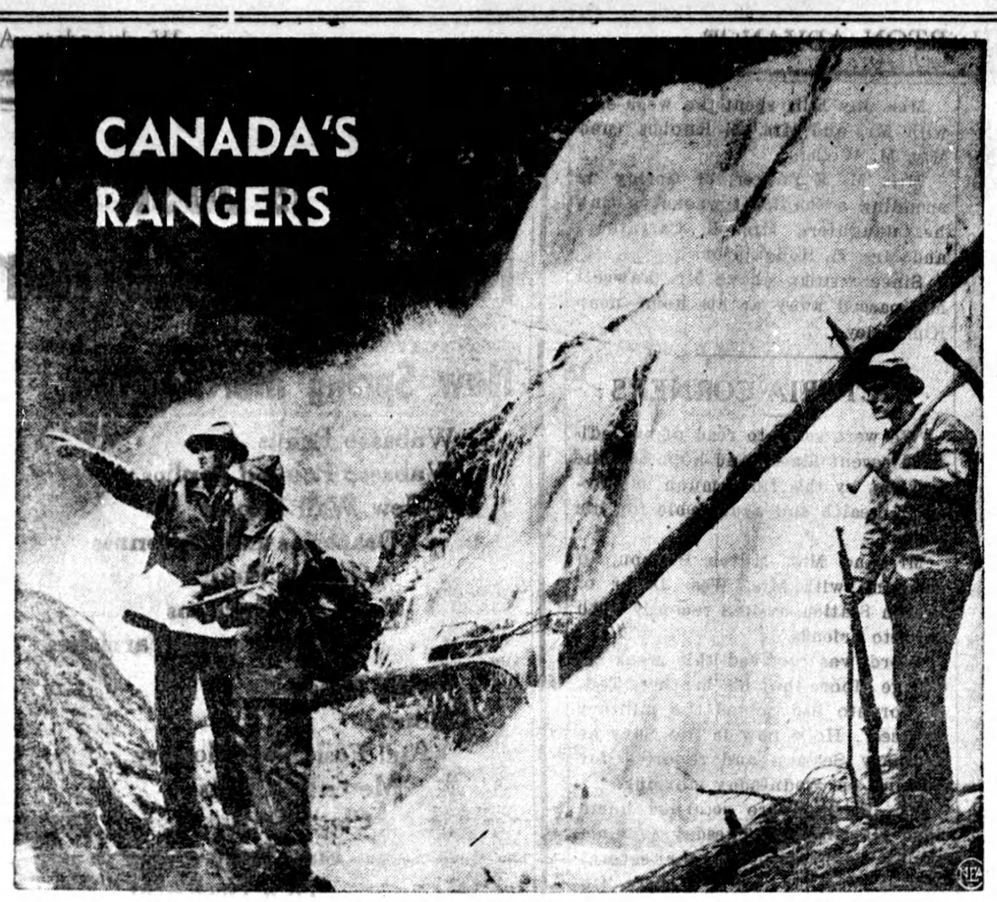


...a guard against any enemy attack on the wooded British Columbia shore are these Pacific Coast Militia Rangers. Armed with rifle, axe and map, these Canadian sharpshooters patrol the picturesque western wilderness where a foe might conceivably hide. They are also trained for guerilla warfare.

VOICE OF THE PRESS

BEER PROBLEM

One of the most amusing spectacles of this period is presented by the individual who was a rabid champion of all-out war a few months ago but who now threatens a revolution if he has to sacrifice his normal intake of beer.

Why should beer escape rationing when real necessities of life—from which it is most distinctly excluded—are in such short supply that they are distributed by coupon?

—Brockville Recorder and Times

—o—

EXPERT SPOTTERS

Women will be trained as aircraft spotters, in order to teach the art to male members of the Royal Canadian Air Force. They should do a grand job. Anyone who can, after a two-second glance, tell the color, material, style, and even the probable price, of every stitch another woman is wearing, is just naturally cut out for that sort of work.

