Norwegians Keep Guns Ready For Invasion

(Editor's note: This article, one of a series, describes Norway's preparation for defence.)

By William Boss
(Canadian Press Staff Writer)

OSLO, March 12 — (CP)—More than 200,000 Norsemen are ready at a moment's notice to defend their country. Their weapons are always in their homes.

Their duty is to defend key ports and airfields that would be Russian objectives if there is an east-west war, and to hold them until help comes from the west.

All male Norwegians between 21 and 60 are liable to military service whenever the government decrees.

Unquestionably the country's heart beats firmly with the west.

In the last elections Communists won only one-tenth of the seats in the 151-member Storting which is elected by proportional representation. The Labor Government has 76 seats, a majority of one. In foreign affairs it is supported by the Conservative and Liberal opposition.

The Norse respect Russia's fighting record. They decline to antagonize her by allowing foreign states to use bases on Norwegian soil. Norway's airport at Stavanger, for instance, with the largest all-weather strip in Europe, would be invaluable to either East or West. Also important are naval and air bases at Trondheim, Narvik and Gardemoend, near Oslo.

Norwegians view "the situation" as a war of nerves: Russia trying to out-manoeuvre and increase her power by political and psychological means; the West trying to contain her the same way.

The nucleus of Norway's citizen army is a small, highly-trained officer corps. Manpower is provided by conscripts who have completed the one year's military service required of every Norwegian when he becomes 21.

Dispersed among the civilian population are veterans of six brigades.

Training by the "irregulars" is keen. The 300 members of one Oslo unit uniformed and equipped themselves at their own expense.

Norway's defence would be on guerrilla lines but she prefers to call it "independent, harassing battle," lest her soldiers be considered civilians and, if captured, shot instead of being treated as prisoners-of-war.

Her air force officers still hold R. A. F. commissions and many were trained in Canada. Their Spitfire and Vampire squadrons have just enough aircraft for training, but the Mosquito and Catalina wings (for patrol service) are operational.

The navy is comparable in strength to the Canadian, and, is best off of the three services as far as equipment goes.

After 10 years apart these sisters embrace each other at Ellis Island, where 489 D.P.'s from a sealed train that carried them across the U. S. are waiting to sail to Genoa, Italy. The D. P.'s are from Shanghai and their final destination is Israel. Mrs. Faiza Zeynel, right, weeps as she clasps her sister, Mrs. Mekmina Buffell of Annapolis.

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World Day Of Prayer Service At Cavendish

The Cavendish Auxiliary of the W. M. S. of the United Church, with W. M. S. members of the Baptist and Christian Churches as their guests, met on Friday afternoon, March 4th, for the World Day of Prayer service, which was prepared this year by groups of Consecrated Christian Chinese women in different parts of China.

The president, Mrs. George Gough, introduced the program by a call to prayer. She was assisted in this very impressive service by Mrs. Cedric Simpson of the Baptist Church, Mrs. Allan Wyand of the Christian Church, Mrs. Alfred Moore, Mrs. George McCoubrey and Mrs. Willard Nicholson of the United Church. Special prayers were given by Mrs. Ernest MacNeill, Mrs. Olaf Stevenson, Mrs. Lewis Toombs, Mrs. Milton Green and Mrs. Cedric Simpson. Mrs. Lorne MacNeill very capably presided at the organ throughout the service. The projects to which the offering was given was related by the president. The offering was taken and amounted to $5.30.

A very interesting article on the World Day of Prayer as it is kept in different parts of the world was read by Mrs. Herbert Wyand. Mrs. Allan Wyand spoke a few words on the importance and power of prayer and closed the meeting with the Dedication and the Benediction. Due to sickness and bad roads only nineteen women were able to be present.

A short meeting of the Auxiliary was held at the close. Minutes were read and adopted. The president read a letter from Mrs. J. D. MacFarlane, Presbyterial President, in which she spoke of the great need of more missionaries, buildings and equipment for our mission fields. A challenge to do even better than in 1948. She also stressed that any letter regarding Auxiliary work, received by any secretary in any auxiliary, must be taken to the next auxiliary meeting and read there.

