavouring to stamp out the spirit of free Poland. There are over 115,000 people of Polish origin in Canada who will be much concerned over the conditions in the land of their fathers.

In the western provinces, already incorporated in the German Reich, persecution is unabated, often intensified. Towns have been thoroughly Germanized, even their names changed. In certain districts of Pomorze, says the Polish Ministry of Information in London, the Polish population has been compelled to change the Polish inscriptions on tombstones into German. Poznan is being thoroughly refashioned in order to remove all traces of its Polish character. The city is red with Nazi flags. The Kochanowski memorial outside the Cathedral has been blown up with dynamite, the cross at Chwaliszew has been thrown into the river Warta, the houses close to the townhall are to be pulled down, the left side of St. Martin's street is also to be demolished, in order to open up the view of the castle, which was built during the previous German occupation. In the restaurants and cafes the Poles are completely isolated from the Germans, being restricted to the lower class of shop. The Germans make periodical inspections to ensure that this ban is observed, and anyone found violating it is at once deported to Germany. Only Germans are allowed to use the swimming baths and to bathe in the river Warta. Above the entrance to the Franciscan church is a notice stating that only Germans may enter.

On the day Italy declared war a procession of German youth marched through the streets of Poznan, many of them dressed up as leading British, French and Polish politicians, Polish soldiers and priests. Any Poles who happened to pass were insulted and beaten up, the police making no attempt to intervene.

In the prison on Mlynska Street executions are carried out by beheading, even for such petty offences as taking articles such as pillows from one's own home. Lists of those executed are posted every fortnight, but they are not complete.

For the past two months round-ups have been taking place in the streets; those detained are required to show proof that they are in employment. Anyone who does not possess a certificate of employment or whose certificate is not in order is at once deported to Germany, where labour conditions are extremely bad.

Polish workers' wages are half those of Germans. The social insurance office pays 16 marks weekly for such heavy labour as stone breaking or rolling barbed wire. Germans on the other hand receive sixty marks for much lighter labour. Two per cent is deducted from the Polish wages for a 'Reconstruction Fund' and a further one to two per cent under various other pretexts.

Five German schools have been opened for children from seven to thirteen. Teaching is limited to two hours daily. Children over thirteen are being deported to Germany.

126 parishes have been deprived of their vicars, in many districts churches have been closed. In Poznan five churches and chapels have been closed and there are grounds for fear that the Cathedral may be demolished. A large number of priests have been deported. Mass may be celebrated publicly only on Sunday from 7 a.m. to 10.30. On weekdays masses are celebrated privately. Bishop Dymek has been imprisoned. All the

priests of 35 and upwards have been deported to work in Germany, or to Austria, or to Dachau concentration camp. The monasteries have been closed, the monks dispersed. Only the Nuns of St. Elizabeth, whose headquarters are at Breslau, still remain. In Mogilansky district the people must have tickets in order to attend church. In Opalenica the churches have been closed 'owing to rabies.' Services and confessions have to be conducted in German. In certain districts the priest grants general absolution to those who do not speak German.

No. 39 — Fri. Nov. 8, 1940 — The Fleet Air Arm - 1.

The Fleet Air Arm, like the rest of the Royal Navy, is a "silent service" and the public, as a rule, hears little of its work. But, because of its special value as a mobile striking force, the Fleet Air Arm is playing a big part in this war - particularly in the Mediterranean.

Fleet Air Arm warplanes whose names may soon become as familiar as Spitfire and Hurricane, are destined to play a decisive part in the Mediterranean battles.

Their homes are floating aerodromes - the decks of our several aircraft-carriers now serving somewhere over the thousands of miles between Gibraltar and Port Said.

The vastly improved Fleet Air Arm is face to face with its first really big chance. It has now in service in substantial numbers at least two fine fighters who will be to the Fleet in the Battle of the Mediterranean what the Spitfires and Hurricanes have been to Britain at home.

The latest is the Fairey Fulmar, which is larger than the Hurricane, but otherwise looks somewhat like it. Its speed, while not equal to that of the land fighters, is considerably greater than anything hitherto known in naval aircraft.

This in itself is a big step forward, for, remember, a sea fighter must always be a compromise between speed and ability to land on the limited space afforded by the deck of an aircraft-carrier.

This deck-length is about 700 feet. Landing must be made in much less distance than that if a safe margin is to be allowed for error in descending on a floating and possibly wave-tossed and fast-moving drome.

The Fulmar must alight at much less than the 60 m.p.h. at which the Spitfire lands in a space of something like 900 feet.

This newest naval plane, with unusual speed for a sea fighter and very powerful armament, is certain to make Mediterranean headlines.

So will the Blackburn Roc, by only a few months older than the Fulmar, a two-seater fighter with wing guns and moveable gun-turret amidships.

Both these new sea fighters are monoplanes, like the earlier Blackburn Skua, the first single-winged all-metal machine to go into naval service.

Aircraft-carrier landing limitations were chiefly responsible for the retention in the naval air arm of the slow, easily manoeuvrable, but now largely obsolete biplane fighter.

It gave inadequate air protection to the Fleet against the fast land bombers, and still less against land fighters, with speeds of anything from 300 to 400 m.p.h.

No. 40 — Sat. Nov. 9, 1940 — The Fleet Air Arm - 2.

The biplane as a torpedo-dropping bomber, as a "spotter" to help direct warships gunfire, and as a reconnaissance machine still survives in the Fleet Air Arm's Swordfish, in its successor the Fairey Albacore, and in the still formidable land Gladiator now handed over to the Navy in large numbers and equipped for deck landing.

These maids-of-all-work, Swordfish, Albacore and Skua, do not hurl their 1,500 lb. of torpedo at a target so much as they hurl themselves.

They descend to about 4,000 feet, then power-dive almost vertically to a few hundred feet from their target at which point the torpedo is released.

They are still more than a match for enemy naval dive-bombers. They have already done admirable work against Mussolini's cotton-wool fleet whenever it has shown itself outside its harbours.

They gave fine service at Calais and Dunkirk, both at the evacuation and in covering the inland retirement of the B.E.F. and French Forces.

In the Norwegian operations the service they rendered the Fleet and Army equalled that given by the R.A.F.

One day the full story will be told of how that famous magnetic minefield was laid in the Baltic by the Fleet Air Arm and the R.A.F.'s bombers in order to imperil and sink Nazi warships and transports bound from north Germany for Norway.

