



The FRONT LINE

The Official Organ of
GENERAL MOTORS CANADIAN WAR SERVICE HONOR ROLL

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PROMOTIONS *and* DECORATIONS

to GM Men in the Armed Forces

A former worker on the Buick Assembly Line at Oshawa, R.S.M. Charlie Wright, received recently the first clasp to his Canadian Efficiency Medal, awarded to him a little more than a year ago. He is attached to the 2nd Canadian Armored Corps.

Sergeant Alfred Lavender, Medical Corps, a former body-trucker in the west plant at Oshawa, now overseas, received the Canadian Efficiency Medal.

R.S.M. Martin J. R. Barker, former Oshawa plant protection officer, was made a member of the Order of the British Empire (military) in the King's birthday honor list. He has been in England two years with the Ontario Regiment and the honor was conferred on him for his excellent record in the conduct of army duties.

Promoted to Flight Lieutenant, Arthur F. Childs, former Regina Plant employee, is now instructing with an advanced training unit somewhere in England. He left Canada in December, 1941.

From sergeant to flying officer in a few short months has been the pace set by F.O.

E. R. Burrows, a salesman at the New Glasgow Dealership. When last heard from he was in North Africa.

Howard E. Hathway, formerly at the Engine Plant in Windsor, was awarded highest standing in the graduating class of the Flying Training School, Windsor Mills, Que. Since graduation, he has been at St. Hubert's Que.

S. W. Dempsey, who worked on the Army Truck Line prior to his enlistment in the R.C.A.F. in 1941, has been promoted from Pilot Officer to Flying Officer, according to word received from Britain. "I have had a wonderful time in England," he writes.

The first to leave General Motors Products, Regina, for active service in September, 1939, D. L. Peacey has risen from able seaman to sub-lieutenant in the R.C.N.V.R. "Due to the nature of my particular work, I can't say anything about it, but I'm still handling GM products," Sub-Lieut. Peacey writes.



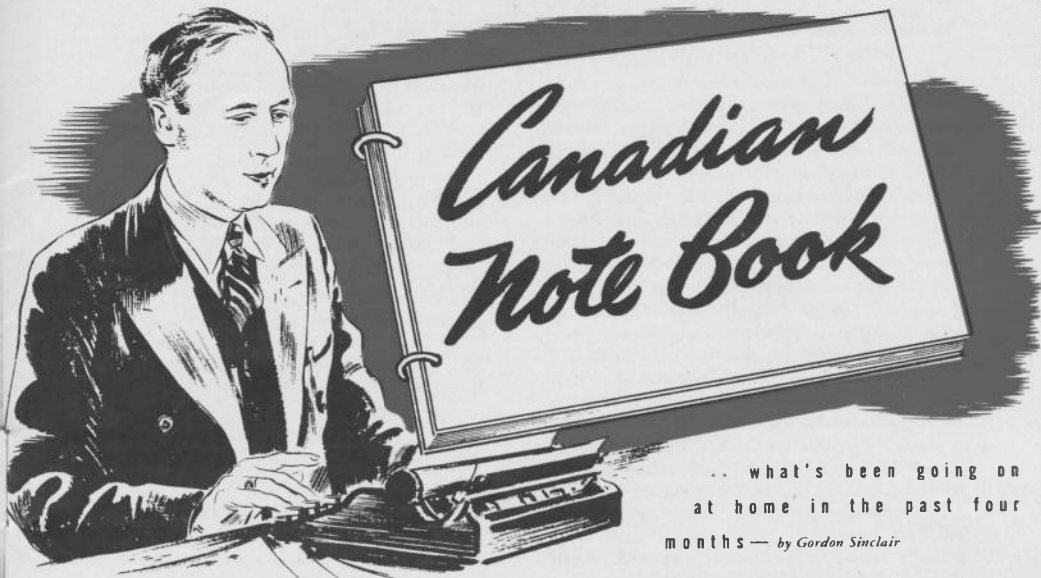
Arthur F. Childs



Howard E. Hathaway



Martin J. R. Barker



... what's been going on
at home in the past four
months — by Gordon Sinclair

JULY HIGHLIGHTS

July 1—First freight-loaded glider to be towed across the Atlantic lands safely after 28-hour flight from Montreal.

July 10—Labor Minister Mitchell announces fourth compulsory job transfer to essential occupations . . . Canada's munitions output put at \$65,000,000 weekly.

July 13—Canada builds new roads and air ports in Newfoundland.

July 14—Canada now building as much tonnage in new ships as is Great Britain.

July 15—General Henri Giraud in Ottawa . . . Sir Harry Oakes, richest Canadian, murdered in Nassau . . . Redistribution of Parliamentary seats postponed until after the war.

July 23—Trans-Canada Airlines, using Lancaster planes, opens Trans-Atlantic Service and clips 25 minutes from previous crossing; new record is 12 hours, 26 minutes.

July 24—Government reports 2,138 internees released from prison . . . Old age pensions increased from \$20 to \$25 monthly.