The Community Friendship Secretary, Mrs. David Johnston, reported 11 sick calls and 22 cards sent. April meeting to be held at the Manse with Mrs. Robert MacKenzie as devotional leader. Mrs. Lewis Toombs to have missionary for prayer. Lunch committee, Mrs. Alvah MacNeill and Mrs. Lewis Toombs.

An Easter pageant for our Easter Thank-Offering service was suggested. The executive to choose the same. The members were also reminded to bring something for Mission Box to the next meeting, also that a quilt was to be quilted at Mrs. Milton Green's before next meeting.

Meeting closed with Mizpah Benediction, following this a social time was enjoyed and a delicious lunch served by the hostess, assisted by Mrs. Artemas MacNeill and Mrs. Milton Green.

WORTHING, Sussex, England — (CP) — Miss Emmie Rooke celebrated her 103rd birthday with a jaunt in the country.

Pilot Tells Of Perilous Flight With Immigrants

By JOE MacSWEEN

TORBAY, Nfld., March 12—(CP)—There is romance and adventure in charter flying, but all is not beer and skittles, a veteran United States veteran pilot told reporters here today.

Capt. James A. Cannin of Rochester, N.Y., was interviewed just beore he took off for Bermuda with 51 European emigrants aboard his C-54 en route to Caracas, Venezuela. Cannin and his weary band of travellers touched down at this airport near St. John's last night after one of the most perilous crossings in the experience of the 36-year-old pilot, who began flying at 16.

One of the aircraft's four engines died on the second leg of a hop between Paris and the Azores and he was forced to fly several hundred miles on three. The flight began at Rome.

As the plane neared Newfoundland, airports across the island were "blacked out" one by one by weather. Only this compartively small field was left open and just after the plane landed "fog hit the deck with a loud thud."

Cannin, who has flown some 1,500,000 miles in 8,000 hours in the air during 21 years, said: "I never saw such weather. All the airports within our range except Torbay were shut tight."

The skipper and his crew of eight will swear by charter flying as the most interesting job in the "bird" business — "there is less routine and monotony than on scheduled runs."

Attractive stewardess Maria Pisani of Rome can speak seven languages and was described as "quite a talented gal" by Cannin. She was making her first trans-Atlantic trip. Passengers included Italians, Germans and Israeli, emigrating to Venezuela with the sanction of the government there. Most are skilled technicians and there are two Roman Catholic priests.

Cannin said Trans-Caribbean Airways, with headquarters at New York, has transported more than 2,000 immigrants to Venezuela during the last year. It also operates a service between Germany and Israel.

The trip from Rome to Caracas usually takes about 32 hours flying time, with stops at Paris, Azores and Bermuda or Gander, Nfld.

The pilot, who said he was the youngest airman in the United States when he started flying in 1928, is determined to keep on the beam until he is at least 50.

"The older you are the safer you are," he said. "A youngster may be good, but only experience will make him a safe pilot."

Believes British Commonwealth Ties May Need Revision

(Editor's note: This column is presented as an indication of American opinion on major world events.)

By J. M. Roberts, Jr.
(Associated Press News Analyst)

It begins to look as though the British Commonwealth of Nations may have to change some of its rules to prevent the secession of the projected new republic of India.

Twice within recent months the Indian Prime Minister, Jawaharlal Nehru, has referred to India's long-standing determination to become an "independent, sovereign republic." Once he said "our relation with the United Kingdom and the other countries in the Commonwealth is a separate thing, which is not affected by the (proposed) constitution."

Advices from India say no one has yet explained how she can become an independent republic and still remain a member of the Commonwealth which now requires allegiance to the King.

The future relationship, these advices say, depends on what revision of its present structure the Commonwealth is prepared to accept, and what type of allegiance India is prepared to give in return.