When it is told it will contain an almost incredibly heroic chapter about the feats of the F.A.A.'s Swordfish.

Their average cruising speed is only about 120 m.p.h., and, when huge tanks carrying petrol for the long journey and equally huge magnetic mines were fitted into them, their speed was reduced to little more than 80 or so miles an hour.

Pilots and observer-gunners sat perilously over petrol and high explosive, and dawdled through the hostile air, dead easy game for enemy fighter, bomber or "ack-ack".

German minefields in the narrow seas of the Skagerrak and Kattegat barred the way for British mine-laying vessels to the Baltic. But an Admiralty communique read: "Mines have been laid in the Baltic".

With the R.A.F.'s bombers, the deathless sailor-airmen heroes of the Fleet Air Arm's Swordfish had been to the Baltic - at 80 or so m.p.h!

They are the men whom the Italians will increasingly meet over the blue waters of the Mediterranean in the coming months. Only, this time they will be in speedy Fulmars and Rocs, and much else, as well as in Swordfish!

No. 41 -- Sun. Nov. 10, 1940 -- Course for Ski Units.

Concealment and camouflage, woodcraft, making of shelters, lighting fires under unfavourable circumstances, and the care of skis, harness and weapons form part of the three weeks' course now being given by the Canadian Army's advance class of instructors at Lansdowne Park, Ottawa.

Troops, scout and patrol movement in snow-covered terrain rather than the fine points of skiing is being concentrated on. Practical work includes long cross country patrols and a night spent in the field before the school closes on December 21.

It is not expected to develop finished ski troops, nor is this the objective, but rather to teach troops to move on skis so that they may be able to operate and not become immobilized by snow.

Instruction in individual units, in camps and other centres will begin after the new year, and assistance and cooperation has been offered by numerous ski clubs and their instructors throughout the country.

Lieut. T. P. Gilday of the Grenadier Guards, Montreal, latterly of Sudbury, Ont., outstanding for his cross country work, is chief instructor. Personnel includes Capt. W. R. Eakin, Victoria Rifles, Camp Borden; Lieut. H. E. Long, 1st Midland Regiment; Lieut. C. F. Reiffenstein, Governor General's Foot Guards; Lieut. A. H. Cooper, Saskatchewan Horse; Lieuts. S. M. Lett and W. G. Fawcett, Queen's Own Rifles; Lieuts. J. M. Lindsay and G. W. Burnside, R.C.A. Winnipeg Training Centre; Lieut. G. O. Tucker, R.C.A. Calgary; Lieut. F. H. Cundill, Infantry (Rifle) Training Centre, Aldershot, N.S.; Lieut. J. D. Learmont, North Nova Scotia Highlanders; Lieut. T. C. MacWilliams, New Brunswick Rangers; Lieut. J. D. Oliver, Frey & Simcoe Foresters; Lieut. J. D. Harwood, Grenadier Guards; Lieut. J. Francis, Lake Superior Regiment; Lieut. W. T. Richardson, No. 2 Infantry (Rifle) Training Centre, Camp Borden; 2nd Lieut. G. T. Harris, Edmonton Fusiliers; 2nd Lieut. H. H. Gunter, Halifax Fortress; 2nd Lieut. J. M. Guay, Infantry (Rifles) Training Centre, Valcartier; 2nd Lieut. F. C. Delahey, Irish Regiment; 2nd Lieut. T. J. Wilmot, Governor General's Foot Guards; 2nd Lieut. W. J. Salter, No. 1 Infantry (Rifle) Training Centre, Camp Borden; Lieut. A. C. Stewart, Stormont, Dundas and Glengarry; Lieut. N. H. Welsh, Sherbrooke Fusiliers.

Sgt. J. A. Bailey, R.C.A. Winnipeg Training Centre; Pte. V. A. Johnston, Edmonton Fusiliers; Spr. N. Viminits, 14th Field Company, R.C.E.; Spr. K. G. Olsson, 10th Field Co., R.C.E.; Sgt. W. H. Howard, North Nova Scotia Highlanders; Spr. I. L. Eivenmark, 6th Field Co., R.C.E.; L/Cpl. J. A. York, 16th Field Co. R.C.E.; Pte. C. Gunnarson, 1st Canadian Scottish; L/Cpl. J. Lebrun, 19th Field Co., R.C.E.; L/Cpl. R. T. Armitage, Royal Regiment of Canada; Pte. J. J. Ovens, Grey & Simcoe Foresters; Pte. F. Raitz, Irish Regiment; Sgt. L. E. Warr, Grenadier Guards; Sgt. Hebert, Midland Regiment; Cpl. R. K. Heise, Victoria Rifles; Pte. J. A. Houston, Toronto Scottish; Pte. I. C. Meyers, Saskatoon Light Infantry; Cpl. H. J. Hayward, Stormont, Dundas and Glengarry; and Pte. Milne, Sherbrooke Fusiliers.

No. 42 -- Mon. Nov. 11, 1940 -- Why Britain Will Win -- 1.

This is Remembrance Day and perhaps there could be no more appropriate thing to say on this day of days than to repeat what Arthur Wauters, the famous Belgian statesman and writer has said:

"Hitler's military victories achieved, for a time, a double psychological result.

The German people were filled with faith in a magician who was re-shaping Europe, as though invested with a mysterious power. On the other hand, some superficial neutral onlookers began to be convinced of the invincibility of Nazi Germany.

"The Allies, perhaps unwittingly, contributed to establishing this childish belief by complacent descriptions of the war methods of the German armies in the first period of the war. They did it, of course, with the praiseworthy object of stimulating the will of resistance and readiness of sacrifice of the democratic masses.

"The psychological effect of the German successes has been increasing in geometrical progression. Hitler has kept his promises of victory with mathematical precision. He had announced that he would be in Paris on June 15. He was there.

"But it may be doubted whether the process of collective bewitchment will have a lasting effect.

"Hitler announced that he would be in London on August 15. He failed to keep the appointment.

"He himself thus furnished the proof of the vanity of some of his boasts. Those who had been intoxicated by German propaganda are baffled. They are beginning to make historical comparisons. There is no need to go back very far in time. Kaiser Wilhelm's Germany collapsed almost immediately after achieving indisputable military triumphs.

