VOICE OF THE PRESS

BRITISH HUMOR

Canadians have often been puzzled by what seemed the weightiness of British humor. But what of the man looking at the one wall of a house still left standing: "Just as I told you, any one sitting on the mantelpiece would have been perfectly safe." Or the old professor saying to his servant girl: "I left a device for destroying the night bomber on this table, and now the blessed things been swept away or something." Or the old lady: "I see the newspapers now confirm that it was bitterly cold down here six weeks ago, when our pipes burst."

And the commonest things are now uncommon, as the little girl pointed out when she said: "Mummy, do you remember bananas?" "Play you for an egg," says the golfer; and the woman writing her diary asks: "What else did we do yesterday besides having an egg for breakfast?"

—Ottawa Journal.

—o—

OLD RAILROAD TIES

Writer of a Letter to the Editor in an Ontario paper draws attention to the burning of old railroad ties that "would have provided tons of firewood for the poor." Perhaps, but did the writer know that the sawing of ties is hard on the saws because of the pebbles imbedded in them during years of pressure under rails and trains? The wood sawing men refuse to work on them. They are much better for fence posts, as some settlers who didn't like to see them being burned along the right of way either, will testify.

—Port Arthur News-Chronicle.

—o—

BETTER FAR AWAY

What if it is a bother to try to pronounce all the queer sounding place names that pop up in the war news? It would be much worse if the fighting was going on in places with names that are familiar to you.

—Windsor Star.

—o—

HAS SAME ENDING

A mother writes to a newspaper forum asking whether she should spank her small daughter or reason with her. The lesson of history, madam, is that appeasement always leads to a spanking in the end.

—Peterborough Examiner.

—o—

ANSWER TO QUESTION

At last we have the answer to that old one about why does a chicken cross the road. Because there are no cars coming either way.

—Kitchener Record.

—o—

LULL BEFORE THE STORM

It's always good weather when good fellows get together — but there's often a storm when they get home.

—(Chatham News).

IN THE GARDEN

By GORDON L. SMITH

Layouts

For flowers, lawns and shrubs about the average house, landscape gardeners strictly advise informal planting. This is especially desirable where space is limited as it tends to soften the narrow, rigid fence lines and to add an air of spaciousness even to a 20-foot lot. In an informal garden, the central portion of the ground is entirely in grass. Around the edges of this will be grouped beds of perennial and annual flowers, leading up to shrubs and vines along the walls or fence boundaries.

Where the garden is larger, experts advocate screening off a portion by bringing forward the surrounding shrubbery at one point, or using a hedge, wall or trees so that the whole garden will not be entirely visible from any one point of observation. This will add further to that air of spaciousness and also provide a secluded corner or two for a child's swing or sandbox or, possibly, a seat or trellis-covered table.

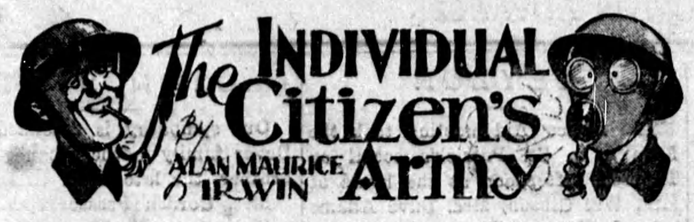
Vegetable Groups

Vegetables are roughly divided into three planting groups—hardy, semi-hardy and tender. Among the first are spinach, all sorts of lettuce, radish and garden peas. A little frost will not hurt these.

Second planted vegetables will be carrots, beans, cabbage, potatoes and similar things. These will resist a fair amount of cold. Tender vegetables include corn, melons, cucumbers and tomatoes. Nothing is to be gained by planting these before danger of frost is over.

With most vegetables it is advisable to make at least three sowings a week or two apart in order to spread the harvest that much longer over the season. Further spreading of the season is secured by sowing three kinds of each vegetable — an early, a medium and a late variety which will result in a continuous supply of really fresh vegetables for weeks longer than usual.

Proper thinning, frequent cultivation and an occasional application of some good commercial fertilizer will keep vegetables growing quickly, and quick growing makes for tenderness.