AUGUST HIGHLIGHTS

Aug. 2—Fifth compulsory work transfer calls men 16 to 41 into essential jobs.

Aug. 3—Canadian Welfare Council reports juvenile delinquency up 54% since start of war, court appearances up 65%; all provinces except Nova Scotia share in increase . . . Harlem riots kill five negroes.

Aug. 4—After nine years of rule, Liberal government of Harry Nixon defeated in Ontario. Lieut.-Col. George A. Drew, Progressive-Conservative leader to form government. C.C.F. Party makes big gains. . . . Fred Beurling, father of fighter-ace Buzz Beurling, complains of swearing in son's book, "Maltese Falcon".

Aug. 5—Eight Canadian army camps closed . . . pay for women in armed forces increased . . . cost of living again rises . . . three aircraft plants in Montreal closed by government order when strike threatens.

Aug. 6—Funny man Harold Lloyd badly burned when home destroyed by fire, all originals of his films lost . . . serious shortage of teachers lamented . . . predict increased output of civilian goods . . . murder aboard Norse ship in Halifax Harbor arouses diplomatic problem.

Aug. 7—Canadian-built Mosquito bombers fly to England . . . first Canadian-made Lancaster is delivered . . . stock markets boom.

(Continued on page 4)

Canadian Note Book—Continued

Aug. 8—South American countries apply for buildings at post-war Canadian National Exhibition . . . world wheat output down 12% . . . \$285,000,000 Vichy gold seized by Washington in Martinique.

Aug. 9—United States Army police team-up with city police in Edmonton . . . World Conference on Food suggests need to continue rations after peace . . . S.S. Normandie refloated.

Aug. 10—President Roosevelt fishing for bass on Manitoulin Island . . . first big anti-black market raid in Montreal . . . R.C.M.P. seize and sell 10,000 chickens . . . coal placed on "honorary" rations . . . Atlantic convoy routes reported quiet as a milk route.

Aug. 11—Liberals in Federal Parliament lose four bye-elections; national election hinted . . . C.P.R. air-liner, missing since Dec. 31 with 13 aboard, found on peak in Rockies; bears had molested the dead . . . Prime Minister Winston Churchill with wife, daughter and staff at Quebec.

Aug. 12—British and Canadian War Cabinets meet at Quebec; first such meeting in history . . . Canada reports heavy influx of United States tourists despite gas rationing . . . long-distance 'phone calls up 1,500%.

Aug. 13—United States builds \$2,000,000 hospital at Edmonton . . . Churchill and daughter Mary at Niagara Falls . . . hospital ship Lady Nelson raised.

Aug. 14—Further reductions in bus travel to resorts . . . fuel wood shortage acute; Toronto may cut some park trees . . . new hockey rule permits forward pass to centre ice.

Aug. 15—Ontario starts harvesting huge tobacco crop; pays \$6 day minimum wage . . . Donald Gordon, Chairman of Wartime Prices and Trade Board, warns of inflation.

Aug. 16—Ross Trimble succeeds Lew Haymen as coach of R.C.A.F. Hurricanes.

Aug. 17—George Drew sworn in Premier of Ontario . . . President Roosevelt at Quebec for historic conferences with Churchill, King, Eden and Chiefs-of-Staff of United States-Canada-Great Britain-China.

Aug. 18—First synthetic tires released to civilians with warning of 35 miles per hour maximum.

Aug. 19—New Tribal class destroyer H.M.C.S. Huron commissioned . . . armed

forces now use 40 per cent. gasoline output . . . coal miners made exempt from labor transfer . . . Laura Secord's great-nephew dies.

Aug. 20—Gold production drops . . . more furnaces to be built . . . ship launched after 39 days for new Montreal record; new keel laid in four hours.

Aug. 21—Army medical tests made easier . . . unemployment insurance increased . . . Quebec Conference ponders Pacific problems . . . Army calls married men up to 30 . . . 100,000th Canada-made Bren gun given to China.

Aug. 22—Canadian and United States troops occupy Kiska in Aleutian Islands with only two casualties . . . Churchill and Roosevelt fish for trout.

Aug. 23—Celebration in Italian quarters as Mussolini is fired . . . New York "Yanks" win another pennant . . . jam, marmalade, honey, etc., rationed.

Aug. 24—Fleet Air Arm opens training centre in Ontario . . . Government asked to release farmers from army . . . Montreal garbage collectors strike.

Aug. 25—Roosevelt speaks to 22,000 Canadians at Ottawa . . . Churchill tours Quebec . . . bush fires at new low . . . two Canadians held as spies in United States.

Aug. 26—Premier Drew cancels vast timber contracts in Ontario . . . Bar Association moves that Hitler, Mussolini and Hirohito be put on trial . . . new miracle drug made at University of Toronto.

Aug. 27—Lord Louis Mountbatten, at Quebec, named Commander-in-Chief South-West Pacific area . . . 12,000 women now in Canadian army . . . baking of hamburger and hot dog buns cancelled, then permitted again . . . Toronto "Leafs" win International pennant . . . farmer fined \$50 for giving his wife ride in his truck.