"The Fuehrer's thirst for conquest is now encountering some obstacles. The time for easy successes is past."

No. 43 -- Tues. Nov. 12, 1940 -- Why Britain Will Win - 2.

In the neutral country which I left for London a month ago, the most absurd stories found credence in defiance of all human intelligence. It was whispered that Britain's fate would be sealed within three weeks or that 45 millions of starving and terrorised Britons were spending their lives queuing up for a problematic crust of bread in the daytime, and with collective lamentation in the underground shelters at night. Britain, it was said, was no more than a heap of ruins. The electric power stations were destroyed, the largest city in the world was plunged in darkness. Transport was paralysed. A desperate people was in revolt against its leaders. The Empire was collapsing.

I am writing these lines in London where the roar of the greatest air battles in history reaches our ears. The German 'planes are being brought down by the magnificent pilots of the Royal Air Force at the rate of five to one and sometimes of one a minute. The power of the Empire is unimpaired. In spite of the self-styled German "blockade", millions of tons of merchandise reach British ports week after week.

The shops are overflowing with goods. There is a certain amount of rationing, but it does not interfere with anybody's good supply, nor does it diminish any workman's productive capacity. Astonishing quantities of produce are accessible to all: coffee, oranges, bananas, grape fruit, tropical nuts, pepper, tobacco, olives, and what not.

There is something disconcerting about the calm and coolness of this great people. It is due neither to indifference nor to passivity. With it the sense of national co-

operation reaches a prodigious degree. Each one is mobilized either organically or morally. Each is doing his work with orderliness, calm and discipline. There is neither haste, nor precipitation, nor panic. Everyone applies rules strictly and encourages everyone else to do likewise. Vigilance never relaxes. Britain is not invaded, but everyone behaves as though invasion might come at any moment. This people will in no circumstances be taken by surprise.

"A sporting people, the British are counting the blows and taking stock impartially of their reverses and failings, not to be disheartened by them, but to correct them. Nothing is left to chance or to improvisation.

"Britain gives the impression of a powerful up-to-date machine, whose flawless, well-oiled march proceeds noiselessly and without a hitch. Everyone knows what he has to do. And he, or she, will do it at the right time.

"There is complete, trusting and eager co-operation between the public and the authorities.

"German propaganda will not change this nor diminish in the least the calm and self-conscious force of this great free people."

No. 44 -- Wed. Nov. 13, 1940 -- Why Britain Will Win - 3.

It is a significant fact that, in spite of ephemeral triumphs, the German people need to be drugged by false news. In Britain German communiques are published daily in full. Anyone can listen freely to Nazi broadcasts, if he happens to want to do so.

The democratic liberties are fully respected. The Press comments on Government action with a surprising frankness. Parliament, whose powers are supreme, continues to sit whenever there is business to transact.

These things are, to my mind, one of the essential guarantees of Britain's coming victory.

The officially inspired optimism of the countries living under a system of censorship lull the fighting spirit of the citizens to sleep. A flood of reassuring but often unfounded statements act like chloroform upon them.

The British people are conscious of the fact that they have never been invaded for the last 900 years. They are not oblivious to the unsuccessful attempts made successively by Philip II, Louis XIV and by Napoleon. They know that 200 or 250 ships would be needed to land five divisions. They know that they will never be betrayed by that ally which always keeps faith with them: the sea. They know that their ships are sailing the seven seas and using thousands of ports all the world over, whereas the German and Italian mercantile fleets are confined to coastal traffic in the Baltic and the Adriatic.

They know that in defiance of the furious attacks of the German Luftwaffe, the Royal Air Force is daily delivering its blows on Germany, on Turin, on Milan, on Libya, wherever it cares to strike.

They also know that the United States is on their side.

They realize that those who were unable to prevent the heroic re-embarkation of Dunkirk are now faced with the incomparably more formidable task of attempting the same operation in the opposite direction.

They know that the whole Empire, without exception, constitutes one solid rock.

Nor do they forget that two thirds of the peoples subjected by Germany are not Germans at all, and that the terrible fire of vengeance which is now smouldering in the hearts of the oppressed nations will burst into flame at the right moment.

As a citizen of an indomitable nation, I know that, in spite of professional traitors and place-seekers, the whole of Belgium constitutes a column in the service of democracy and liberty. The beloved spirits of Cardinal Mercier, of Burgomaster Max, of King Albert, of the heroic workers who were deported for refusing to work for the Germans, accompany us in our effort and inspire us with hope.

Britain and with her the permanent values of mankind will triumph.

No. 45 -- Thurs. Nov. 14, 1940 -- Three Cheers for the Red, White and Blue.

With Britain shedding her life blood in the cause of freedom and right, at no other time in the history of the Empire has the national flag been more in evidence. At no other time has it been so imperative that we as Canadians and part of the mighty unit that is the British Commonwealth of Nations be thoroughly acquainted with our emblem and its proper and dignified use.

Here are a few simple rules regarding the observance of the correct procedure, as outlined by the Imperial Order of the Daughters of the Empire:

1. The Union Jack is the official flag of Canada, and should be the one flown in Canada.

2. The Red and Blue Ensigns, with the Coat-of-Arms of Canada in the fly, are intended for use afloat and on official buildings outside of Canada. They are not correctly used on buildings in Canada.

3. The flag should not be hoisted before sunrise, nor allowed to remain up after sunset.

4. In hoisting the flag the broad white stripe in the cross of St. Andrew should be above the red stripe of St. Patrick on the side of the flag next the mast head; if reversed, it is an indication of distress.

5. The flag should always be carried upright and not allowed to touch the ground.

6. When placed at half-mast the flag should first be raised to the mast head and then lowered.

7. When used for indoor decoration the flag should never be below a person sitting.

8. It should never be used as a cover for table, box or desk except at a military religious ceremony, and nothing should be placed on it, except the Bible.

While these concise instructions regarding the use of the flag are important, its red, white and blue has another and deeper significance, today, as was aptly expressed by Hon. Angus L. Macdonald, our Minister of National Defence for Naval Services. He says "We shall see Britain triumphant, and long after the name of Hitler has become nothing but an unpleasant memory, the same flag which now waves over disordered heaps of crumbled brick and stone and mortar, will be flying freely and proudly in the airs of Heaven, sheltering liberty and justice and freedom and truth in its benevolent shade. That is the lesson of the flag flying over the ruins of British homes."