A Weekly Column About This and That in The Canadian Army

All you old soldiers know what "pozzy" is, but how many of you can tell us where the word came from? And don't ask me. All I know about it is that "pozzy" is jam in the Army. That is to say jam is "pozzy" in the Mess Room, but when you come to another Army phrase—one of derision, applied to someone who seems to be asking quite a lot, it remains "jam". The phrase: "What do you want, jam on it?"

All this isn't so far beside the point as it may seem. By the time a man says, "shove the pozzy down here," he's a soldier.

Mind you, he didn't get to be a soldier by learning Army slang but by the time he is a soldier he has learned many a new name for commonplace objects.

He doesn't know just when he becomes a soldier. I doubt if any of his officers could tell you either. But somewhere, suddenly or gradually, the civilian in battle-dress changes into a soldier in uniform.

Of course, he takes the first step in the direction of becoming a soldier when he enters the recruiting office and volunteers to serve his King and Country. From that point on the metamorphosis is a steady progression.

Enlisting is really quite a simple procedure. At this time it is even better handled than when I was a young soldier. Nowadays, you can walk into a recruiting office, give particulars of yourself, get a medical examination including X-Ray, that would cost you ten dollars in civilian life, and report right away to a District Depot where you are outfitted with uniform and equipment.

At the District Depot new recruits get their first introduction to Army life. They are taught how to wear their uniforms and equipment, how to conduct themselves in a soldierly manner in public, who to salute and when, and the rudiments of military training.

Their stay at the District Depot is made as short as possible—it is realized that a man who volunteers for service anywhere is anxious to get down to the business of learning to fight as soon as he can.

By the same token it is realized that when he gets to a Basic Training Centre, the new recruit doesn't want to seem too awkward—hence the instruction in soldierly conduct and bearing and Canadian Army traditions.

At the Basic Training Centre, training begins. Each day the new recruit learns something. It is no longer a dreary round of: squad drill without arms; saluting; the manual of arms; squad drill with arms; platoon drill; company drill — ad infinitum. There is a drill of course. There has to be if you are going to mold a group of men into a team. But drill is interspersed with instruction in the use of the rifle and bayonet, the light machine gun, the two-inch mortar. There are lectures and entertainments. Competitions enliven Army life and put a zest into the work that must be done.

Good food—and lots of it—builds muscle in place of the fat worked off by good exercise—and lots of it—and by the time the recruit ends his basic training he has become a soldier.

There is still lots for him to learn—that comes when he goes on to an Advanced Training Cen-Centre, but by the time he gets there he is a soldier. He looks forward to the new things to be learned with interest and enthusiasm—there are new tricks of the soldiering trade to be picked up. Civilian life is behind him. Ahead there is a duty to be fulfilled and far ahead of that again that strange existence a soldier finds hard to understand—civilian life!

Atlantic Convoy

By LIEUT. E. H. BARTLETT, R.C.N.V.R.

A NEW Canadian naval tradition is in the making.

It is taking shape between the staggering plunges of small ships at sea; being written by men whose pride in the job they are doing is as crystal clear and hard as the ice they see sheathing their craft.

It is the corvette tradition—of those corvettes whose crews boast, as they keep the seas, that there isn't a sea their ships cannot take.

There is full justification for this boast, as this writer saw when attached to a corvette on convoy duty.

Through a North Atlantic gale-in-the-making, the small ship of war thrust her way, one of an escort fleet keeping watch and ward over a fleet of merchant ships. Her bows crashed into a heavy wave, dipped and shuddered and rose with a jerking uplift which sent the sea cascading over her deck. The wind picked up the white water, hurled it in bucketsfull high over the bridge, sent the spray lashing back to the funnel.

On the bridge the men on watch ducked from the thrashing spray. Ice formed rapidly, coating the entire ship with the exception of the hot funnel—and that grew white with salt. The men themselves were not immune, their oilskins and duffel-coats were soaked and frozen.

Winter weather—but the corvette took it, as her sisters were taking it while they maintained their guarding stations around the lumbering merchantmen.

There was work ahead of them which could not wait for weather.

Ahead and around the convoy they were plunging and rolling in a well-defined plan.