Aug. 28—Invasion barges now made in Canada . . . first aerial ambulances used in Canada . . . \$4,500 hold-up in Hamilton; \$12,500 hold-up in Toronto . . . Premier Aberhart of Alberta dies.

Aug. 29—Thirty Nazi officers escape from Fort Henry, Kingston; all recaptured . . . sixth compulsory labor transfer.

(Continued on page 5)

SEPTEMBER HIGHLIGHTS

Sept. 1—Ontario liquor ration cut to 40 ounces monthly . . . gold stocks at two-year highs.

Sept. 3—Alfred de Marigny committed for trial on charge of murdering father-in-law, Sir Harry Oakes . . . Washington agrees to supply fuller war news.

Sept. 4—Two killed as Canada Steamship Lines passenger ships collide in St. Lawrence . . . S.S. Gripsholm leaves to bring Canadians home from Japan.

Sept. 5—Two train wrecks kill 78 people near New York, while Texas fire burns 48 to death . . . Churchill requests post-war British-United States alliance in speech at Harvard University.

Sept. 7—Defying Japs, Canadian sealers bring in one of biggest catches.

Sept. 8—No official celebration as Italy quits the war.

Sept. 13—Two Canadian Divisions on duty in Canada demobilized in order to relieve manpower problem.

Sept. 16—National League Hockey to be played in the 1943-44 season; broadcasts to be heard overseas.

THE FRONT COVER

General Motors people had a representative among the crew of the "Ruhr Express", first Canadian-built Lancaster bomber, christened at Malton before flying overseas to paste the enemy. Sgt. Ross S. Webb (second from the left in the cover picture) was one of the seven-man crew and is a former employee of the Fort Frances Chevrolet dealership.

Ross is a veteran wireless air-gunner with over 30 operational flights to his credit—most of them over "Happy Valley", as the Ruhr is called. Ross was born on a farm near Glenavon, Sask., and has three brothers in the air force. His former employer at Fort Frances describes him as "a very thorough and conscientious workman".

The white pup held up by a member of the crew is "Bombi", the crew's mascot. Here's hoping he brings good luck to the big ship and the men who fly it over Germany.

FOUR YEARS OF WAR

September 10, 1939—September 9, 1943

EACH FIGURE REPRESENTS 100,000 PERSONS—EACH SYMBOL \$1,000,000,000

	1939	1940	1941	1942	1943
STRENGTH OF ARMED FORCES (at September)					
PERSONS EMPLOYED DIRECTLY AND INDIRECTLY IN WAR WORK (at September 1)					
WAR PRODUCTION AND CONSTRUCTION* (for 12 months to September 1)					
WAR EXPENDITURES (for fiscal year) (7 months)					
GROSS VALUE OF AGRICULTURAL PRODUCTION (for calendar year)					
COST OF LIVING INDEX (at September) (August, 1939 = 100)	100	105.6	113.8	116.5	117.9 (July 1943)

*The amounts indicated represent war production and construction under department of munitions and supply contracts only. They do not include food, some timber, some metals, etc., produced in Canada and shipped to other countries through channels other than those of munitions and supply.

NEWS FROM **GM** MEN IN THE ARMED FORCES



AN "ARMY SLINGER"

Gnr. N. E. Rose, A607373, A.A. Reinforcement Camp, Bedford, N.S. . . . "Two months ago I finished my training, but I am sorry to say that I had to give up field service even though I liked it very much. But as it was, the army thought I'd be more useful in a mess hall because I was once a civilian chef. So now I am an army slinger, and I like it very much."

CAN LICK ANYBODY

Sgt. A. E. Watts, C4040, H. and P. E. Regiment, Overseas . . . "I have served with the Hastings and Prince Edward Regiment since Oct. 28, 1939, without missing a parade or roll call except for six months' tour of duty as an instructor to another Division in 1940 . . . Excepting a short trip to France in the early summer of 1940, we have put in many hard months of rigorous training and feel quite confident that the combination of highly trained men and the excellent equipment and vehicles which we are receiving from you at home can lick any army in the world today, be it white or yellow."

DRIVING A COLONEL

Pte. B. Lovell, B19063, R.C.O.C., Overseas . . . "At present, I am driving a 'Col.' around, but in actual warfare I shall be his special D.R. I guess then I shall get all the thrills I want . . . I expect to move in the near future, where to, I don't quite know, yet."

MISSES THAT GIRL

Ordinary Seaman W. S. Corbett, V57820, H.M.C.S. Cornwallis, Deep Brook, N.S. . . . "I'm having a swell time and feeling wonderful. I miss home a bit, especially a girl that works for Mr. Thompson in the north plant canteen . . . There are several other fellows here who also worked in the Motors. Reg. Jones drove army trucks; Doug Brock worked in the wiring harness, and there are some fellows I'm not sure where in the plant they worked, Bill Norton and Len Watson . . . One of the guns we are training on has one of the GM gun mounts . . . made in Oshawa, so our fair city is well represented down here."