So, Carry on Britain! We'll never let the old flag fall!

No. 46 -- Fri. Nov. 15, 1940 -- Canada's Air Eyes.

The candid camera of wartime flies high over the battle lines, and there is none more skilled in this science of aerial photography than the men trained by the Royal Canadian Air Force.

An infant science in the first war, aircraft photography is a highly efficient source of military intelligence today. Aircraft flying at great heights can photograph large areas of hostile terrain with meticulous detail. Infra-red filters on the camera lenses pierce the war dust and the haze. Photographs provide mosaic maps vital to the planning of an offensive thrust, reveal gun emplacements, munitions dumps and troop concentrations, and show clearly the result of artillery fire and bombing raids. Trained officers studying an enlarged aerial photograph can often see through the sham of camouflaged military secrets.

The Canadian government realized the possibilities of aerial photography, born in the first great war, shortly after that conflict ended. The result was that for the past quarter-century R.C.A.F. detachments have been developing the science and improving their technique by photographing from the air large areas of Canada for mapping purposes.

A fireproof vault out at Rockcliffe air station, on the outskirts of Ottawa, holds more than 1,000,000 negatives of Canada from a bird's eye view. More important than mere mass production, however, is the technical progress the R.C.A.F. Photographic Establishment has made in the science.

Now that there is a war on, all the experiments, the development of equipment, the lessons of experience, come to fruit. The pioneers, the veterans who cruised the clouds over Canadian lakes and forests in the interval between wars, are teaching scores of youngsters the mysteries of aerial photography, at the Photographic school of the R.C.A.F. The costly equipment developed through the years is at the disposal of an air force suddenly placed on war footing.

The latest model of aerial camera is automatically controlled from the pilot's cockpit. This is the type of camera used aerial mapping to take strips of related photographs. Pointed downward through an opening in the floor of the aircraft, the camera is entirely operated by remote control. The pilot sets the camera to take a picture, say every 15 seconds. When he has set the aircraft on the desired course the camera does the rest. A light gives him five seconds warning before an exposure to keep the aircraft on true course and level with the horizon. A light flashes when the picture is snapped, then there is a 10-second interval before the next "shot".

The Ottawa establishment is the photographic headquarters of the R.C.A.F. It not only supplies the trained personnel for the darkrooms of squadrons sent overseas,

the instructors and technicians of the training school and photographic detachments, but it is the fount of technical knowledge and development and the source of supply for films, chemicals and accessories.

No. 47 — Sat. Nov. 16, 1940 — Windbreaks Mean Trees.

Everyone has experienced the comfort of a windbreak on a cold windy winter's day. It is enough to say that the sheltered areas seem very much warmer than the wind swept ones. Such shelter around the farm buildings would seem to be a necessity.

How can this shelter be built up? The only practical method is by planting trees. Broad belts of trees planted on the sides from which the prevailing winds blow stop the icy blasts and maintain in their lee a calm in which life can be lived in comfort.

Trees differ in their value for this purpose. Evergreens are the best. They present the greatest resistance to the passage of air and thus stop it most effectively. Unfortunately they are slow growing and take some years to provide shelter.

Deciduous trees such as poplars grow quickly but offer less resistance to the wind. They will be quite satisfactory if planted in a broad enough belt. Perhaps the best windbreak can be made up of a mixture of trees such as spruce and poplars. By alternating the trees in the rows and staggering the rows, effective protection can be built up in a comparatively short time. The quick growing short lived poplars give early protection. When they reach maturity and begin to die, the slower growing evergreens are ready to take their place. No matter what the conditions are, some tree can usually be found to suit them.

No. 48 — Sun. Nov. 17, 1940 — Where U.S. Gets Its Christmas Trees.

The number of Christmas trees imported into the United States in 1939 was 4,943,261, valued at $536,692. All the shipments were credited to Canada. In 1938 the number was 4,220,405, valued at $438,092, Newfoundland supplying 276,027 trees of the total shipments. Many of the Canadian trees are grown by farmers. The results obtained in the various Eastern United States market was not uniform. Some markets, such as New York and Philadelphia were definitely over-supplied. Chicago and other cities, however, reported that on the whole business had been satisfactory to the dealers.

Some of the larger operators send buyers to Canada in the late summer to purchase the trees standing. These buyers or their representatives return later in the fall to hire workmen for cutting and bundling the trees. The butts are required to be cut straight across and the bundles contain upwards of seven trees depending on the size. The most popular height is about five to six feet. Another practice is to arrange for the purchase of trees delivered at the railway siding. Some shippers also make contracts in advance for sale on an outright basis to responsible dealers in the United States.

Balsam fir is the most popular species in the East for the Christmas trade, with an apparent preference for trees from Nova Scotia, although New Brunswick and Quebec balsam also have a substantial sale. This species is preferred because of its quality and pyramidal shape. From the standpoint of the dealer, it can be more readily bundled for shipment. Spruce can also find an outlet, but it is generally quoted at

a discount, at least in so far as the New York market is concerned. There has been a certain movement in Scotch pine especially in the border cities adjoining Ontario, and for several years past Douglas fir trees from British Columbia have been growing in favour and are now moving eastward to central and eastern United States markets.

No. 49 -- Mon. Nov. 18, 1940 -- Rabbit Fencing.

Every ten or eleven years the snowshoe rabbit reaches a cyclical peak in numbers when the winter landscape fairly flutters with its white fur. For several years during and approaching that period, the rabbits devastate unprotected plantations of fruits and shrubbery, gnaw clover and alfalfa plants to the ground, eat off winter wheat and rye and attack feed stacks. As soiled snow piles around the stacks, the rabbits work up, into and over them, wasting much fodder that they do not consume.

As a rule, the rabbits keep mainly to the wild until autumn, although this past summer, even at this comparatively early stage in their periodic plague complaints have already come of the rabbits destroying bush homesteaders' vegetable crops. Dogs, cats, poisoning, shooting, and trapping are helpful, but when the rabbits become really numerous fencing is the reliable protection.

Early last autumn the Substation tried cages of snow-flat fencing but a half-grown rabbit went through it in a trice. In previous years light-weight, two-inch mesh poultry netting had proven none too effective, as the rabbits forced their heads and then their bodies through the meshes, especially when stretched by repeated taking down and re-erection.