British authorities know the situation is delicate. Many Indians, resentful of past British rule, want to dissolve all political ties. Indian Congress leaders, however, viewing the troubles which have developed in the world in the two years since they promised to establish a republic, are belived to be taking second thought. Since British investments and technique bind the economies of the two countries in a very material way, retention of a place in the Commonwealth may prove extremely valuable.

Informed British opinion seems to be that there is about a 50-50 chance of working out some agreement. In India there is discussion of some sort of special treaty to do the job. Britain thinks more of revising the Commonwealth structure, perhaps involving some departure from the present form of allegiance to the crown.

"Everybody concedes that the Commonwealth of Nations is completely illogical — but it works," is the way one source puts it. "The Commonwealth has no rigid framework. It has evolved to meet the needs of the moment. Who can say that it cannot be changed to solve delicate Indian problems?"

Britain is being very careful to avoid any hint of pressure on India. She wants India to realize that dominion status does not mean British domination.

Trade preferences within the Commonwealth are an important part of Britian's post-war recovery effort. To lose them in India would be very unsettling at the moment, although London has been under pressure from Washington to relax them in favor of generally improved world trade. This pressure will probably become greater as Britain's economic emergency lessens.

But for the moment the United States, although still firm in its support of independence for submerged peoples, wants nothing to happen that can slow British recovery. India has independence in fact. Attempts to sever ties which have become economically natural, merely for political purposes, can do little if any good.

Billion Seized Postage Stamps Go On Sale

(By The Canadian Press)

HAMILTON, Bermuda, Mar. 12—A billion postage stamps seized here during the war went on the auctioneer's block today in Bermuda prize court, closing another chapter in the island's wartime history.

Dealers from all over the world began bidding for the stamps, expected to net more than $60,000. H. R. Harmer, international expert, is auctioneer.

Experts of Harmer Incorporated, commissioned by the Bermuda Government to dispose of the stamps, spent two months sorting the huge pile of used and unused stamps. They weigh nearly two tons. The experts grouped the multi-colored pieces of paper into lots of several thousand for the sale.

The story of the seizure of the stamps by the prize court holds as many thrills as an Oppenheim thriller. Many of them have become collector's items.

Most of the stamps came from Axis-dominated Europe and parts of Africa in 1940 and '41 before the United States was in the war. They were intercepted in Bermuda on their way illegally to the U.S. Many bear the head of Hitler with a Berlin postmark.

Men risked liberty to smuggle the wafer-thin bits of paper into the United States. Some made fortunes, others landed in jail. Stamps were discovered in the luggage of innocent-looking ship and plane passengers.

Complicated routes were worked out by stamp rings to take new issues of German and occupied countries to the eager, open United States market. Seamen on vessels plying the Atlantic found themselves enmeshed in the easy-money racket.

Occasionally, specially chartered planes with thousands of stamps aboard were forced into Bermuda by bad weather or engine trouble. Officials confiscated their precious, illegal cargoes, perhaps ending an enterprise in which thousands of dollars were tied up.

Some of the stamps now being sold were first mentioned in the prize court in 1945. Then, the court heard of an intricate system by which stamps had been smuggled into the United States in 1941.

Major figure in the ring was a Swiss, who began operations in Zurich but was later forced to shift his headquarters to Portugal. The smuggler, Hans Kubli, was caught in Bermuda carrying his wares in his luggage.

Involved in the case were a New York stamp dealing firm, an agent in Chile, and an American seaman. Letters from Kubli to the New York company were intercepted in Bermuda by the head of the stamp and security section of the prize court, L. D. Gurrin. His investigations broke up the ring.

Some of the stamps seized then now are on sale. Others auctioned this month have histories steeped in intrigue and smuggling.

The auction is one of the largest of its kind ever held.

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BRISTOL, England — (CP) — At a social meeting of the Canadian Club here, H. Healey, local representative of the C.P.R., was elected new president for 1949.

