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EDITORIAL

Tremendous Losses - - -

The losses of British shipping in the Battle of the Atlantic have been tremendous, so great that, were it not for the help of the United States, Britain would undoubtedly be starved out. As it is the strain is great and the need for more ships will continue for years. Happily for the democracies the United States is already helping and will increase that help and the Germans will eventually be beaten.

In the British victory and the after war rehabilitation Prince Rupert can play an important part. Every man who works at the shipyard is now in the front line, even though he works in perfect safety from enemy attack. If he works faithfully, he is a good soldier. If he shirks or lies down on the job he is a traitor to his country.

The Local Landing Field - - -

In connection with the location of an airplane landto a mile square on Kaien Island. In any case the cost not be serving Canada in this key position. will be great but the need also is great and it is just a mat- Stedman was born in Malling, Kent, and took his early ter of choosing the best possible of the sites available, schooling in Maidstone. He comes Everyone here would like to see the airport on Kaien Is- of a family of doctors and army other two on nominal salaries, land but it is a matter for the defence department and we officers. His great uncle, General gaining experience with industrial doubt if local influences will be a second of the defence department and we officers. His great uncle, General firms. doubt if local influences will have any effect in locating Sir Earnest Stedman, served for Stedman took his wife for an the field.

Our Own Great Men - - -

We all recognize that Premier Menzies is one of the Empire's great men but he is not the only great man outside of Britain. Here in Prince Rupert our minds are tainted with the aspersions cast upon our own Premier by political opponents. We have not heard the opponents of Mr. Menzies. If we had heard the criticisms of his political opponents discussed locally and also read newspapers in Australia, if they have them similar to some of those published in Vancouver, we might doubt as to his greatness just as many people doubt the greatness of our Prime Minister Mackenzie King. Each leader has his own supporters to fight, the greatest lion in the path of any leader. No leader is perfect. All have personal weaknesses and political weaknesses. But these are days when leaders are tried as by fire and those who come through that trial are pretty good material.

Lessons In Manners -- -

There is a seaman on the British destroyer Mohawk who richly deserves a decoration, says the Ottawa Journ-

"When the Italian crew of the cruiser Pola were spilled into the Mediterranean the other day, their ship broken up by British shells, among them was a German naval officer. The Mohawk went to their rescue. Presently a very wet German climbed up the Mohawk's ladder to the deck. There stood the British sailor whose name terests to be an engineer. This we should be told. The German extended his right arm in single purpose remains today. the Nazi salute, bawled 'Heil Hitler.' The seaman's response was instant, and precisely right. He swung a hard taking jobs in shops and factories, oil feed line and crashed at Parrsfist on the German jaw, and this pride of the scuttle-navy going to school two afternoons boro, Nova Scotia.

"A few minutes later a much-chastened Hun again moving from foundry to boiler and mounted the ladder, meekly took his place in the line of fitting shops and drawing sec- on the flight, was rushed to the prisoners, silently gave an orthodox salute.

"British seamen, trained in the traditions of the man and designers from this type ing the repairs that Stedman came, Royal Navy, are men of infinite versatility. They can of student apprentice. After four to realize what a natural "air give a lesson in manners, when the need arises, with a years, Stedman was awarded a country" Canada was, with its vast swift competence Emily Post herself must envy."

If you have something to sell, a classified advertisement in this paper will soon let you know if there is a years, one of which he spent at Board, came out on top, and when buyer in the city. City Guilds College, London, the the R. C. A. F. evolved, was com-

TOUGHENING UP AT SINGAPORE





Troops of the Australian Imperial forces and the Argyll and Sunderland Regiment, famous Scottish contingent, now in Singapore, are shown undergoing manoeuvres after their arrival in Malaya. At the top, an Australian radio unit is shown in operation, with an officer receiving and dispatching messages. At the bottom, the Scottish infantrymen, holding on to a rope strung across a Malayan river, cautiously proceed to the other side. Additional men were rushed to Singapore by Great Britain to frustrate a possible Japanese thrust southward toward the rich Netherlands East Indies.

Canada's War Chiefs

Air Commodore E. W. Stedman O.B.E., A.R.C.Sc. Air member for Aeronautical Engineering on Canada's Air Council

ing field at or near Prince Rupert, we mentioned that the Air Commodore Ernest Walter Stedman O.B.E., A.R favorite site just now seemed to be the one at or near C.Sc. is Air Member for Aeronautical Engineering on Shawatlans, across from the airport. Now we are told Canada's Air Council, and had it not been for a broken oil that there are one or two good sites that could be levelled feed line on a commercial aeroplane back in 1919, he might

many years in India. But from evening's entertainment to a "Congrammar school days on, Ernest versazione" at the National Phy-Stedman looked down a gun parrel sical Laboritories at Teddington, line at his own future—he intended an institution that corresponds to without doubts or diversity of in- our National Research Council.



Air Commodore E. W. Stedman O.B.E., A.R.C.Sc. Air Member for Aeronautical

Engineering on Canada's Air Council -Photo by Karsh, Ottawa

Etedman trained under the and three evenings each week, Whitworth scholarship that brought Service Commission examination him about £125 a year for three for Technical Director on the Air

Falcinated by observing experimental work in aeronautics, Stedman realized this was the engineering job of the future, and arranged immediately to join the Teddington staff with salary no!

During World War One, Stedman as a commissioned Lieutenant at tached to the Royal Naval Air Service, gave his country distinguished service. He began at the Admiralty on design and inspection of planes, became technical observer for new types of craft, did test work with pilcts on the fir t Handley-Page bombers during their development, and went to France with the first squadron as | Station Engineer charged with keeping them in the air. In 1918, in charge of No. 4 Aeroplane Repair Depot at Guines, the ancient "Field of the Cloth of Gold," he was awarded the O. B. E. for organizing production and repair work under bad conditions and for keeping depots going in the open while they were subject to air!

A year after the Armistice, Sted-, man came to Canada accompanying Handley-Page's entry in the Daily Mail prize contest for the first West-to-East Atlantic flight.

Stedman, who had not gone tions. Today all aircraft factories cene of the mishap. It was there, Whitworth Exhibition Prize and distances, its inaccessible north Free Studentship in London. He country and its limited population. took a Baylis' cash prize and a In 1920, he took Ottawa's Civil

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> In the dim dark ages of this fair land, Washing and cleaning was done by hand. Ben Franklin got busy, the idea caught, Who does the work now? Why, Reddy Kilowatt.

> > I'll BE SEEING YOU

missioned Wing Commander. From country. Air Commodore Stedman 1920 to 1935, he did the work he is an author of distinguished loves be t-peacetime development standing in aeronautical journals of aircraft design and skill to ad- of the United States, Great Britain anniversary of its founding on May vance commerce and develop new and Canada.

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