BRITISH UNBEATABLE

Pte. W. G. Henley, C75038, Lorne Scots Defence Platoon, Overseas . . . "It is gratifying to know our people go over the top each Victory Loan drive. The British people are unbeatable. I'm proud to be here and share with them the troubles of our day. There is no great credit due us because we've yet to see action. However, when we've gone, I hope the peoples of these islands will be glad we came."

KEEP 'EM ROLLING

Gnr. S. G. Sargeant, R.C.A., Overseas. . . . "I am in Sicily now, resting after the fall of the island. I would like to say a word or two about our trucks. They sure took a lot of punishment here in Sicily because the roads are not paved and there are some awful roads going in and over the mountains. I rode from Mount Etna back to Lentini in one of our 8440 Gun Tractors and it sure got us there, but these roads are blown all to pieces . . . I hope I will soon receive 'The Front Line'. Keep those Chevvs. rolling."



SUPER ICE-BOX

They Brought the Arctic to Oshawa

Oshawa provides unexpected sights these days . . . for instance, GM engineers working in the latest flying suits.

Serious fuel shortage? Guess again.

At many degrees below zero, in a whipping 25-mile-an-hour wind, Oshawa-built military vehicles undergo rigorous tests to fit them for service anywhere short of the North Pole.

To go to the Arctic wasn't practical, so engineers brought the Arctic to Oshawa in the form of a "cold room," only one of its kind in Canada, and, in many ways, unique among United Nations' industries. From the big control board outside the super ice-box, a flip of a switch can reproduce winter conditions on the Russian front.

Every factor of temperature and torque as they effect the vehicle can be studied and co-related. Even the temperature of the cylinder block or any part of the vehicle in the "freezer" is registered on the control board.

If you like to watch your fellow man work under difficulties, it's possible to lounge in the control room and through a window, five separate plates of glass in thickness, watch the engineers struggle in the wind and cold. A man working in the room must be under observation from the outside at all times. Doors of the chamber are fitted with devices which make it impossible to be locked in. Special equipment detects the slightest trace of carbon monoxide fumes.

Despite their heavy type-E flying suits, engineers spend relatively short periods in the paralyzing cold. The flying suits, by the way, are similar to those issued recently to aircrew. They were designed in the laboratories of the National Research Council, the Banting Institute and other research institutes and universities.

The cold room is in the new experimental building, behind GM head office. Cold-making machinery with an estimated four miles of cooling pipes ensures that weather inside the room will be brisk. Big ventilators change the air and regulate moisture content. Some 15 inches of solid cork provides all-around insulation. Intensity of the gale stirred up by the wind machine is regulated from the control board.

Exact number of degrees below zero to which the temperature can be lowered is on the "secret list". It would surprise you. In an intermediate room between the experimental building and the ice-box itself, you get the chance to brace yourself. The door is thrown open. Steam billows up as cold air hits warm. You gasp and choke and stumble half-blindly into the chamber. The steam clears away. You begin to see clearly. The only sensation is the stab of icy air hitting your surprised lungs.

Engineers admit it's a pretty cold job, but it may help to speed a Frosty Friday for Der Fuehrer.

The "Big Push" is on

While the fierceness of the war grows in intensity from day to day, Canada's home front continues to turn out the tools of war in ever-increasing quantity and diversity. In line with this program, General Motors plants are producing the widest assortment of items in the Company's long history.

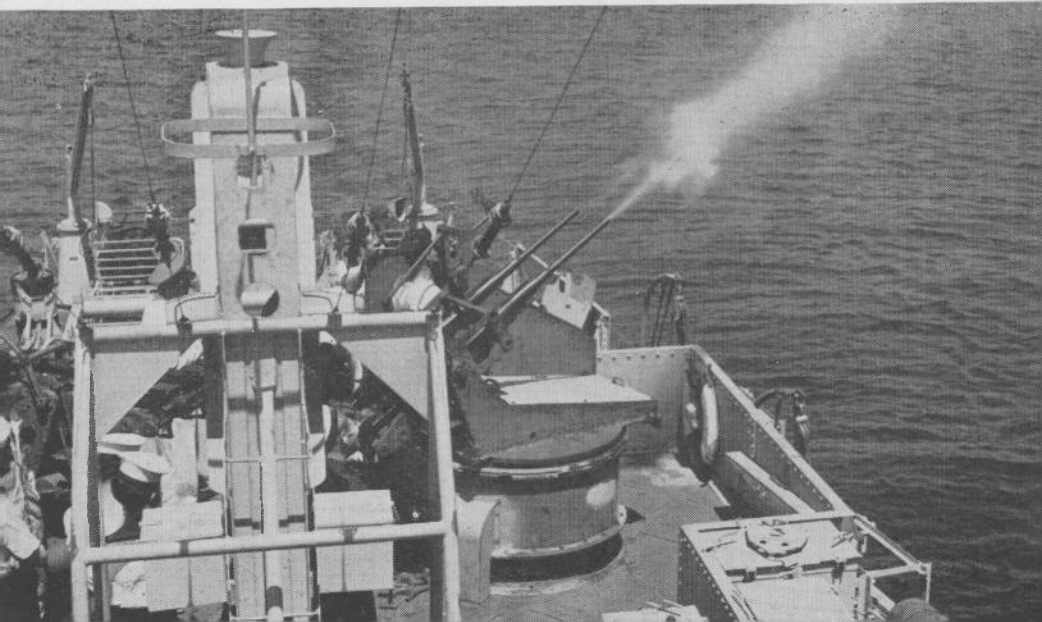
You know about many of the GM war-time products . . . but many others are still on the secret list. As an example of the diversity, one particular plant alone turns out nearly 50 types of military vehicles, Mosquito plane fuselages and nacelles, hulls for M-4 tanks, Oerlikon gun twin mounts. Browning machine guns and engines for military vehicles keep the boys and gals busy at another GM factory. A third, specializes in mounts for anti-tank guns and single Oerlikon cannon. Yet another GM establishment fabricates fuses, torpedo parts,