They were "screening" for submarines, using the marvels of their detection apparatus to keep constant listening watch beneath the water while their lookouts kept steady vigil over the surface.

Taking rough shelter near the breach of their gun, a gun's crew was "closed up" ready for action.

Occasionally, as course was changed to take our corvette at another tangent, the captain gave his brusque orders to those on watch.

He is a veteran of the corvette convoy service, has taken his ship through submarine waters and through airpane blitzes; knows the ports on Engand's side of the Atlantic as well as he knows the Canadian bases from which he now operates. Submarine screening is an old tale to him, now, but it is a tale whose familiarity has not bred contempt. He was as untiringly alert on this voyage as he had been on his first.

The senior escort ship sent a flutter of signal flags to her yard. Our signalmen translated the order they gave. Astern of us two of the merchant ships were straggling from the convoy's course, showing signs of becoming separated from the main fleet, and we were ordered to their vicinity.

We spun around sharply—these corvettes seem to be able to turn in their own wake or on the crest of a wave—and started backwards toward the stragglers.

While they slowly made their way again to their convoy station, our ship gave them her undivided protection. Another triumph for the corvette service, the fact that they have overcome the difficulties of early convoys when escort ships were not numerous enough to spare one from her station to take care of possible stragglers. Today the escorts are strong enough to permit detaching individual ships for special duties.

The captain in the wing of the bridge, ducked as freezing spray slashed back at him. His oilskin coat was brittle with ice, the broad peak of his oil-skin cap bore ice almost an inch thick.

Through eyes well used to peering through such weather he watched his two charges claw up into their positions with the remainder of the convoy.

"They'll do," he said briefly to his First Lieutenant, as he gave the order which brought his own ship back into station, "but we'll keep a close eye on them tonight."

There was no comfort on the bridge, where the ice was already inches thick, but the captain stayed there through the weary hours. Occasionally he gained a little respite when his duties took him for a few minutes into the small chartroom, already well filled with the men on duty. His stays there, however, were short—the open bridge drew him irresistibly.

The changing of the watch saw him still on duty.

Below decks, in the steam-heated quarters apportioned to the seamen, men whose spell of duty had ended, were thawing out from the biting cold. Sweaters and scarves were peeled off—the thick, woollen sweaters of which seamen can never get enough. They take a long time to dry, once they get wet, and spare ones are vitally necessary.

Despite the wild cavortings of the corvette, the cook had turned out a hot meal. Corvette cooks have their pride, too, in their service. In the mess deck, rising dizzily and swaying crazily to the seas, the seamen ate, as only hungry men can eat. Then they slept, so they should come refreshed to their next turn on duty.

All was clear above, so the captain decided to seek his rest as well. From the bridge he came to the tiny ward-room which boasts but two chairs and a leather-covered bench. Comfort in a corvette? It's not expected by their crews, who find compensation or its lack in the fact they are doing a hard job well.

The captain wasted little time over his meal. It was the purposeful eating of a man whose interest was elsewhere—in the job he was doing. His meal finished, he went to his cabin to sleep. The comfortable bunk there does not mean much to him at sea. Rather he prefers to sleep, partially dressed, upon a leather settee, ready for any emergent call.

The coming of darkness saw him on the bridge again. The ships forged through the night, barely seen shadows on an ink-black sea, and the breaking dawn saw them safe. So, if the corvettes could make it so, subsequent dawns were to see them equally safe, until the day came when they would arrive with their precious cargoes, in the ports to which they were bound.

It's a hard service, the corvette fleet, but a proud one. One, too, which has scored its successes against the enemy. The Admiralty has released one report which told how two Canadian corvettes sank a U-boat and captured most of her crew, and hints have been dropped that this is not the only submarine which has fallen victim to the Canadian ships. Corvettes, too, have saved scores of lives, bringing safely to port the survivors of merchant ships which have been torpedoed. They have fought off aeroplanes and taken their merchant ship charges safely through the danger areas.

Their tasks are many and varied, but the corvettes tackle them all. It is part of the corvette tradition, which rules that they keep the seas, in fair weather or foul, so long as there is a job to be done.