In 1939 some hundred and forty rods of fence were erected with heavy-gauge, two inch mesh, five-foot high poultry netting lath-cleated to 8 foot posts 12 feet apart with a board at the bottom to prevent the rabbits from working underneath and two strands of lightly stretched barbed wire to keep the netting from sagging. With the netting at $15.59 per 150 foot roll, barb wire at $5.25 per roll, posts at 9 cents each, rough lumber at $14.00 M and labour at 27 cents an hour this fence cost $13.07 per hundred feet for material and $1.62 for labour or a total of $14.69 per hundred feet.

Some other fence was erected with solid board panels made of rough lumber cleated together with 1" x 4" x 6' battens (projecting a foot to permit the nailing on of another board if necessary) and wired to posts 12 feet apart. These panels cost $8.73 per hundred feet for material, including the posts, and $1.35 for labour, or a total of $10.08 per hundred feet. Poultry netting is now quoted 50 per cent higher than a year ago and lumber is locally about 20 per cent higher, so costs would be accordingly greater.

During the comparatively calm winter of 1939-40 snow did not drift badly in the lee of the solid board fence. It would pile up much worse behind a slatted fence. Photographs in late winter showed the comb of what drift there was to be spaced two or three feet from the fence. It was much closer to the netting fence, through which the snow drifted in a long low sweep. However, there was a suspicion that the occasional rabbit leaped over the board fence during late winter. In a winter of strong winds, drifts would, of course, be much higher and it might become necessary to raise either type of fence, but especially the board one, here and there. Nevertheless panels are worth considering as non-permanent fences for they are easy to erect, to take down and to stack and do not deteriorate much in storage, while rolls of netting flatten down and get out of shape.

No. 50 -- Tues. Nov. 19, 1940 -- Will Send Complete Planes.

Canada will be able to ship complete planes to Great Britain within a few months.

Hitherto Canadian companies have only built aircraft frames and the engines are installed in British plants.

Now airplane engines will be built in the Dominion so that Canadian defence forces will not be so dependent on supplies from Britain and the United States.

Negotiations are now under way with an English firm to obtain patents and plans for a British engine and skilled craftsmen will be sent to Canada to supervise the construction of a plant and the engines. The bulk of the factory workers will be Canadian.

While normally it would require two years before the first units could be produced on a mass production basis, it is estimated that Canada will be in production within a few months.

In addition Canada is striving to develop the manufacture of all aircraft components. Orders have already been placed in the Dominion for propellers and instruments not previously made in the country while negotiations have been completed for the production of many other items, formerly unobtainable in the Dominion, such as airplane tyres, electrical equipment, pyrotechnics and bomb sights.

A £650,000 plant extension programme is also underway to provide for the growing production of aircraft used in the Empire Air Training Scheme and plans are being prepared for two new plants at a cost of £900,000 for the construction and overhaul of airplanes.

Employment in the aircraft industry has climbed in proportion to increased production. About 11,000 persons now are employed in production of aircraft, engine assembly plants, overhaul depots and the Anson programme, an increase of roughly 40 per cent during the last three months.

Altogether a total of 645 airplanes of various types have been made available for Canadian use in the past three months. This figure excludes the production of one Canadian aircraft company and is made up by 272 planes built in Canada, 176 planes assembled, 138 planes assembled by the R.C.A.F. and 59 planes delivered from United States.

No. 51 -- Wed. Nov. 30, 1940 -- Britain is Unimpaired.

The following statement has been issued by the Canadian High Commissioner's Office in London to British and Continental European newspapers:

Britain is still industrially unimpaired. This is the considered statement of an expert observer, the Canadian Minister of Trade and Commerce, the Hon. James A. MacKinnon.

"Despite the heavy attacks on her", he says in a statement just received in London, "the United Kingdom is still the great trading country it was and our receipts from Great Britain are far ahead of what they were a year ago. This shows that British production has not been impaired and that her overseas commerce is increasing and enabling her to re-export to other countries the natural resources of her vast Empire".

So far as Canada is concerned he observes that despite German destruction of such important trading nations as Norway, Denmark, France and Belgium, she, too, has suffered no net loss of total trade, but on the contrary she has gained.

"Since these countries were overrun" says Mr. MacKinnon, Canadian trade has steadily increased, and although we have lost these markets temporarily we have increased our sales abroad in other markets. So successful has this been that the favourable balance of our trade has continued, during the first seven months of the present year, when all these markets were open to our exporters, the average balance of selling over purchasing was somewhat less than $10,000,000 a month. Since the destruction of that trade in Continental Europe, the favourable balance has grown to about $12,000,000.

"For some months our exports have been considerably in excess of $100,000,000 a month, which is much larger than for many years, and our position in that respect is thoroughly satisfactory. July imports from the United States were valued at more than $57,000,000, a gain of nearly $22,000,000 over July last year, and total imports from all countries increased by some $31,000,000."

Commodities required by Canada and received for many years from conquered areas of Europe now are arriving even more abundantly from other sources, and Mr. MacKinnon said it was "inspiring" to see how the component parts of the British Commonwealth had rallied to supply the needs of the various Empire countries. "It is a demonstration of the power of the British Empire", said Mr. MacKinnon.

"The loss of supplies also from the countries which Hitler has despoiled has been more than counter-balanced by imports from such American countries as Brazil, Argentine, Mexico, Uruguay, and Venezuela, but notably Colombia and the Dominican Republic", said Mr. MacKinnon.

"The other significant point is that the overseas possessions of European countries which Hitler has pillaged have increased their exports to this country. Our imports from French West Indies, French Oceania, the French East Indies and St. Pierre have mounted. Even more remarkable has been the large volume from the Netherlands East Indies, and the Netherlands West Indies, from which we got nothing a year ago".

No. 52 -- Thurs. Nov. 21, 1940 - Care of Machinery During Winter.

The cold days of winter are almost upon us and the care that farm machinery receives during the winter months is an important factor especially in these days of war.

Before winter sets in each piece of machinery should be given a thorough inspection. All parts should be well cleaned and all bearings and other moving parts given a generous greasing or oiling. Polished surfaces such as plow moldboards and cultivator shovels need a good coat of heavy grease to prevent rusting. Roller chains should be thoroughly cleaned in gasoline or kerosene and re-oiled. Binder, combine, and mower sickles should be removed and stored inside. All dirt, straw, and trash should be removed from drill boxes, and from the straw racks, chaffers, augers, and elevators on separators and combines. Dirt holds moisture and promotes rusting and decay.