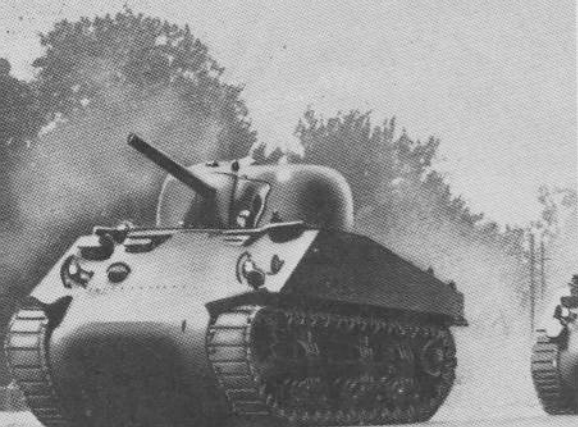
sighting and elevating mechanisms for anti-aircraft guns; many mechanical and electrical parts for army trucks; and so on.

Here at home, everyone realizes that now, for fighters and workers alike, the "Big Push" is on! Right now, as this is written, Canadians at home are in the midst of Canada's 5th Victory Loan, and they are determined to surpass the highest objective set yet—\$1,200,000,000—a lot of money. There's no doubt the loan will be over-subscribed. "Speed the Victory" is the slogan of this campaign . . . and every class of Canadian is determined to do just that.

On the battle fronts and on the production fronts the drive for Victory sets an even greater pace. We're pulling together! On these pages you will see some of the war products we of GM are proud to build for you.

TRACERS STREAM from the muzzles of this twin Oerlikon. Every bullet is like a tiny star and dazzles even in the glare of mid-day. Twin mountings for the Oerlikon are another GM product made in Canada by your former associates.



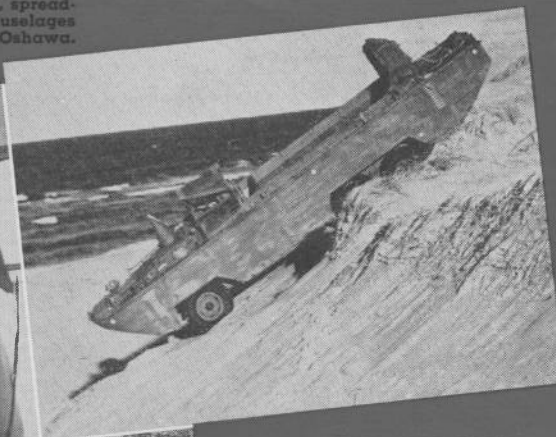
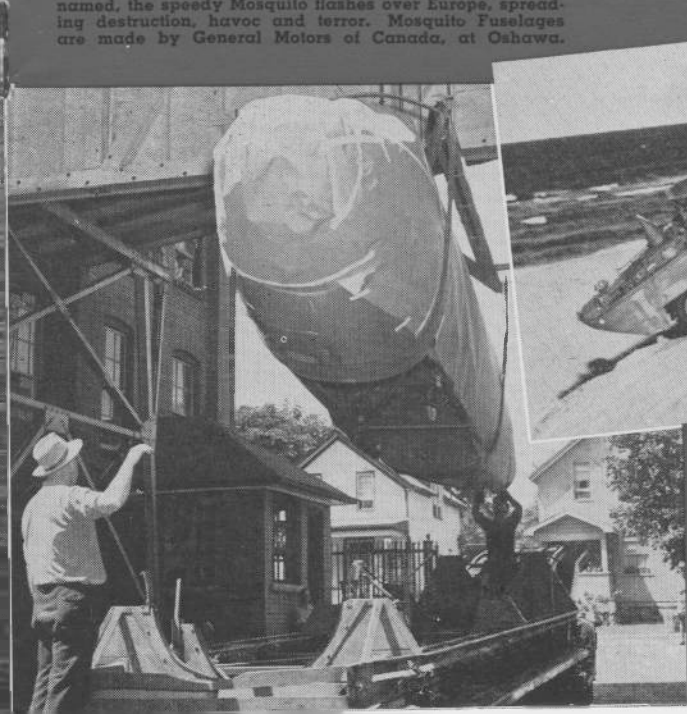


INVINCIBLE AS LIGHTNING, the M-4 tank rolls forth against the enemy. Steel clad, spurring fire and steel, they are one of the mainstays of the armored forces. They have been tried and tested on the battle field. GM workers are proud of the steel hulls produced at Oshawa.