—Windsor Star

—o—

THE THREE H'S

This Spring and Summer it will be the patriotic thing to drop the three R's in favor of the three H's — hoeing, hitching and harvesting.

—Stratford Beacon-Herald

—o—

LOOKING AHEAD

Travelling aboard the future sky-train, which is to consist of a string of gliders, an experienced wirewalker can easily get back to the diner.

—Winnipeg Tribune

—o—

REASON WHY

A commanding officer cannot have his wife with him at the front because he is expected to be the commanding officer.

—Brandon Sun

—o—

R. A. F. PUN

A young wife was recently accused of running away from her R. A. F. husband. A bolt from the blue.

—Montreal Star

—o—

ANALYSIS OF LIFE

Every day more people find out that life is what you make it rather than just what you make.

—Kitchener Record

Dutch Seacaptain Outwits Germans

A high official of the Pan-American Lines vouches for this story of a Dutch captain of a seagoing tugboat whose craft was commandeered when the Germans took Holland, writes Walter Winchell. His task, the Nazis informed him, would be to tow a string of barges loaded with German soldiers out into the turbulent Channel each day so that they could get used to seasickness, in preparation for the coming invasion of England. Day after day he cheerfully escorted his unhappy cargo to the most violent parts of the Channel, got them good and ill, brought them back.

Finally the captain suggested to the commanding officers: "Why not have the soldiers get used to actual invasion conditions by taking them out at night instead of in the daytime?" They agreed.

Next night, the captain took out his string of six barges, towed them near enough to the British coast to ensure their capture and cut them loose. Then he made for the open sea and reached Bermuda, where he now quietly plies his tugboat trade.

THE WAR · WEEK — Commentary on Current Events

Europe Is Hitler's Fortress: Is It Impregnable To Allies?

How strong is the Festung Europa that apparently plays so prominent a role in German defense plans? What parts of it are nature-built and where had the "Organization Todt" to fill in gaps with man-built fortifications? Where are its slopes and outposts that can be abandoned without inviting catastrophe, and where are its main lines that must be held at any cost?

A careful study of the many complicated factors involved leads to the conclusion that unless their resources are too seriously strained in Russia or North Africa or their war industries and inner transport lines too badly damaged by aerial attack the Germans have at their command a "last-ditch" fortress that will be able to withstand everything but the fullest possible striking power of the United Nations.

From behind their far-flung European battlements the Germans will be able to make large-scale military sorties, says Ernest S. Pisko in the Christian Science Monitor. The plains of France and Belgium, and those at the foothills of the Alps and the Carpathians leave ample elbow-room for ambitious offensive-defensive maneuvers. Moreover, while a retreat to the Festung Europa would bar Hitler from the Atlantic and the Mediterranean, it would keep North Sea and Baltic ports in his possession. The submarine warfare would go on.

Forts Rushed by Germans

No particular knowledge of military strategy or tactics is necessary to know that only in the South and Southeast of Europe does a natural defense line exist. This line runs from San Sebastian at the Spanish-French frontier straight across the continent to Bulgaria's Black Sea coast.

It is formed by the Pyrenees, the Alps, the Dinaric Alps, the Bulgarian mountains, and the northward-bent semicircle of the Carpathians, and is interrupted only along the 300-mile stretch of France's Mediterranean coast.

However, the situation is different at the eastern, northern and western fringes of Europe. Except for the Pripet Marshes which make part of the Polish-Ukrainian frontier impassable, the borders of the continent are relatively easy to invade unless protected by man-built fortifications.

The German High Command, in preparing to meet an invasion from whatever direction it may come, has been building fortifications at a frantic pace from the barren fjords of Norway down to France's lovely Cote d'Azure.