THE WAR - WEEK — Commentary on Current Events

Australia Building Up Defenses: Need For All-Out Aid To Russia

The dramatic appointment of General MacArthur to the Supreme Command of the Southwest Pacific shows clearly that there is no intent to abandon that Continent. On the contrary, its main dependence on the United States is recognized. Even with the assistance that the United States can send, the Australians now face a grim test.

The enemy may at any time effect landings on the northeast coast with the object of reaching the big centres of population. Also there is a possibility that they will extend their sea operations towards the Fiji Islands with the object of attacking convoys and reinforcements coming from the United States. The continued success of Australian bombing raids on Japanese bases in New Guinea will, however, make the plan more difficult of accomplishment.

To hold Australia, or those parts of it worth strategic holding, is one thing and to develop it as a base from which to recover lost ground is another.

Allied Preparations

There is an increased demand for offensive action in this theatre of war. Are the Allies prepared to launch a major offensive? It would be necessary first to transport to Australia troops and equipment and more and more planes. The distance is great—twelve thousand miles—and the time is long—forty days.

Australia's task is to hold, to defend and to steadily amass more fighting power until the position of the warring nations in the Southwest Pacific is reversed and Japan is on the defensive.

MacArthur's Objective

General MacArthur in his first public statement as Supreme Commander said: "The President of the United States ordered me to break through the Japanese lines and proceed to Australia for the purpose, as I understand it, of organizing an American offensive against Japan. A primary purpose of this is the relief of the Philippines. I came through and I shall return."

Japan's Weakness

Whatever plan General MacArthur may employ must depend to a great extent on air power. This war is proving that air power has so successfully modified sea power that island fortresses are no longer impregnable. True, the Japanese give maximum attention to the air, but defence of a vast number of island outposts against a strong air enemy would be extremely difficult for Japan because of the extended lines of communication between Japan proper and her newly acquired territory.

Another Struggle

At a moment when American attention is naturally and properly focused on the defense of Australia, says the Christian Science Monitor, the news contains hints that a far larger struggle is about to begin at the other end of the Axis. From Iceland to the Black Sea, from Africa to the Arctic come reports of uneasy preparations to meet Hitler's plans for an all-out attempt to break out of the prison he has made of Europe. In two months American eyes may be fixed even more intently on Suez or Baku than they are now on Port Darwin.

Nazi Activity

New Nazi activity is reported from Norway, Sweden, Morocco, Turkey, and the Crimea. The most common prediction of the military men is that the Germans will concentrate their summer campaign in the region stretching from Egypt to the Caspian. Terrific diplomatic pressures have already been applied to Turkey. It is subjected not only to the threat of a frontal attack through Bulgaria, but of encirclement should the Nazis succeed in driving farther into the Caucasus or to Suez either by way of Libya or via Rhodes, Cyprus, and Syria.

Eyes On Russia

While public attention is centered on Australia it is probable that Allied leaders have been rushing support into the Middle East and to Russia. For three reasons Russia deserves particular attention: 1. It is absorbing far more of Nazi energies than any other front. 2. It is the one place where the United Nations now enjoy the advantage of the offensive. 3. It is the one front where both Hitler's promises and military necessity force the Germans to new efforts.

Need For Offensive

To measure the importance of the Russian front one needs only to think what the picture would be were the Nazis free to use all their power elsewhere. Suppose it were concentrated on Turkey and the Near East, in a new assault on Britain, or a drive toward Dakar and South America! But it cannot be while the Russian front exists. Does not this fact make it plain that Britain and America should either furnish the Russians important help on their front or establish an active front elsewhere which will prevent Nazi concentration on Russia?

For months we have been reading comparisons between German reverses in the Russian campaign and Napoleon's catastrophic retreat from Moscow. In March, 1813, Napoleon's armies had been shattered, routed and driven from Russian soil. In March, 1942, Hitler's forces still hold more than three-fourths of the Russian territory gained in the summer and fall of 1941. The German armies are not yet in a Napoleonic retreat—that is something to remember.