While this cleaning and greasing is being carried on is a good time to make a careful check of all worn and broken parts that will need replacement immediately or in the near future. In any case, repair parts should be ordered so that they will be on hand when required. It is important to keep all machines in first class running

order. Time lost through breakdowns is expensive, and what is perhaps even more important, a worn machine cannot do a first class job. One worn part often causes other parts to wear more rapidly, and breakage of one part may lead to breakage or damage of other parts.

Paint is a great preventative against those enemies, rust and decay, and also adds to appearance. The life of wooden parts in particular is lengthened by regular paintings. For best results the machine must be thoroughly cleaned of all loose paint, rust, dirt, and grease and a good quality implement paint applied under dry, warm conditions.

Shelter is good for those machines which have many wooden or moving parts, such as binders, combines, drills, and wagons. Tractors should be stored inside if possible. Most tillage implements suffer little harm from the weather if properly cared for. Where machines are kept outside it is a good plan to remove wooden parts such as binder reel slats and arms, tongues, and wooden wheels and store them under cover.

Implements with rubber tires should have the weight blocked off the tires if stored inside, or if kept outside the wheels should be removed and stored inside. It is a good idea to give all rubber tires a coat of rubber preservative.

Proper care given to machinery when not in use will be repaid many times in increased life and efficiency.

No. 53 -- Fri. Nov. 22, 1940 -- Life in the Army.

Here is a new slant on life in the army.

According to Dr. J. P. S. Cathcart, a noted neuropshychiatrist, Canada's fighting men of 1940 drink less than the soldiers of 1914-1918 but they eat more. It seems that they have contracted a disease known as "the snack habit", and the amount of chocolate bars, doughnuts and peanuts they make away with is positively amazing. In addition to possessing enormous appetites for sweets the fellows have a remarkable capacity for "guzzling" soft drinks between meals. The doctor says that often when a man is sick the cause of the trouble can be traced back to the canteen, and from what he's been eating "you'd think he was a small boy with a dollar at the circus."

"Snacking", while it seems to be a very infectious disease does not appear to destroy the men's appetites at meal times. When the dinner gong goes they're right there, ready to make short work of the food set before them. Canada's soldiers are said to be better fed than any others in the world, so it is not due to a deficiency in either quantity or quality of food served in camp that the men have taken to "snacking".

"I think they simply eat for something to do," says Doctor Cathcart.

Yes, boys still will be boys!

No. 54 -- Sat. Nov. 23, 1940 -- Motor Torpedo-Boats - 1.

In Canada we have no very accurate knowledge of life aboard a British motor torpedo-boat in war time. Here is a description of an experience which a writer has

had. It gives a glimpse of the exacting nature of the work which men on board are called upon to do.

Within a few weeks of being on board one of our largest battleships I found myself at sea in a motor torpedo-boat, which is the smallest of our men-of-war.

She was 70 feet long, carried two torpedo tubes, some depth charges and an anti-aircraft armament. The complement consisted of two officers and eight ratings. The battleship carried sixteen hundred; and it was interesting to reflect that by a combination of circumstances, it might be possible for one of these seventy-foot hornets to disable and even sink a 35,000 ton battleship.

In outline, these boats resemble a flat-iron, and economy in space, which is of course a feature of all ships, is carried to a fine art in a motor torpedo-boat. The living spaces, for both officers and men, are in the fore part of the boat; the crew occupy one compartment out of which opens the tiny galley, while the captain and his navigator, usually a lieutenant and a sub-lieutenant, R.N.V.R., occupy another.

There is folding bunk accommodation for all, and they can when necessary live on board for considerable periods, although when at their bases crews of boats not at short notice live in parent ships or ashore.

As in the case of submarines, motor-torpedo-boats are manned by picked men. These ratings receive special equipment and certain tinned rations which, as in the case of submarines, are officially called "comforts."

There are times when they must need a good deal of comforting.

When the boat is running on her main engines the roar of the exhaust makes conversation impossible.

In any seaway the water drives over her in a continuous sheet as she bounces from one wave-top to the next. Life on board under these conditions is one long shower-bath.

The captain and coxwain stand on a thick soft rubber pad which absorbs some of the shock as the boat strikes each successive sea. The rest of the crew, wherever they happen to be, just keep their knees bent and hold on to whatever is handy: there must be moments when they wonder whether the next jolt won't knock their backbones through the tops of their heads.

Rest Before Action

I found myself on board one of these craft late one afternoon, one of several moored alongside a jetty, and the crews were sitting about the decks basking in the sun. Some lay outstretched with their gas-masks for pillows, asleep.

But even in this hour of relaxation one or two of the gunners were fiddling with the mechanism of their guns with a brush and a tin of oil. One man was putting a touch of paint on one of the torpedo tubes where a wire had chafed it. While he worked he sang softly to himself.

Somebody else put his head and shoulders out of the forward hatch and began handing round cups of tea. As the sun was setting the lieutenants in command came down the pier and climbed on board. They had been to a council of war ashore.

"Ten o'clock," said our captain briefly. "Get your suppers early and turn in for a few hours. It'll be an all-night show."

Some hours later the stillness of the harbour was broken by the roar of the high-power engines as they began warming through. There were a few brief orders: one by one the boats glided seaward, the noise increased as they gathered speed, and presently there was nothing round us but the roaring darkness and the furrow of our wake pale in the starlight.

No. 55 — Sun. Nov. 24, 1940 — Motor Torpedo-Boats - 2.

After some hours the sound of the engines dropped abruptly to a soft purring note. The night was very calm. A while later the navigator emerged from the conning-tower door. He glanced at the dimly-lit binnacle, murmered something and pointed through the darkness. The boat reduced speed till she barely carried steerage way. The reflections of the stars swayed and danced in the broad wave that curved back from our bows.

I could see it then, a dark object, fine on the port bow. "That's it," said the captain. The outline of a buoy loomed up and slid past us. "That's two miles from the enemy coast," said the navigator. In the comparative stillness the sound of aircraft passing overhead was plainly audible.

