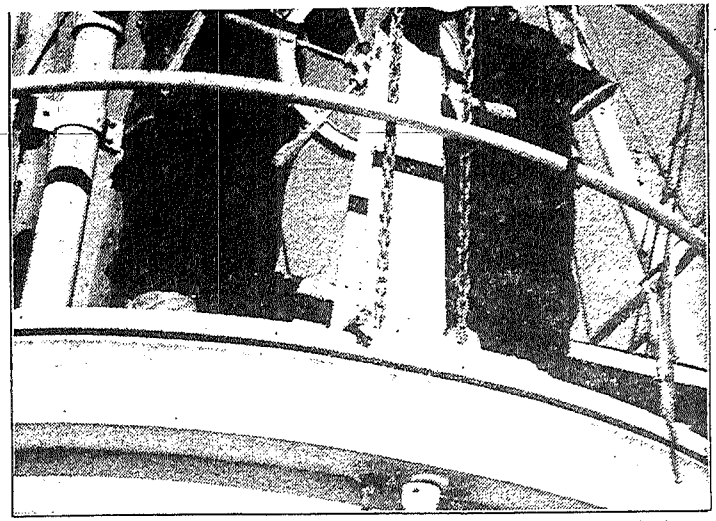
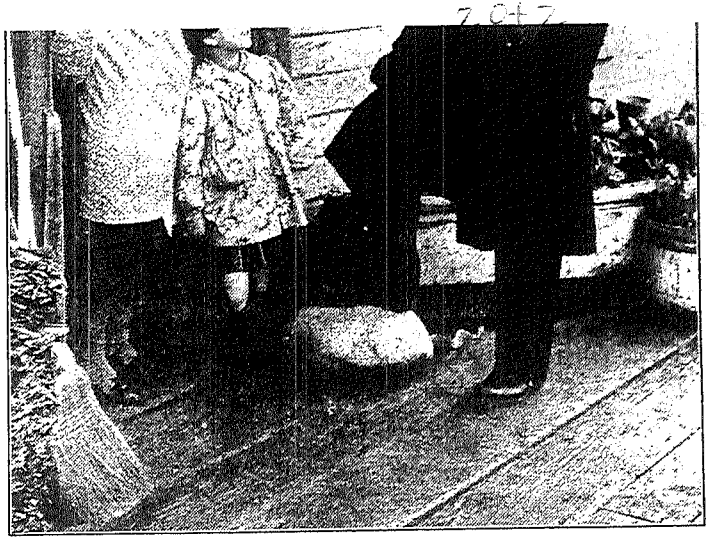


Ratings of the Canadian Navy, Their Service Rifles Slung Over Their Shoulders, Stand Guard at the Wheel of a Japanese Fishing Vessel Seized by West Coast Authorities Immediately After Canada Declared War Upon the Nipponese Empire.

As Japanese Fishing Boats Were Rounded Up by the Navy, Owners Were Closely Questioned. Most Are Canadian Citizens, Have Already Volunteered for War Work.



Japanese Housewife Explains to Canadian Naval Officer That Her Husband Is at Sea With His Fishing Boat. Scenes Such as This Were Duplicated in All the Japanese Settlements of the West Coast as the Navy Started Its Thorough Sweep.

Captain C. N. Mitchell, V.C., M.C.

IN the good-natured inter-service rivalry within the Canadian Corps during the long trench-lock of the 1914-18 war, the Infantry professed a dislike for the Engineer and all his works. The latter's indefatigible efforts to repair old trench-works, to build new systems, switches, spurs and communications, to dig cable ditches and mine saps, and to fortify strong points and machine gun positions, greatly distressed the Infantry. The Artillery and other corps were strictly neutral, but the Infantry were the laborers for the necessary carrying and working parties. They caustically declared that the Engineer must spend all his day-off duty hours inventing new disagreeable pick-and-shovel, sandbag-filling tasks for the foot-slogger—in as dangerous and obnoxious places as possible.

This attitude of the Infantry toward the Sappers persisted through the labor of trench-locked war. But at the turning of war's tide, in the series of victorious British offensive battles in 1918, the Engineer came into his own—with even the Infantry's generous agreement, thanks and approval.

No member of the Canadian Engineers did more to change the Infantryman's views toward his service than Capt. Norman Mitchell whose great gallantry and courage simultaneously won the Victoria Cross and a new and respectful regard for the Engineer by all the Canadian Corps.

The distinguished act of bravery occurred on the night of October 8, 1918, at Pont-d'Aire over the Canal de l'Escaut. Largely through Captain Mitchell's courageous exploit in preventing destruction of the bridge, the attacking Canadian Infantry were able to cross the canal and so enter and capture the city of Cambrai, almost without loss, at 5 a.m. the next morning.

Cambrai was practically outflanked by the British Army in the first week of October, 1918, but in order to conserve men and to save the city from destruction, a serious assault was delayed until it was evident, even to the Germans, that it would have to be evacuated. Many of the German garrison made their escape from the beleaguered city round midnight of October 7. A large-scale advance by the 2nd and 3rd Canadian Divisions was then arranged for the early morning of the 9th in order to maintain pressure.