FASTER THAN MAN'S IMAGINING—a million times more deadly and annoying than the insect for which it is named, the speedy Mosquito flashes over Europe, spreading destruction, havoc and terror. Mosquito Fuselages are made by General Motors of Canada, at Oshawa.



TILTING SKYWARD, this single Oerlikon gun mounted on a platform amidships of a Canadian minesweeper stands as a threat to enemy raiders. Gun mounts for the Single Oerlikon are made in Canada by GM.



SEAWORTHY AND LAND-WORTHY as its namesake, the "Duck" is the most startling to date in a long series of United Nations' surprises. It takes choppy seas and rough terrain in its stride with equal indifference. Landings in Sicily and Italy were facilitated by the "Ducks" and the Nazi wondered if they were beginning to see things. The "duck" is made by General Motors in the U.S.A.

NEWS FROM **GM** MEN IN THE ARMED FORCES



HOT! ISN'T IT?

C.Q.M.S. Harry Wood, T71404, R.A.S.C., B.N.A.F. . . . "For the past week or 10 days it has averaged 120 degrees in the shade and no shade for miles . . . We also have a wind called the Sirrocco. It is like opening the door of a blast furnace . . . They say it will get hot, later on. The farmers hereabout are both ancient and modern. A Frenchman by the name of Letif is still driving an old Chev. Superior about 1926 vintage. He speaks no English and I no French, but after a bottle of his Vin Rouge we can get along O.K."

ANOTHER CHAPTER

Flying Officer E. R. Burrows, J15277, 152 Squadron, M.E.F., R.A.F. . . . "For six months I had been in North Africa. We were kept quite busy there, as a result my correspondence was neglected. Now, however, we are waiting to write another chapter in the war 1939—? . . . We received a royal welcome in Tunis. The victory in North Africa was very complete and may our next victory be as easy."

BLUE SEA SWIMMER

Pte. W. T. Watts, No. 1 Battalion, No. 1 C.B.R. 8, Canadian Army, B.N.A.F. . . . "It is very hot over here. Summer is just getting under way now and I hope we do not have to stay here much longer . . . I have been very fortunate in being able to go swimming in the blue Mediterranean Sea."

NO RATIONING!

Gnr. R. F. Ward, B2141, R.C.A., Overseas . . . "I am now stationed in Newfoundland. I like it over here and I think this is one of the few countries where rationing hasn't started . . . I am a little closer to England now, but I am still looking forward to the time when I get over there."

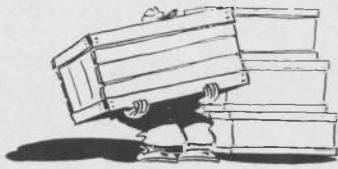
A JAP-CHASER

Lieut. G. D. Breckman, 13 Can. Inf. Bde., Signals, Vancouver . . . "I should like gratefully to acknowledge the copies of the 'Front Line' which I have been receiving so regularly even in the most out-of-the-way corners I have been in. At present I am on a formerly Japanese-held island with a volcano on it, but am not permitted to reveal the name. The hills are covered with fox holes and dug-outs and I have examined a great deal of their equipment. However, everything they have has a very strong smell, much like wild animals. I tried 'saki', which is fairly potent but not particularly pleasant to taste; much like straw. This paper is some I picked up in one of their offices."



A BUICK IS A "BUS"

Sgt. W. A. Simonett, R70265, R.C.A.F., Overseas . . . "I think we'll all be at home very soon, and believe me I won't be sorry. . . . Our station C.O. drives a '39 Buick and that is a welcome sight. As you know, the popular English car is very small and the Buick looks like a small bus in comparison."



GETS A LIFT

Pte. B. Lawton. Overseas . . . "My particular job is handling cases anywhere from three to six hundred pounds. Being small, you can imagine the grunting I do. The boys here are doing a wonderful job and they'll do better still in action. I am mighty proud to be called a Canadian. One of my room mates used to sell GM cars in Winnipeg. Says he never had such a good job in his life."

LET US HEAR FROM YOU . . . NO MATTER WHERE YOU ARE STATIONED

MEET MISS NORMA NELSON

Beauty Queen

Now that Regina Industries Limited have picked themselves a beauty queen, you may be sure that other war plants across Canada will take the hint and exhibit some of their own pulchritude. "Miss Regina Industries of 1943" is Norma Nelson and she's a real looker. The grapevine has it that Windsor and Oshawa don't intend to take a back seat any longer than they can help, when it comes to beauty.