A moment later the darkness ahead suddenly became a lattice of searchlight beams. They wheeled and concentrated, spread fanwise, and joined their points in clusters that swayed uneasily and revealed specks of tinsel that eluded them. While flashes of gun-fire spouted into fountains of tracer shell. The dull mutter of the German guns reached us across the water and then the "Woomp! of exploding bombs.

"Good old R.A.F.!" said the coswain at the wheel. "knocking seven bells out of the Bosch!"

"Woomp!" said the British bombs. For two hours they continued to say the same thing with splendid monotony. "Woomp!...Woomp!...Woomp!..." The searchlights swayed like the fiery girders of some Titanic structure about to crash into ruin. Flaming onions hung like dying suns amid the lesser constellations of star shell and sank slowly to extinction. Then the R.A.F. went home and darkness fell upon the coast except where fires glowed dully.

Dawn found us back in harbour. A dockhand caught the heaving line flung by our gunner.

No. 56 — Mon. Nov. 25, 1940 — An Empire at War.

Britain's great colonial empire is mobilizing its strength in the battle for freedom. Everywhere is keen desire to enlist in the Army, Navy or Air Force. Round the Seven Seas, British colonies are providing supplies indispensable to war effort. By the end of August last, total cash contributions from the peoples of the Colonial Empire to the general war effort were approximately 75 cents per head from the sixty million colonial peoples.

In a fleet of lorries, a contingent from the Northern Rhodesia regiment made a mechanised "safari" of 2,000 miles from Lusaka to Nairobi in East Africa.

Two-fifths of the total male European population of Kenya had enlisted in the East African forces as long ago as last May.

Uganda has formed a local defence force, with central officers' training school and army motor driving school.

The Tanganyika Naval Volunteer Force and the Tanganyika Air Defence are co-operating in coastal defence.

Nigeria has compulsory military training for Europeans up to the age of 40.

In Hong Kong all British residents of military age are enrolled in the Colony's defence forces.

In both the Straits Settlements and Federated Malay States, British Europeans have either volunteered or been called up under special legislation.

In Mauritius, the territorial force has been re-organized. Skilled tradesmen have been recruited for service in the Middle East.

Cyprus had the distinction of providing the first unit of colonial troops to arrive in France.

Both Jews and Arabs in Palestine have enlisted in great numbers.

Volunteer forces in Bermuda were called up and expanded at the beginning of the war.

In Trinidad, five times the number of men needed have applied for enlistment in the R.N.V.R.

No. 57 -- Tues. Nov. 26, 1940 -- Payments to Prisoners

In "Letters to the Editor" and in Editorials recently there has appeared some criticism of the payment of money to German Officer Prisoners of War in internment camps in this country. This payment is made in accordance with international agreement, and the regulations governing the point are explained in the following statement on the subject by Lieut. Colonel H. Stethem, Assistant Director of Internment Operations.

By International Convention, German Officers held as Prisoners of War in Canada are entitled to receive certain pay which is recoverable from the German government. Similarly British and Canadian officers, held in Germany, are entitled to pay, recoverable from the government in whose service they belong.

The governing International Convention is that relating to the treatment of Prisoners of War ratified by the Dominion of Canada on February 20, 1933 and agreed to by some thirty-nine of the various powers and states. Article 23 provides that officers who are Prisoners of War shall receive certain pay. From this pay, states

Lieut.-Colonel H. Stethem, Assistant Director of Internment Operations, the officers pay for their clothing and food. There is actually no cash transaction, the money being placed to the credit of their accounts, against which they receive Camp token money or make Camp purchases which are subsequently paid for through their accounts. They receive pay according to their rank based on the German rates of pay in Reichsmarks, converted into sterling at a rate agreed on by the Governments of the United Kingdom and Germany, in accordance with Article 23 of the Convention. The rate of conversion from sterling to Canadian currency is that set by the Foreign Exchange Control Board.

Observance of international law in regard to Prisoners of War is insured by bi-monthly inspections made of all Internment Camps in Canada and in Germany by the protecting powers. Canadian interests are represented in Germany by the United States Embassy in Berlin and by the International Red Cross. German interests in Canada are represented by the Consul General of Switzerland and his representatives.

"It must be remembered", Lieut.-Colonel Stethem adds, "that British Officers in Germany are also receiving their pay from the German authorities, and the same is recoverable from the British Government. Furthermore, it must be remembered that, for every German Officer in Canada, there are, probably, four British Officers held in Germany, and the various people who suggest ill-treatment of these Officers do not realize that such ill-treatment would provide an excuse for ill-treating many times the number of British officers and other ranks in Germany.

"The International Convention Relative to the Treatment of Prisoners of War is one of the few international laws relating to warfare which is, at least to some extent, being adhered to in the present conflict, possibly, because its Articles provide for the employment of a protecting power to ensure its enforcement, and, possibly, because the matters with which it deals provide a practical means of retaliation in the event of non-observance."

No. 58 - Wed. Nov. 27, 1940 - Scientists at War.

Born and conceived during the last great war to compete against a scientifically highly developed enemy power, the National Research Council of Canada was ready and equipped to renew the struggle against the same enemy at the start of the present conflict.

Virtually overnight scientists of the Research Council, with a minimum of apparent effort that suggested careful planning and preparedness, abandoned their peacetime pursuits to bend all efforts towards greater efficiency in the war effort. In many cases, however, peacetime activities, were found to be closely related to problems arising out of war.

Now well over 80 per cent of the Council's work is directly connected with the war. Hundreds of projects, tests, examinations and studies have been undertaken. Valuable assistance is rendered to the Department of Munitions and Supply in regards the equivalency of British and Canadian specifications.

So that no valuable war invention would be pigeon-holed, a special inventions' board was set up to examine innumerable ideas and inventions, which pour in upon the government at the rate of about 300 per month.

In the mechanical engineering laboratories, with equipment for the study of

aeronautical and hydrodynamical problems, every war day is crowded with new research. Wind tunnels, engine testing apparatus, model-testing basins for water crafts, are used for scores of studies on fighter aircraft, tests of fuel, plane engines, flying instruments, minesweepers, corvettes and other craft of the Canadian Navy.

A modern building to house aerodynamics laboratories is being rushed to completion. Planned by the Council when Major General A. G. L. MacNaughton was its president and inspiration, this new laboratory, of great importance in a war of aerial combat, has been espoused by Dean C. J. Mackenzie, Acting President of the Research Council, as a favourite enterprise.