Norway and Low Countries

In Norway, apart from tens of thousands of native labor conscripts, some 200,000 Germans, 50,000 Russian prisoners of war, 11,000 Italians, and lesser numbers of Poles, Czechs, Danes, French, Belgians, Dutch and Serbs are employed in the building of fortifications. Kristiansand, Stavanger, Bergen, Trondheim, and Narvik have been strongly fortified and it has even been rumored that the Germans built a defense line somewhere across Norway.

The extent of anti-invasion preparations in Holland can be gathered from the fact that during the last few months almost the entire civilian population has been removed from the coastal areas. Large sections of the waterfront cities were torn down to make room for mine-fields, tank traps, concrete pill-boxes and gun emplacements. Reports from The Hague indicate that the Dutch Capital looks worse now than Rotterdam did after the air bombardment in May, 1940.

The coastal defense zone in Belgium is said to be 15 to 20 miles deep. Here, too, civilians have been either evacuated farther inland or drastically restricted in their movements. New fortifications have been erected in the Province of Namur along the Meuse River in order to check a possible Allied attack from Northern France.

The Coast Defenses

The Channel coast and the Atlantic coast of France were fortified in 1941 and 1942. The whole shoreline is studded with concrete gun emplacements of all calibers. After the Allied invasion of North Africa the defense zone was extended to the Mediterranean coast.

Workers of the Organization Todt are said to be working on a defense belt some 300 miles long and five miles deep. A second line of fortifications was built between Lille and Amiens, running southeastward along the former border of unoccupied France up to Switzerland. There is, in addition, still the old "Siegfried Line" or "West Wall," built in 1938-1939, which guards the German frontier against attacks from French territory.

In Italy, where the coast line is too long to be fortified properly in its entire length, the main work was done on Sicily and on the southeastern tongue of the peninsula guarding the entrance to the Adriatic Sea. The second line of defense runs far up in the north along the former Austrian-Italian border.

Fortifications are being built in southern Greece, and Salonika, at the mouth of the Vardar Valley, has been transformed into a formidable strongpoint.

Munitions and Fuel Stored

Similar work is going on in Thrace, Macedonia, Serbia, Albania and on some points of the Dalmatian coast. Neither has the Nazi defense program neglected such European island-outposts as Sardinia, Crete, and the Dodecanese.

Weapons, ammunition and motor fuel are being transported in large quantities to all strategic points. Except for gasoline, the strain on the Reich's reserves is not as heavy as one might presume. The booty from early Nazi conquests now comes in handy. Large caliber artillery pieces from the former Czechoslovakian border fortifications and the French Maginot Line are now in position at the fringes of Europe.

However, all this extensive work does not mean the German High Command contemplates defending the whole of Europe. Such a proposition is ruled out by sheer lack of manpower. Most of the newly built defenses are intended to delay rather than to stave off the attacker.

Areas of Abandonment

Moreover, it is reasonable to assume that German plans envisage the abandonment of considerable parts of Europe. In this category belong Sardinia, Italy with Sicily, the coastal region of Croatia, Montenegro, Albania, Greece, and even some portions of Bulgaria.

In the North, Norway, Finland, Estonia, and about two thirds of Latvia are likely to be written off. The same applies to a goodly portion of France and Belgium, while Holland and Luxemburg can be expected to be defended with extreme tenacity.

Thus, the innermost fortress wall, that is, the line where the Nazis will throw in every last bit of their strength, runs roughly from the Dutch-Belgian border region southeastward, protecting the Ruhr Valley, then southward somewhat inside France to Besancon, skirting the Swiss frontier, including Lyon, and from there taking a sharp turn to the East along the Alps, through Austria, then through the Yugoslav mountains southward to Nish, and northward along the Carpathians up to Cernauti and either via Brest-Litovsk to Memel, or taking the Pripet Marshes in its stride, up to the Dvina River and to Riga.

Lone Fighter Pilot Defends The Fleet

Mighty Mediterranean Fleet Air Arm Grew From Single Fighter Pilot

A single fighter pilot was the sole air defence for the entire British Eastern Mediterranean fleet for a time during the early part of the war, the Admiralty disclosed recently.