PRAISE FOR GM

Pilot Officer Arthur Fanning, J13997, R.C.A.F., Seattle, Wash., c/o Postmaster. ". . . I am one of a limited number of Canadian pilots who have been chosen to serve . . . in a unique theatre of war, side by side with other members of the United Nations . . . I am not permitted to divulge my location, name of my unit, or a description of any geological aspects of this part of the world . . . After I left the Kam Motors at Fort William, Ont., I was again sent back to my former point of enlistment to start my training . . . I graduated from Ottawa in March, 1941 . . . I have seen several press notices as to the splendid and untiring efforts of the General Motors' employees to keep the production line in full swing. If they knew how much we depended upon their skill they would be repaid manyfold for their efforts."

GM

NEWS BRIEFS

BOOKS

Latest in a series of outdoor billboard advertisements by GM shows a Canadian sailor curled up in his snug quarters reading a book. "Let's send more books to the Boys" says the slogan on the poster, and judging from the satisfied expression on the face of the tar, he thinks it's a pretty swell idea. Canadians across the nation have expressed their favor of the idea, too.



SUGGESTIONS

Two former Oshawa plant men, Pte. B. Lovell and Cpl. Sweeney, have showed their continued interest in GM by suggesting minor changes in army trucks, which from their experience they think would be an improvement in performance for service in England. Service engineers say both recommendations will be considered. Norm Daniel, service engineer, has promised that field men will attempt to see these two GM men in the armed forces and advise them of what steps have been taken.

WAR ORDER FILLED

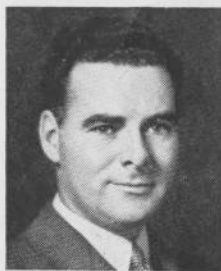
When the 25,000th Browning machine gun was completed the other day at Border Cities Industries, it indicated another milestone in the company operated by General Motors. The original arms contract is now approaching fulfilment, but new projects are to be launched. "There will be adjustments in the small arms schedule," says an Ottawa statement. As for motorized equipment, Ottawa advice is: "... this programme of ground equipment production is to be continued at its present peak capacity." In Aircraft: "Production figures will increase steadily."



C. E. McTAVISH

After 27 years of service with General Motors, Charles E. McTavish, one of the best known company executives, has resigned to accept the position of General Manager of the Perfect Circle Co., at Toronto. Mr. McTavish has held many responsible posts with GM and has played an active part in civic and community affairs of Oshawa. When he first came to Oshawa, in 1919, he was on the staff of the sales, service and advertising department. Most recently, Mr. McTavish was director of Parts and Service.

GM News Briefs



W. D. FIELDING

W. D. Fielding, until recently zone manager at Regina, has become assistant to the Director of Sales, E. J. Umphrey. Mr. Fielding is in charge of all parts and service activities. He joined GM in 1923. From 1938 to 1940, Mr. Fielding was assistant sales manager at head office in Oshawa. S. J. Parkinson, manager of the Vancouver Zone office succeeds Mr. Fielding in Regina. R. C. Baker, former assistant on special assignments becomes manager at Vancouver.

J. B. SANGSTER

J. B. Sangster, former Manager of the GM retail branches at Windsor and Regina, will now head the GM dealership, Mid-West Motors, Regina, according to an announcement by E. J. Umphrey, Director of Sales. A graduate of Mount Royal College, Calgary, "Jack" Sangster received his early business training with the engineering department of the C.P.R. at Calgary. He was associated with a number of Western firms before joining General Motors in 1927 as a representative at Edmonton. He has served in Fort William, Winnipeg and Toronto, where he was stationed prior to taking up his Windsor and Regina posts.



A. W. ANDREWS

GM recently announced appointment of A. W. Andrews as General Parts and Distribution Manager, with headquarters at Oshawa. Before assuming this post, Mr. Andrews was on loan at the request of the United States Government to establish and supervise Parts Depots on the new Alaska Highway. He joined the Company in 1926 and has been Parts Manager in the Winnipeg and Calgary Parts Depots, Truck Manager for the Vancouver Zone and has served as District Sales Manager in British Columbia.

F. R. "Ray" DANIELS

F. R. "Ray" Daniels, GM executive, and veteran of the Motor Industry, has been appointed Chevrolet and Oldsmobile dealer for New Toronto. The announcement was made recently by E. J. Umphrey, Director of Sales.

It was back in 1916 that Ray Daniels was engaged by the late G. W. McLaughlin, of the McLaughlin Motor Company, to make a special study on McLaughlin-Buick parts. He has held such posts as Assistant Service Engineer, Superintendent of the Maintenance Garage at Oshawa, Assistant to the General Parts and Service Manager, and others. Most recently he had been Zone Parts and Service Manager, and prior to that was Used Car and Truck Manager for Canada.



