

# Night Raiders Still Elude London Anti-Aircraft Guns

## Barrages Make Few Hits, But Keep Spirit Up

(By PAUL MANNING)

NEA Service Staff Correspondent LONDON.—Two hours in London's Hyde Park and another hour on the Thames embankment opposite the giant power station convince one that the new anti-aircraft defenses of this city are still woefully inadequate against the German airplanes bombing London by night.

From midnight to 3 in the morning recently I watched the ground artillery in Hyde Park and along the Thames throw barrages



Joseph F. Kennedy, U. S. ambassador to London, examines a German bomb fragment that carried his initials. The bomb hit near Kennedy's country home. Later a disabled Messerschmitt fighter skinned within inches of the same dwelling.



British lion still stands defiant over doorway to London Temple, a center of English legal profession, looked after being hit.



One of Germany's new-type bombers, the JU-88, photographed over the nose of another Nazi ship.

# Newsman Tells How Fleet St. "Carries On"

Early Sept. 26, Louis Hunter, editor on duty at the Canadian Press in London, completed and airmailed a story on how the show goes on in Fleet Street, London's street of newspapers, despite Nazi bombs. A couple of hours later three bombs fell almost on the doorstep of the building housing the Canadian Press office in Tudor Street, around the corner from Fleet, and Hunter cabled the News. His story on the general emergency steps taken by the newspapers, mailed before the Tudor Street bombing, follows:

By LOUIS V. HUNTER  
Canadian Press Staff Writer  
LONDON, Sept. 26.—(CP)—(By mail)—The old stage adage "The show must go on" never proved truer than in Fleet Street where London's great morning newspapers carry on despite the nightly attacks of Nazi bombers.

The imperturbable sanctuary of British journalism has refused to lose poise—or production of a single issue—under the nightly pounding of London's newspapers. The papers have been hit but the stream of papers still roll off the presses.

Fleet Street pioneered the "roof watch" system whereby the sirens is treated only as an "alert" and no one takes over until the watch reports enemy planes close overhead. Only now do staffs take the result of the result that time lost is cut to a minimum.

Main effect so far of the nightly raids has been longer hours for the men and women producing the papers. They come to work earlier to get as much work done as possible before the blackout and the headlines have gone by the boards. Often actual publication has been delayed until the all clear.

The drivers on the newspaper trucks keep on going. A Daily Mail spokesman called them the "real heroes. Supplied with hats they don't care for raids or anything else" and roar night through the streets to stations they know are "hot" targets.

The papers obtain a steady supply of news during the raids. Press tickers keep rattling away after a slight interruption where the sirens go and the operators work from a shelter. The Ministry of Information teletype system continues to function, either from an elaborate "war room" deep under the great building housing the ministry.

The News Chronicle has a natural shelter in its basement, where the staff retires when the sirens go. In that basement are desks, telephones, a supplementary battery of linotypes, a canteen and an emergency electric power plant.

An air raid shelter in the basement housing the Canadian Press and Associated Press is fitted with communication facilities for use when the staffs are driven underground by nearby bomb blasts. Ordinarily the staffs work in the usual third-floor and second-floor offices.

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been affected to a certain extent by these "stops." The paper's first edition goes to press at nine o'clock, two hours earlier than usual. If no further work is possible, that paper can be put in circulation.

The Daily Mail sends an emergency edition to press at 8.30 o'clock at night. If it is impossible to work afterwards, this edition is brought out, however, if the raiders stay sufficiently far away from the Mail office, fresher news is put in the skeleton and it comes out as usual.

# Pope Urges Fight Against "Immodesty"

VATICAN CITY, Oct. 6.—(AP)—Pope Pius urged 14,000 Italian girls gathered in a Vatican city courtyard today to fight "immodesty" of present day fashion, likening young women who "risk their chastity" by bowing down to the "tyranny of style" to those persons who unwittingly throw themselves into fires and rivers.

He urged them to keep their faces free of "artificial" and quoting from the Catechism, Chapter 11, verses 13 and 15, he said hair was given to women for a veil.

"The discourse touched on the war only briefly when the Pope characterized the present hour as one of devastation and pointed his hearers toward a task of Christian reconstruction to be undertaken at the end of the conflict.

Enumerating the "beautiful work" which awaits the end of the war, he listed:

"To rebuild society on Christian bases.

"To replace the Bible and its moral in esteem and honor.

"To revise the family, restoring to matrimony the halo of its sacramental dignity, to spouses a sense of their duty and a conscientiousness of their responsibility.

"To reaffirm in all great society a genuine notion of authority, discipline, respect for social orders and the reciprocal rights and duties of the human person.

"There is your tomorrow!"

# With Canadian Troop In Iceland

TORONTO, October 7 In his first report from a land where there isn't any dawn and where it's "midnight all afternoon," Charlie Box, Toronto Y.M.C.A. secretary with the Canadian troops in Iceland, gives an outline of some of the difficulties being encountered in that island by the auxiliary services and a canteen and even an emergency electric power plant.

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to take it away.

Then came the heart-breaker. After the ship had pulled away to return to Britain, it was discovered that other equipment for the Salvation Army, the Canadian Legion and the Knights of Columbus had not been unloaded. Charlie Box immediately called a meeting of representatives of the other services and offered to share his supplies. His playing cards, Chinese checkers, cribbage boards, horse shoe sets, soft balls and boxing gloves, dominoes, soccer balls and stationery were split four ways.

Other difficulties presented themselves in quick order. It was soon learned that outdoor sports would be few and far between. It is dark twenty-four hours a day and, in addition, there was not an available playing field. "Good ground is precious, rest is lava," Box wrote. Principal topic of conversation among the Canadians, Box added, is the weather. For several days it rained steadily. As if that were not bad enough, the temperature ranged daily from freezing to 45 above.