This night attack jumped off at 1 a.m. with the Canal de l'Escaut forming a barrier between the enemy and the advancing Canadians. It was certain that the Germans would attempt to blow up the three bridges over the canal the moment their rear-guard had crossed, and the job of preventing their demolition, or of building a pontoon crossing if the dynamiters succeeded, was given to "D" company of the 4th Battalion, Canadian Engineers. Captain Mitchell was detailed to command a daring advance party which would attempt to reach the bridges and disconnect the charges before they could be exploded.

Because the time factor was all important in blocking the demolition work of the Germans, Captain Mitchell and his squad were in the jump-off trench with the infantry when the barrage broke. He at once led the way, in advance of the infantry, toward the three canal crossings. Before the little party of engineers could reach the nearest bridge, they heard a dull, whamping explosion—and saw the jump of flame which said that it was already gone. Captain Mitchell then led a headlong dash for the second bridge, with the main crossing, Pont d'Aire, still farther on.

As they reached the western approach to the second subsidiary bridge, they found it under heavy fire, but intact. Captain Mitchell now had only a sergeant and two men with him, the rest of his party having become casualties. He placed the three in front as a covering screen while he examined the bridge. With the aid of the livid glare of battle, reflected in the night sky, he found a series of wires leading to demolition charges under the bridge. He successfully cut them, and with one man left raced on for Pont d'Aire.

Once more it appeared that they were in time. Without waiting to reconnoitre or estimate the strength of the enemy troops holding the bridge-head at the far side of the main crossing, Captain Mitchell rushed recklessly over the structure. The Germans appeared to have evacuated the position, and there was the chilling apprehension that the charges had been set to explode by a short time-fuse. But in the confusion of the flame-split night, Captain Mitchell worked frantically to discover the location of the explosives.

The courageous officer had just discovered them, and their lead-wires, when a warning cry from his single sentry told him that a strong force of the enemy was coming back to blow up the bridge. In a gallant attempt to fight them off, the sentry was wounded. Captain Mitchell then charged single-handed. In a furious melee he killed three Germans, and so awed the remaining twelve Huns by his impetuous bravery that they surrendered. The gallant Canadian officer then held the bridge alone against all comers until reinforcements from the leading waves of the infantry at last reached him.

With the bridge now securely in Canadian hands, Captain Mitchell quickly returned to his original job. Under heavy artillery fire, he coolly removed the detonators from the heavy charges—and within a brief time strong parties of Canadian infantry, and even field artillery, were safely across Pont d'Aire with Cambrai just beyond. They entered the city at daylight.

As the unemotional words of his citation for the Victoria Cross read: "It was entirely due to his valor and decisive action that this important bridge across the canal was saved from destruction."

They should also do more than refer by inference to the number of infantry lives he saved and to the immense value of his exploit in expediting the advance on Cambrai.

The hero of Cambrai was born and educated in Winnipeg. He graduated in engineering from the University of Manitoba in 1912. He comes of a soldiering family, his father having been a noted Bisley shot, and an original officer of the 90th Winnipeg Rifles with active service in the Rebellion of 1885. Captain Mitchell's two brothers were also officers in the last war, in which he enlisted himself in 1914 as a private with the Railway Construction Corps. He was later commissioned with the 1st Tunnelling Company, C.E., and won the Military Cross in December, 1916, in a mining exploit which blew up a series of German subterranean galleries.

Captain (now Major) Mitchell returned to the Canadian Army at the first opportunity at the outbreak of the present war. He proceeded overseas in August, 1940, and now commands a field company of engineers.

The Canadian output of coal during July, August and September totaled 4,208,539 tons compared with 4,018,323 tons in the third quarter of 1940.

In Landlocked Switzerland

DUE to a prolonged period of fine weather during the Summer and Autumn of 1941 Swiss reservoir lakes have reached an unprecedented low level. Never, since 1898, has the month of September been as dry as in 1941, and even October has been abnormally devoid of rain.

As a result the Swiss Federal Railroads have been obliged to draw on their reservoir supplies much earlier than customary. They have consequently been obliged to introduce still further restrictions, although the general time-table has for various other reasons been previously curtained. Heating of passenger coaches during the Winter of 1941-1942 has also been strictly regulated.

By producing yearly eight billion kilowatt hours of electric energy, Switzerland, a neutral but completely landlocked little country, occupies first rank in Europe in the use of national waterpower resources. Now, according to a ruling made by the Federal Department of Economics, a 15 per cent reduction in public consumption of electricity went into effect on November 15, 1941. Street lighting throughout the country has been reduced by 30 per cent, and lights in shop windows have to be turned off nightly at 8.30 o'clock. Use of electric heaters in homes, except in cases of illness, is prohibited.

Seventy-seven per cent of Switzerland's electric power emanates in Winter from direct water supplies and only 23 per cent is furnished by reservoirs filled during the Summer season. Since the Great War power stations in Switzerland have quadrupled their productive capacity. At a first glance it is therefore difficult to understand why there should be a power shortage. Here it must first of all be remembered that artificial illumination has since 1914-1918 switched entirely to electricity, same as has the motive power in factories. Moreover, 90 per cent of the traffic of the Swiss Federal Railroads is now handled electrically.