Thanks

to the following for their letters

Gnr. R. B. Salisbury
P.O. R. A. Walley
W.O. I. Lyel, R.N.
A.C.1 A. E. Perry
L.A.C. G. M. Buchner
Gnr. Alex Vanvolkenburg
L.A.C. J. J. Benoit
Sqdn.-Ldr. Harold V. Brisbin
Flt. Sgt. E. N. Morehouse
Pte. Morley H. Keeling
Bandsman Chas. Bottomley
Sgt. Wm. H. O'Dowd
Cpl. Roger Neath
Sgt. R. B. Crouse
Sgt. M. A. Thom
Cpl. W. G. Sweeney
Pte. Thos. Comber
Sgt. J. K. Jackson
L.A.C. G. O. Hayton
Lieut. L. McIntyre
Flt/Lieut. A. S. Maltby
A.W.2 Isobel A. Story

A.C.2 A. E. Graves
A. C. Lake
Pte. O. R. Kirby
Pte. A. M. Houck
Pte. Dennis R. Abbott
Pte. W. D. Ferguson
Pte. W. A. Cameron
Pte. Len Carter
Capt. H. C. P. Green
Sgt. G. W. Puritch
Pte. Wm. Skene
Pte. T. A. Lyman
Stoker F. Guinard
Sgt. G. S. McLeod
Pte. A. A. Margarit
Pte. Edwin G. Clark
Sgn. E. G. Funk
Pte. Lionel Schartz
Spr. R. R. Masters
Cpl. H. S. Rutherford
Pte. B. W. Carswell
Pte. K. R. Brown
C.Q.M.S. H. Wood

Pte. Geo. Metcalfe
F/O S. W. Dempsey
F/O James L. Stein
John Slack, R.C.A.F.
Sgt. Mark H. Cordy
Cpl. J. C. Muirhead
John Keith Cowan
E. Carson, C.M.M.
Cpl. H. J. Welsh
Q.M.S. E. H. Matchett
L/Cpl. W. E. Marvin
L/Cpl. Stewart Sharp
F/O W. A. Morrison
S.S.M. Geo. Wm. Smoker
L.A.C. F. B. Hance
Pte. Eugene Shaw
Petty Officer Duncan Allen
Pte. F. P. Van Luven
Cpl. V. C. Tucker
Sgn. J. S. Fucsko
A.C.2 C. E. Olmstead
Pte. Albert Rae

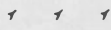
GM PIN-UP GIRL

Recently selected for approval of GM male employees at home and in the service, is Frances Rafferty, one of Hollywood's up-and-coming young stars. Frances appeared recently in M.G.M.'s "Girl Crazy". Who wouldn't be crazy about a gal like that? Incidentally, it's a good thing that there is no place for Frances' picture to be hung in the vicinity of the assembly line. You can break off now for two minutes of "whistles".





The warning against careless talk in war-time suggested a new method of teasing newlywed couples. On the back of a bridal car in addition to the usual boot, was hung a notice which read: "The result of careless talk."



The Irishman was relating his adventures in the jungle.

"Ammunition, food and whiskey had run out," he said, "and we were parched with thirst."

"But wasn't there any water?"

"Sure; but it was no time to be thinking of cleanliness."



Small Boy: "I'm not afraid of going to the hospital, mother. I'll be brave and take my medicine, but I ain't going to let them palm off a baby on me like they did on you. I want a pup."



Father: "Mary, who was that man I saw you kissing last night?"

Mary: "What time was it?"



Scot: "I want to rent a horse."

Groom: "How long?"

Scot: "Longest you've got—there are five of us going."



Wife: "Aren't those chimes beautiful? Such Harmony. So enchanting."

Hubby: "You'll have to talk louder. Those damn bells are making such a racket, I can't hear you."



Male Shopper: "Do you have notions on this floor?"

Salesgirl: "Yes, but we suppress them during working hours."

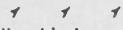
"How was the burlesque dance?"
"Abdominal!"



She: "My little brother will tell if he sees you kissing me."

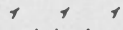
He: "But I'm not kissing you."

She: "Well, I thought I'd tell you anyway."



"Oh, doctor," said the young lady, "will the scar show?"

"That, madam," said the doctor, "is entirely up to you."



He: "Shall we sit in the parlor?"

She: "No, I'm tired—let's play tennis."



Missionary: "Poor man! So you know nothing of religion."

Cannibal: "Oh yes. We got a taste of it when the last missionary was here."



"Are you really content to spend your life walking about the country begging?" asked the old lady severely.

"No, lady," said the tramp. "Many's the time I wished I had a car."



"She sure is a striking beauty."

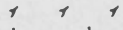
"You said it, she slapped me twice."



Mandy: "Ah can't come to work tomorrow, Mam. Mah little boy is sick."

Mam: "Why, Mandy, I thought you said you were an old maid."

Mandy: "Ah is, but ah ain't one of them fussy kind."



Doctor: "Only members of the family may see him. Are you a relative?"

Girl: "Oh, yes indeed. I'm his sister."

Doctor: "So glad to meet you. I'm his father."

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