PEP TALK IN EGYPT

Gen. Sir Claude J. E. Auchinleck rallies a group of British soldiers in Egypt from the car in which he has been touring the front since taking over active command of Britain's Eighth Army. Auchinleck's encouraging presence, as well as his strategy, has aided British and American forces to check the drive of Rommel's Axis invaders.

VOICE OF THE PRESS

AN AMAZING MAN

What an amazing man is Churchill! Here he is over in Washington again conferring with the President of the United States. Sixty-eight years of age, carrying the tremendous responsibilities of an Empire, with its arm linked into other countries of the world, and yet he seems to cross the Atlantic with the daring spirit of an early Viking! How many persons, much younger, could live up to such a schedule as he must go through constantly?

—Kingston Whig-Standard

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PRONOUNCING "RATION"

Speaking of rationing, there seems to be some difference of opinion about its pronunciation. The dictionary allows both the long and short "a," but since the military have always used the short "a" that gets the preference, which makes it pronounce "rashoning," rather than rayshoning." Anyhow it seems appropriate, considering the subject, that the "a" should be short.

—Brantford Expositor

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NAZI MOTTOES

In 1940 German propaganda proclaimed, "We have won." In 1941 the motto was: "We shall win." In this year of 1942 it has been again changed, to read: "We must win." Anyone trying to express in a nutshell the development of German public reaction to war events could do no worse than to remember this series of mottoes.

—St. Catharines Standard

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NICE FELLOWS, THOSE HUNS

A German U-boat commander, who used to be consul at New Orleans, torpedoed an American ship, and when the survivors had taken to a small boat he told them to row a certain direction to land. The sailors, knowing their Huns, rowed in the opposite direction—and came to shore safely. Nice playful fellows, those Huns!

—Ottawa Journal

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—Windsor Star

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PERSONAL INTEREST

Everybody seems to know enough arithmetic to figure out what's coming to him.

—Kitchener Record.

—o—

BUDGET EDITORIAL

O U C H !

—St. Thomas Times-Journal

Little Cheap Guns For Second Front

Britain is producing a £2 submachine gun to arm saboteurs and patriots expected to help the Allies open a second front in Europe, it was disclosed recently.

The weapon, which looks like a dime-store version of the Tommy gun, can shoot nine-millimetre German, Italian and French ammunition and has been tested in commando raids on the French coast.

The gun is regarded as highly useful for shock troops and home guards, but its cheapness, military experts point out, makes it an ideal weapon for big-scale distribution to saboteurs.

Fitted with a magazine holding 34 rounds, the gun can fire at the rate of more than 500 rounds a minute, is effective up to 200 yards and has a useful life of more than 5,000 rounds.

Eight magazines go with each gun and when loaded they weigh only eight pounds. The guns will be easy to sow in occupied countries by parachute or by smuggling.

The gun is called the "Sten," a word used to conceal its designers real names. One Royal Ordnance factory is producing them at the rate of three a minute.

A Weekly Column About This and That in Our Canadian Army

When I came home from the last war I heard a lot of grousing about some fellows who had spent the war years working in munitions plants. It wasn't the soldiers who complained—they simply said: "Lucky stiff, that's what I would have done if I had had any sense"—it was the older civilians. They seemed to feel it was wrong for some people to have earned "high wages" while others did the fighting.

Just who should fight and who should stay at home is a hard problem—and one that is really solved only by those who volunteer.

No columnist is in a position to make a forthright statement on the subject because he cannot know all the circumstances that lead to an individual's decision. Neither, I suspect, can anyone be arbitrary on the subject.

But we can all wonder.

And this is the sort of thing that makes us wonder. A few days ago Paul V. McNutt, federal security administrator in the United States, said to an audience at a meeting of the American Medical Association that the United States needs 8,000 doctors every month for the Army and Navy.

He said: "There is an apparent lack of interest on the part of your profession to volunteer because of reluctance to give up private income for army pay."

That was a strong statement, but McNutt is not noted for withholding his punches.

We civilians don't need doctors as badly as will the soldiers when the big battles get under way. For a tummy-ache or a broken leg we can wait a few minutes or hours if the civilian doctors have to spread their talents over more of us. But a shell-torn soldier can't wait. If there should not be enough doctors in the Army to give prompt attention to badly wounded men because too many stayed home to look after us it would be a tragedy.

Perhaps we ask too much of our medical men. We take it for granted that they will come at whatever hour of the day or night we call; we take it equally for granted that they will come whether we have a record of paying our bills or not; and we also take it for granted that they will give quite a bit of their time to free clinics.

The Army needs doctors. So does the Air Force. This year quite a number of young men finished training and new shingles will be cropping up all over the Dominion. Let's hope that a good percentage of these shingles will take the form of pips on the shoulders or rings around the cuffs—I'd hate to think of a Canadian public man making a speech like that of Paul McNutt.