Construction costs of power stations had reached 700 million Swiss francs by the outbreak of the Great War. Since then a further two billion Swiss francs have been invested in this field. The value of the electric energy which Switzerland uses yearly amounts to between 280 and 300 million Swiss francs. However, in spite of these tremendous investments, the production of electric power in Switzerland has not been able to keep pace with the ever-increasing demands.

For this reason a new expansion programme is now being discussed, a programme which would approximate a development similar to the one carried out during the last twenty years.

Switzerland has always been an exporter of electric power. Today this export is considerably involved with the importation of coal. However, restrictions corresponding with those prevailing for home consumption of electricity are foreseen in cases where there are no specific obligations. In order to safeguard her markets for electric energy after the war Switzerland has to continue her exports of electric current.

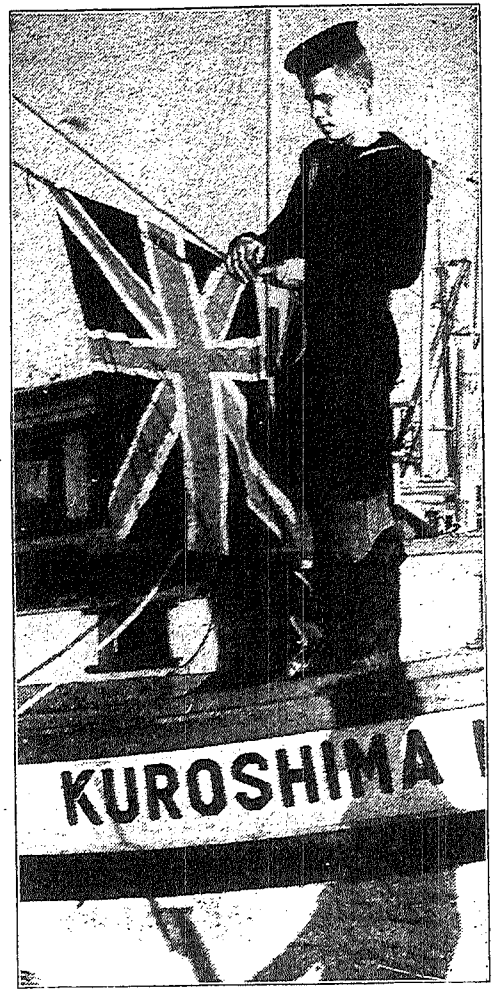
Self-Prosecution

NOT long ago a German field postoffice (number 301) was captured by the Red Army. In it were found many letters from Germany. Several of these were stamped by the censor "not to be delivered to addressee—to be destroyed." On one or two the censor had stamped an even more sinister order, "hand over to the court there is quite sufficient evidence." "Letters Found on German Soldiers," by Anthony Weymouth.

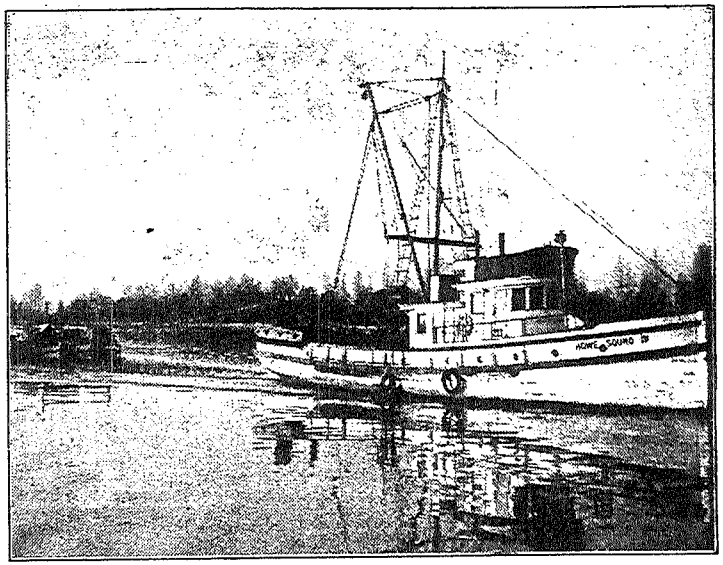
Seized Japanese Fishing Craft to Be Used for Defence

Hundreds of Vessels Are Held in British Columbia Ports

Each Boat Was Demobilized by the Removal of Some Vital Part of Its Motor. Now That the Government Has Decided to Allow the Owners to Lease or Sell Their Boats to White Fishermen, These Carefully Tagged and Stored Parts Will Be Replaced.



The Union Jack Goes Up on One of the Japanese Fishing Vessels Immobilized by the Canadian Navy. Jap Fishermen Will Not Be Allowed to Operate During the War.



A Naval Patrol Vessel Tows in a Batch of Jap Fishing Boats. Owned by Japanese Who Are Canadian Citizens, the Boats Were Seized as a Purely Precautionary Measure. They Will Be Purchased or Leased by Canadian Fishermen for the Duration.