The troops were watching the snow come and go on the mountain tops, but at the time Box wrote they were still waiting, with not too much pleasurable anticipation, for the wind storms which come with winter. Last winter, they told there was a period of two weeks when the average wind velocity was 80 miles an hour, and the maximum 60.

With this windy weather in prospect, the Y.M.C.A. has had to plan accordingly.

Indoor entertainment is being planned and facilities are quickly being developed. Planos, Box writes, are a luxury in Iceland, so arrangements in being made to ship one from Toronto. A further difficulty in Iceland, Box writes, is the problem of distances. At present, the Y secretary is covering his rump with horse burp-plugs and planning to send a mobile unit, similar to those being used by the "Y" in Britain.

Mr. Box's report sent to the National War Services Committee, is the first received from Iceland since he left for the island some months ago.

# Refuses Demand For Union Recognition

OTTAWA, Oct. 7.—(CP)—Demand for union recognition was turned down in the majority report of a board of conciliation appointed to deal with differences between the John Inglis Company of Toronto, and its boiler makers, iron ship builders, welders, machine hands and helpers.

Judge G. Mahon of Windsor, Ont., chairman of the board, whose report was released today by Labor Minister McLarty, took the position that the war emergency justified limiting the employees' demands for union recognition.

"At this juncture," he said, "despatch in the production of war materials is paramount and all signalls should be set straight ahead."

Report for September: Grade X.—Catherine Betts; Grade IX.—Glen MacDonnell; Grade VIII.—Reta Gorvart; Grade VII.—Annie Currie; Grade VI.—Robert Currie; Grade V.—Granger Mitchell, Joey Mitchell, Eileen Campbell; Grade III.—Lois MacEachern; Grade II.—Melvin Currie; Grade I sr.—Preston Mitchell; Angus MacDonnell, Seymour Currie; Grade I jr.—Lettitia MacDonnell; Leslie Mitchell.

Perfect attendance: Catherine Betts, Granger Mitchell, Preston Mitchell, Leslie Mitchell.

Prize for Stars in Arithmetic: Rae MacNeill, teacher.

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after barrage into the sky in attempts either to hit or to drive off lone raiders.

In one instance, a German plane was forced to veer from its course, but not for long. The pilot merely executed a great circle and returned to drop 20 incendiary bombs. They landed near three apartment buildings and along the Park's edge, and they started fires which became beacons, turning the area almost to daylight brightness.

Before fast-working police and firemen could smother the flames with sand, the light guided a German plane back to the spot. It released a bomb which scored a direct hit on one of the apartment buildings. The force of the explosion was so great that the six-story building was demolished. Windows were shattered for blocks.

GUNS BOLSTER MORALE

Standing in the shadow of the Marble Arch one could judge the general ineffectiveness of the anti-aircraft guns because it was easy to spot single German planes as they criss-crossed each other's path. They flew some 15,000 feet in the sky, above the shell bursts (which resembled exploding stars) that followed each plane in the heavens from one end of the city to the other.

The shells never quite seemed

to catch up with the planes. Despite the use of more and bigger guns and a system of predicting a plane's future position without searchlights, the number of German planes brought down during the hours I watched was zero.

It was reported, however, that earlier in the evening three planes had been hit by the barrage.

It was the same story down on the Thames embankment. Anti-aircraft guns threw tons of steel into the sky from midnight to 3 in the morning, yet this proved no obstacle to a bomber which suddenly dropped down in a quick thrust and unloaded a large bomb.

Despite this general inability to hit airplanes at night, London's anti-aircraft barrage is valuable if only for its effect on the population.

Night after night, most of the 10,000,000 people of this city huddle into air raid shelters while German planes bomb the city. And when the anti-aircraft guns stopped firing for many hours on several recent nights because searchlights could not pierce the layers of heavy clouds to allow gunners to draw a bead on the planes overhead, something resembling a wave of despair swept over many people.

The Home Defence chiefs immediately repaired the anti-air-

craft strategy of London. All available guns in the London area were ordered by commanding officers to fire what communiques and newspapers here later termed a "screen of lead."

"A HYMN OF BLESSED RELIEF"

The reaction was spontaneous throughout the city. Morale rose to a new high.

And when I toured two representative public air raid shelters to see if there was any reverting back to the feeling of general helplessness at England's inability to strike back, I found morale still good.

In one place, beneath a modern department store, most people who packed the shelter were of the opinion that the anti-aircraft guns (which were firing the new screen of lead during the long night hours) were saving the day.

In another shelter, which during the day was a subway platform, were men, women and children who had streamed there from their bomb-torn homes in London's East End. They had brought their pitifully few possessions.

Seeing the night's respite from the high explosives which usually continue to fall with deadly regularity these nights, they called London's hail of anti-aircraft shells into the sky "a hymn of blessed relief."

# RAF Espies Nazi "Invasion Fleet"

The photo of Dunkirk docks, above, taken from R.A.F. plane and passed by British censor, is one of the first showing Germany's invasion fleet of barges. They are massed in the two slips. According to British reports, nightly bombings wrecked many of the barges, razed warehouses and other dock buildings and demolished big loading cranes.



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# OUT OUR WAY



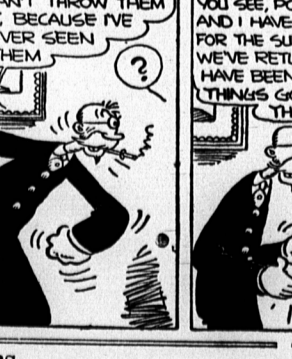
# OUR BOARDING HOUSE



# Thimble Theatre--Starring POPEYE



# TIPPLE AND "CAP" STUBBS



By Edwina

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