DEPARTMENT OF HIGHWAYS, ONTARIO

ONTARIO

NOTICE TO CONTRACTORS

Separate sealed tender marked "Tender for Contract No. ....." will be received by the undersigned until twelve o'clock noon, Wednesday, April 29th, 1942, for the following work on the King's Highways:

CRUSHED GRAVEL

Huntsville Division

Contract No.		Tonnage
42-342	Highway No. 69, Bala to Parry Sound Boundary	12,000
-343	Road No. 207, Essonville to Hastings County Boundary and Rd. No. 209, Gooderham to Wilberforce	15,000
-344	Road No. 208, Minden to Kinmount and Road No. 209, Kinmount to Gooderham	15,000
-345	Road No. 206, Haliburton to Redstone and Road No. 207, Haliburton to Essonville	12,500
-346	Road No. 401, Port Severn to Honey Harbour and Port Severn to Go-Home Bay	4,000
-347	Minden to Haliburton	22,000
	Parry Sound Division	
-348	Hy. No. 69, Hayes Corner to South Boundary of Parry Sound Div. and Hayes Corner to Rosseau	20,000
-349	Emsdale to Sprucedale	10,000
-350	Golden Valley to Loring	10,000
	North Bay Division	
-351	Highway No. 17, North Bay easterly, 7 miles	7,000
-352	Highway No. 63, Little Jocko River to Timiskaming, and Hy. No. 63, Feronia to northeast, 6 miles	13,000
-353	Highway No. 64, Sturgeon Falls to Field; Field north, and Field to River Valley	13,000
-354	Hagar to Noelville; Warren to River Valley; and Verner to Lavigne	26,000
	New Liskeard Division	
-355	Kenogami to Ramore	30,000
-356	Timmins Back Road	10,000
-357	Kirkland Lake to Quebec Bdry. (Alternative Crushed Stone)	20,000
-358	Englehart to Chariton; Chariton north; and Chariton west towards Elk Lake	27,000
	Sudbury Division	
-359	Sudbury-Capreol Road	15,000
	Blind River Division	
-360	Highway No. 68, Whitefish Falls 5 miles north to 7 miles south	10,000
-361	Highway No. 17, Webbwood west to pavement	20,000
-362	Highway No. 17, Thessalon to Bruce Mines	7,000
-363	Highway No. 17, Sault Ste. Marie, 12 miles north to 30 miles north	15,000
-364	Searchmont Road	7,000
-365	Manitoulin Island, Manitowaning to Shegulandah	12,500
-366	Manitoulin Island, Gore Bay, 5 miles east to 12 miles west	7,000
-367	Manitoulin Island, Kagawong west	4,000
-368	Manitoulin Island, Providence Bay to Tehkummah	5,000
	Fort William Division	
-369	Highway No. 17, Nipigon to Rossport	15,000
-370	Secondary Roads, Pearson and Scoble Townships	20,000
	Kenora Division	
-371	Kenora to Redditt	25,000
	Fort Frances Division	
-372	Highway No. 71, Emo to Slemin	15,000
-373	Secondary Road No. 205, Secondary Road No. 206, and Secondary Road No. 207	25,000

Specifications, information to bidders, tender forms and tender envelopes may be obtained on and after April 2nd, 1942, from the office of the undersigned or from the office of the following Division Engineers:—Mr. C. K. S. Macdonell, Huntsville; Mr. R. E. Richardson, Parry Sound; Mr. C. Tackaberry, North Bay; Mr. V. H. Longstaffe, New Liskeard; Mr. C. F. Szammers, Sudbury; Mr. A. L. McDougall, Blind River; Mr. E. Smith, Fort William; E. A. Kelly, Kenora; and Mr. G. H. Lowry, Fort Frances.

A marked cheque for the sum of 15 per cent of the value of the tender will be furnished by the contractor when submitting tender. Cheque should be enclosed in separate red envelope addressed to the Chief Accountant. A Contract Bond for 100% of the amount of the tender furnished by a Guaranty Company satisfactory to the Department will be supplied by the contractor when contract is signed, or 50 per cent in cash or acceptable collateral.

All bonds must be made out on Departmental Forms.

The lowest or any tender not necessarily accepted.

R. M. SMITH,
Deputy Minister of Highways.

Toronto, Ontario.
March 26th, 1942.

REG'LAR FELLERS—Happy Birthday — By GENE BYRNES