LONDON — (CP) — Samples of foodstuffs given an "adverse certificate" by Battersea's public analyst included "mincemeat" which contained only jam, apple, parsnip and spice.

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Mixed Fertilizers Go Back A Century

The use of barnyard manure is as old as agriculture itself. Its value was known to the Romans, and a tenth century text-book indicates that the Arabs too were acquainted with its properties and with the value of soil composts. Old text-books also give much information about such substances as waste wool, bones, wood ashes, and fish refuse for fertilization.

Early in the nineteenth century, chemists and botanists began studying the phenomena of plant growth and by 1844 had shown that all the substances used for manure fall into groups containing one or more of the elements, nitrogen, phosphorus, potassium, organic matter and lime.

The first three of these could be made from materials not perviously drawn upon by farmers, and could be manufactured into products easy to transport and handle on the farm. They became known as artificial fertilizers, or as more commonly known today — commercial fertilizers.

The study of both plant growth and soil fertilization has made great strides since those first fundamental studies in 1800. But when in 1843, J. B. Lawes of Rothamsted, England, established the first fertilizer factory and demonstrated their value, he set the stage for improved agricultural production in Europe, particularly in England, France and Germany, which played its part in providing foodstuffs for the rapidly increasing population. Since that time the use of commercial fertilizers has extended to almost all parts of the world.

THEFORD, Norfolk, England — (CP) — In five years only one man has been fined for being drunk and disorderly in this town of 4,000.

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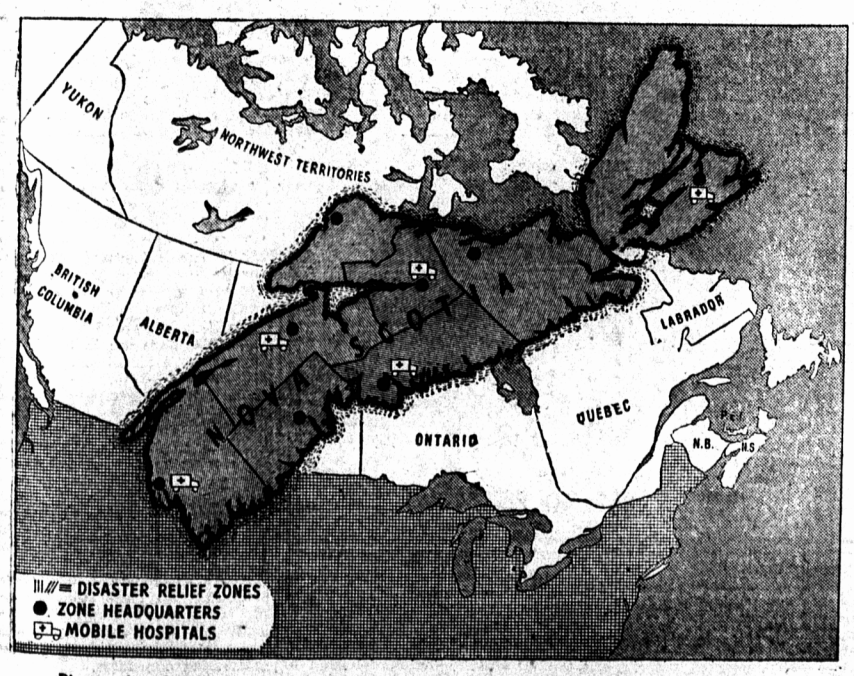

Disasters from fire, floods and windstorms threaten many Canadian homes and communities this year. Red Cross provincial divisions revitalize their Disaster Relief organizations to meet the threat. Nova Scotia's province-wide blueprint sets the pattern for the nation.

Fire! Burnt-out families and communities appreciate Red Cross aid in providing emergency housing, feeding, transportation and other relief. At right, a Red Cross Corps member comforts a child rescued from the 1948 British Columbia floods. Provincial divisions of Red Cross organize Disaster Relief Committees across the nation.

"Hallo—this is the secretary of the Anti-Blood Sports Society speaking."

London Express Service