It all gives one very furiously to think!

What are we doing to help along the successful prosecution of the war?

Are we feeling that because there is nothing spectacular we can do that the little things are not worth while? We do, sometimes, and it's too bad.

That old saying, "Mony a mickle maks a muckle," was never more true than when applied to the work of the individual citizen in a war.

Take this business of voluntary rationing, for example. You've heard people say, "We only drank two cups of tea before it was rationed. Even if we do cut down to only one how much shipping space will that save?" It will save very little — but, multiply that one cup by 13,000,000 and see what the saving is then.

Let's work it out. The saving of one cup of tea by every Canadian, taking 200 cups as equalling one pound, means a saving of 32½ tons of tea every day. A ton of tea occupies approximately 100 cubic feet of cargo space—so our one cup of tea saves 3,250 cubic feet.

What can a stevedore do with 3,250 cubic feet?

Well, roughly speaking, that is a pile eight feet high, 20 feet wide and 20 feet long. It would accommodate two Valentine tanks or goodness knows how many cases of rifles or Bren guns. The stevedore could load about 80 one ton aerial bombs in the same space or eight universal Carriers.

One cup of tea a day. Multiply it by 365 days! Not bad? No, it's not bad but it's only a fraction of the cargo space that can be saved if we all of us cut our tea consumption in half!

Of course it isn't spectacular, this voluntary contribution that works no hardship on us, but it is another way in which the Individual Citizen's Army can make it possible for our sons and brothers and sweethearts and husbands to do the spectacular war work because we are willing to stand behind them even in the little things.

LIFE'S LIKE THAT — By Fred Neher

"We'll have to let her go. . . . Customers fall in love with her and can't eat! !"

Interne Japs Who Refused To Work

Japanese workers at Geikie and Decoigne, two road camps near Jasper, Alta., have refused to work, a spokesman of the British Columbia Security Commission said recently, and 13 of the ringleaders have been arrested and are en route to internment at the Canadian immigration detention sheds in Vancouver under guard.

The arrests bring to 29 the number of Japanese now being held. Sixteen others were interned at Vancouver after what appeared to be organized outbreaks at other camps.

The work strikes are in protest against the separation of Japanese men from their families and delays in receiving pay cheques.

"The commission is handicapped in removal of Japanese from the British Columbia defence area," said Major Mellor, spokesman for the commission, owing to the reluctance of citizens in proposed settlement areas to accept the evacuees.

"Many people are blind to the fact that security of the Pacific coast is a national, not a local problem."

An extensive building program to accommodate evacuated families is contemplated in British Columbia and the prairie provinces before the winter, but the size of these operations cannot be determined until Ontario farmers decide how many workers they require on sugarbeet farms.

Approximately 7,500 Japanese remain in Vancouver awaiting removal.

Old Navy Signal "Greek" To Yanks

The old and always welcome signal "Splice the main brace" came from King George's ship after he reviewed British and United States naval forces recently.

American ships all obediently hoisted the same signal but no one knew why.

Then it was explained it meant every British sailor got a double issue of rum to drink the King's health. It was suggested that maybe the crews of the liquorless United States warships got double ice cream sodas.

THE WAR - WEEK — Commentary on Current Events

Black Sea Repair Base Lost When Sevastopol Fell

The fall of Sevastopol, according to the Christian Science Monitor, may have left the Russian Black Sea Fleet without a base where repairs can be undertaken.

All during the months when encouraging news came from Russia concerning the successful stand the Soviets were making against the Nazi advance, naval observers viewed with apprehension the failure to dislodge the Germans from their hold on the Crimean Peninsula, and the attendant threat to Sevastopol, the only adequate base left the Russian Navy in the Black Sea.

This fleet has made no important contribution to the Russian war effort other than presenting a serious obstacle to German domination of the Black Sea. It is composed of a heterogeneous collection of ships, which at the outbreak of hostilities with Germany, consisted of one old 23,000-ton battle cruiser armed with 12-inch guns, five small modern cruisers, three old cruisers, and some old destroyers and submarines.

At various times during the past year the Germans have claimed the destruction of several units of the fleet by airplane bombs, none of which have been confirmed by the Russians. Consequently, no one knows the present strength of the Soviet Black Sea force. However, it is safe to assume that it still has a strength far superior to any other force in that area.

Italian Naval Ruse

At one time there was a rumored attempt to coerce Turkey into permitting certain units of the Italian Navy to pass through the Dardanelles under the guise of having been transferred to the Rumanian flag, but if this effort actually was made, nothing came of it, and the Russian Fleet continued to control the Black Sea.