From such a humble beginning grew the mighty fleet air arm which, with a daring surprise attack the night of Nov. 11, 1940, struck a paralyzing blow at the Italian fleet as it lay at anchor in Taranto harbor.

The story was told for the first time by the Admiralty in a booklet "East of Malta and West of Suez," which detailed the work of the Eastern Mediterranean fleet in the first 18 months of the war.

This fleet was without aircraft carriers for the first nine months of war, the Admiralty said. Then, in May, 1940, the 20-year-old carrier Eagle — since sunk — arrived from the East Indies.

The Fleet Is Saved

She had two squadrons of torpedo-carrying Swordfish planes and later acquired four Gladiator fighters as the basis for a fighter squadron.

But there was not a fighter pilot aboard. So for a while the flying master of the Eagle, Cmdr. C. L. Keighley-Peach, went up alone to defend the entire fleet.

On one occasion he went up with a bullet still in his thigh from a previous encounter and shot down an attacking enemy plane.

Later Cmdr. Keighley-Peach trained two of the bomber pilots aboard the Eagle as fighter pilots, the booklet said, and between them they destroyed 11 enemy aircraft and "somehow contrived to preserve the fleet from a major casualty."

"In the eary days of the war our naval forces achieved on sea the sort of thing that the R.A.F. did in the Battle of Britain," it added.

Montgomery: "Forward To Tunis; Drive The Enemy Into The Sea"

(By a Staff Correspondent of The Christian Science Monitor with the Allied Forces in North Africa)

On the eve of the battle now surging along the Mareth line, General Sir Bernard L. Montgomery gave the troops the following message:

"On the fifth of March, Marshal Erwin Rommel addressed his troops in the mountains overlooking our positions and said that if they did not take Medenin and force the Eighth Army to withdraw, then the days of Axis forces in North Africa were numbered.

"The next day, the sixth of March, he attacked the Eighth Army. He should have known that the Eighth Army never withdraws, therefore his attack could end only in failure—which it did.

"We will now show Rommel that he was right in the statement he made to his troops.

"The days of Axis forces in North Africa are indeed numbered.

"The Eighth Army and the Western Desert Air Force, together constituting one fighting machine, are ready to advance. We all know what that means; and so does the enemy.

"In the battle that is now to start, the Eighth Army will destroy the enemy now facing us in the Mareth positions, will burst through the Gabes gap, will then drive northward on Sfax and Sousse and finally Tunis.

"We will not stop or let up till Tunis has been captured and the enemy has either given up the struggle or been pushed into the sea.

"The operations now about to begin will mark the close of the campaign in North Africa. Once the battle starts the eyes of the whole world will be on the Eighth Army and millions of people will listen to the wireless every day—hoping anxiously for good news. We must not let them be anxious. Let us see that they get good news and plenty of it every day.

"If each one of us does his duty and pulls his full weight, then nothing can stop the Eighth Army. And nothing will stop it.

"With faith in God and the justice of our cause, let us go forward to victory.

"Forward to Tunis. Drive the enemy into the sea!"

Nine Out Of Ten Say "Rash-uhn"

With all the talk about rationing, says "The Pleasures of Publishing," it is inevitable that people who say ray-shuhn should be irritated by hearing others say rash-uhn, and vice-versa. The note under "ration" in "War Words: Recommended Pronunciations" by W. Cabell Greet offers comfort to both sides.

The ray-shuhn group are following the tendency of speakers of New England and the northeastern sections of the country. The rash-uhn crowd are in a goodly company which includes President Roosevelt, Winston Churchill, James F. Byrnes, director of economic stabilization; Leon Henderson, Elmer Davis and Eddie Rickenbacker. In fact, if you use rash-uhn, you are going along with probably nine out of ten Americans in all walks of life, as well as with the British (whose dictionaries are inclined to ignore ray-shuhn); but if you prefer ray-shuhn, we can't call you wrong. It seems to be purely a matter of individual choice. Live and let live, we say.