The physics division has rendered particularly useful service through its metrology section, where a gauge testing laboratory has been set up. A supply of gauges, accurately tested and verified, has been built up and made available for industrial plants engaged in the production of munitions and war equipment.

The attention of experts, in the chemistry section, is focused on numerous problems on war supplies, the subjects ranging from gas masks and airplane de-icers to textiles and alloys.

No. 59 -- Thurs. Nov. 28, 1940 - Radio Aids Arctic Doctors.

Radio plays an important part in bringing health services to remote sections of the Eastern Arctic, according to Dr. T. J. Orford, who has just returned from the North after serving as medical officer of the Department of Mines and Resources at Pangnirtung for the past four years. From practically every post within radio call messages are relayed to Pangnirtung with requests for medical advice for both white and Eskimo residents.

Pangnirtung, the medical centre for Baffin Island, Hudson Strait, and a part of northern Quebec, has a well-equipped hospital, operated by the Anglican mission with government assistance. The increasing use of the hospital by the Eskimos necessitated enlargement of the original building, erected ten years ago, and a ten-bed extension was added during the past year. The Pangnirtung hospital now has a normal accommodation of sixteen beds and an infant ward, an operating room equipped for any major operation, X-Ray, iron lung, laboratory, and dark room facilities. The building is entirely insulated, has a Diesel electrical unit, and includes living quarters for the staff of two nurses and a house matron.

A similar institution is operated by the Roman Catholic mission at Chesterfield, which serves the vast area extending northward from Churchill to Pelly Bay and eastward to Igloolik, as well as part of the Eskimo territory of northern Quebec.

Although the Department keeps a close check on the health of the Eskimos, the natives live their natural nomadic life in the open, depending largely on the game resources. They come into the settlements only for trading purposes, festivals, medical treatment and the arrival of the annual supply ship. Gradually the Eskimos have come to realize that treatment of the seriously sick is difficult in their own tents and igloos, and now readily avail themselves of the hospital facilities.

No. 60 — Fri. Nov. 29, 1940 — Birds on Prairie Fruit Plantation.

Generally speaking, birds have not been given the consideration due them in most prairie fruit plantations. With very little expense in material and time, not only may many beneficial birds be attracted but some injurious birds may become strictly beneficial.

The three main considerations in attracting birds are to supply suitable nesting quarters, eliminating as far as possible their natural enemies and supplying supplementary food during periods when it is scarce or difficult to obtain. An evergreen grove or windbreak, especially spruce, will be used by numerous birds for nesting quarters and will give protection from many of their natural enemies and severe weather conditions. Wrens, tree swallows, martins, and woodpeckers are highly beneficial birds which nest in cavities and are attracted by certain types of bird houses. Brewers blackbird, perhaps the most valuable bird in the garden, due to its ability to locate and destroy cutworms, prefers brush-piles in the absence of which it will nest on the ground.

The most destructive natural enemies of beneficial birds are the common cat, red squirrel, ground squirrels, gophers, crows, magpies, shrikes, common blackbird (Bronze Grackle), cowbirds, and a few species of hawks and owls. Weasels and skunks may destroy some birds, or birds' nests, but are generally considered beneficial because they feed largely on mice, rats, gophers, rabbits and insects. Most bird enemies may be shot or trapped. Injurious hawks and owls usually do not migrate South and may be easily caught in pole traps during the late fall and winter months.

Two pole traps set during the past three winters in the fruit plantation at the Dominion Experimental Station, Morden, Manitoba, have caught over sixty injurious hawks and owls. Great horned owls are taken in by far the greatest numbers. Snowy owls, Goshawks, Coopers hawks, and Longeared owls are also caught. Examination of the stomachs of many of those trapped show that they are largely injurious species. A pole 10 to 20 feet high, with spikes on side to facilitate climbing and resetting trap and with a No. 1 jump trap set on top, is very effective near a feeding station. A 4 to 6 foot post set in the top of a straw stack with the same type of trap set on top will also catch many owls and hawks. Traps should not be set while migratory or song birds are present.

The ruffed grouse and a few other desirable birds will resort to feeding on fruit buds when food is scarce as during periods of deep snow. In fact, they may completely strip a tree of all its fruit buds, thus giving the impression that the variety is unfruitful. Shallow boxes kept filled with grain and placed in partly protected locations will not only protect the fruit buds from such birds but will also attract many others. Chunks of suet tied up in trees is appreciated by woodpeckers, chickadees, and other birds to supplement their diet of borers and cankerworm eggs. Hawthorns, Russian olives, and crabs of the baccata type are good winter foods. During the fruit season hardy mulberries and saskatoons supply food for many birds which would otherwise feed on cherries and small fruits.

The small expense of winter feeding, supplying nesting quarters and protection, will be well repaid during the following season through the destruction of grasshoppers and the many other troublesome insects by these birds.

No. 61 — Sat. Nov. 30, 1940 — Production of Lime.

Limestone is the most useful of all rocks, and occurrences of limestone suitable for its many applications are abundant in the Dominion. A new market for white, high-calcium lime has been created by the use of calcium carbonate filler in place of imported clay in newsprint and magazine paper, and largely for this reason considerable interest has been shown recently in deposits of high-calcium limestone in northern Ontario because of their proximity to mines and to pulp mills.

With about 85 per cent of the current production of lime being used in the chemical industries, the old conception of lime as being primarily a structural material is no longer true. New chemical uses for lime are continually appearing, a recent instance being its use in the manufacture of a new plastic from pulp-mill waste liquor that promises to be one of the cheapest of all plastics. Lime also finds many uses in metallurgical processes and in construction, agriculture, and other industries.

Lime is manufactured in every province of Canada, with the exception of Prince Edward Island, though the Saskatchewan production is intermittent and very small. Both high-calcium and dolomitic limes are produced in Nova Scotia, New Brunswick, Ontario and Manitoba, but only high-calcium lime is made in Quebec, Alberta, and British Columbia. Ontario accounts for more than half the total output, while Quebec holds second place, contributing slightly more than one-quarter of the production.

Canada's lime industry made progress in 1939, when the output amounted to 473,617 tons of quicklime valued at $3,335,697 and 76,725 tons of hydrated lime valued at $670,271. This compares with the 1938 production of 415,761 tons of quicklime valued at $2,953,091 and 71,161 tons of hydrated lime valued at $589,561.