There is no question but that Nazi strategy includes a drive on the oil producing regions in the Near East, and it may have even the more ambitious design of striking across southern Asia.

Should Japan be successful in its effort to dispose of serious Chinese resistance, it in turn will then be free to begin a push westward, which if successful, would permit these bizarre allies to join hands.

Each will then have access to badly needed raw materials which the other possesses in considerable quantity, and the prestige attendant upon the control of an area extending half way around the world will undoubtedly have a far-reaching effect on their relations with the few nations which have managed to remain uninvolved in the gargantuan conflict that has spread all over the globe.

Despite the former pessimistic opinions of experts, Germany seems to have all the oil and its derivatives that it requires for the stupendous military efforts it exerts at several widely separated war fronts.

"Scorched Earth" Effective

In view of the very effective "scorched earth" policy heretofore carried out by Russia, the Nazis can have no hope of obtaining oil for a long time to come from the Caspian area should it pass into their control.

It would seem a simple procedure to carry oil across the Black Sea from Batum to Galatz and thence up the Danube by oil barge. However, the oil comes from the shores of the Caspian Sea, and Batum on the Black Sea is merely the terminus of a 400-mile pipe line, none of which would be in existence by the time the Germans laid hands on it. In addition, the wells themselves and their facilities would have been thoroughly wrecked.

It appears more probable that Germany's immediate objective in the Black Sea thrust is to deprive Russia of oil rather than an attempt to bolster its own supply. It might also be part of a plan to isolate Russia from United Nations help by disrupting all lines of communication with the outside world.

Rostov, which is almost within Nazi grasp, is located on an oil pipe line whence oil is distributed throughout Russia by rail. With Rostov and Batum in Nazi possession, Russia would apparently have no source of oil, except from the field at the north end of the Caspian, although it is quite possible other unannounced oil developments exist in the interior of Russia or in Siberia

Nazi's Long Lines

If Germany seriously contemplates a push eastward from whichever springboard it acquires, be it Egypt or the eastern shore of the Black Sea, tremendous difficulties in the way of extended lines of communication will be involved. Unfortunately the Nazis seem to be able to maintain seemingly impossible lines of supply and have thrown previously accepted military doctrine concerning them into the wastepaper basket along with numerous other military tenets.

Nevertheless, water transportation remains the easiest way to carry troops and supplies, and control of the Black Sea will permit the quick and uninterrupted transfer of Nazi hordes to Batum and other eastern Black Sea ports. To obtain this advantage the Russian Black Sea Fleet must be immobilized, and one way to obtain this result is to deprive it of bases.

Few Natural Harbors

Unquestionably Nazi bombers have made a shambles of the extensive naval base facilities at Sevastopol, but in the past the Russians have proved very adept in moving manufacturing facilities to safe locations when it became evident that they were thereatened by the forward surge of German armies Consequently, it is quite possible that repair facilities and even one of the sizable floating dry docks at Sevastopol had been moved to some other Black Sea port before German bombs could reach them.

The Black Sea has very few natural harbors of any size, Sevastopol being the only one of consequence. Practically every other harbor in the entire area is sheltered by breakwaters and none are large.

Northern Route Menaced

The situation in the Black Sea has now become critical. In view of recent British and Russian reverses, Turkey, whatever may be its inclinations, will not open the Dardenelles to the British Fleet, In fact, were this favoritism shown, British ships would probably be unable to run the gamut of Nazi planes in negotiating the Aegean and the Dardanelles.

The railroad from Murmansk is already menaced by the Germans. Should their push from Finland be successful, railroad connections with Archangel will be the next objective, and should the Nazis break into the Caspian, Russia will be in danger of losing all lines of communication over which supplies flow from its allies

Turns Out Ship Every Three Days

Canada is now turning out a new merchant ship every three days, and during the month of June ten will have been launched as compared with five in May, Hon. C. D. Howe, Minister of Munitions and Supply, revealed recently.

In the program, Canada is supposed to provide 1,000,000 tons of merchant shipping this year, mainly of 10,000-ton deadweight vessels, with some 4,700-ton ones.

Up to the present in merchant ship-building, the Dominion has 20 of her 10,000-ton cargo vessels in actual service. She has 17 more launched and in the water, and being fitted. There are 33 more building, together with seven of the 4,700-ton type.

When the program got under way there were only eight berths capable of holding the 10,000-ton ships in building. Now there are forty, with eleven more for the 4,700-ton vessels, stated Howe.

Of the merchant ships being turned out, 95 percent of the labor and materials, including steel, is Canadian. One of the 10,000-ton vessels can be launched in eighty days, and made ready for actual seafaring in another thirty-five days.

REG'LAR FELLERS—A Sad Case — By GENE BYRNES