Bigger And Better Nazi Submarines

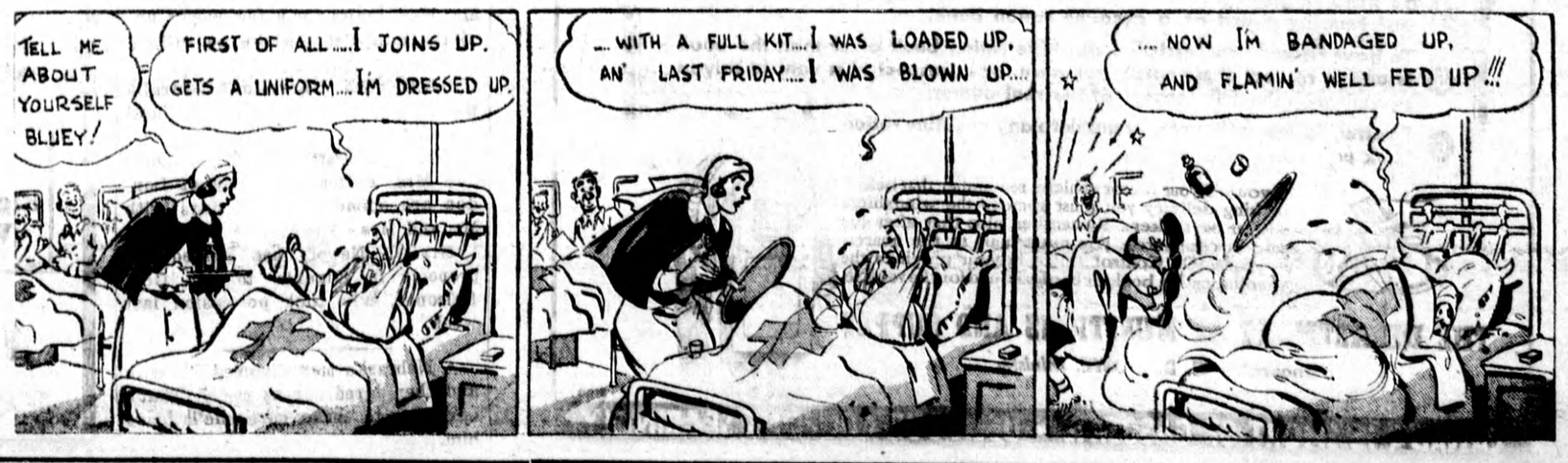
The submarines Germany is using today are as far ahead of the U-boat that sank the Lusitania in 1915 as the four-engine bomber is ahead of the Sopwith Camels that lumbered over the German lines 25 years ago, says The Cornwall Standard-Freeholder.

They are better than 200 feet overall with a 20-foot beam and a submerged displacement of 882 tons. They carry 12 to 13 torpedoes plus a quick-firing gun of four-inch calibre or larger. Carrying 45 men, they can cruise on the surface at 17½ to 20 knots and have a range of 14,520 miles. They have a double hull with oil compartments between to absorb the shock of depth charges and deep water. This construction permits them to withstand the pressure of 100 fathoms or 600 feet of water and makes it necessary to lay a depth charge within 15 or 20 feet to send the U-boat still deeper on a one-way trip to the bottom. Germany is turning out 25 to 30 a month.

Food Is Ammunition

It's up to us now to get out and dig. The people of Britain did. Cabbages grew in the heart of London. Lettuce sprouted on the tops of bomb shelters. Hands that swung the golf club reached to pick up the hoe. Nimble fingers that danced over typewriter keys took on the task of weeding.

LIFE'S LIKE THAT — By Fred Neher

"Now if I come in for any more chocolates this week, don't you let me have any."

Bluey and Curley of the Anzacs — "Now he's confessed up." — By Gurney, (Australia)