

# The Porcupine Advance

TIMMINS, ONTARIO

Members Canadian Weekly Newspaper Association; Ontario-Quebec Newspaper Association; Class "A" Weekly Group  
TWO PHONES—26 and 2020

Published Every Monday and Thursday by

GEO. LAKE, Owner and Publisher

Subscription Rates:

Canada—\$3.00 Per Year. United States—\$3.50 Per Year

Timmins, Ont., Thursday, July 31st, 1941

## GASOLINE RESTRICTIONS

With the new restrictions in regard to the sale of gasoline in force less than a week, it may be too early to suggest either that the voluntary plan may prove successful or that it will be necessary to institute some definite form of rationing of gasoline. Rationing of gasoline would no doubt be the fairer method, if the regulations were enforced without fear or favour or political partisanship, but it might as well be admitted first as last that no form of conscription is likely to be just and equitable so long as there is a strictly partisan government in power. No matter how high the ideals of some of the leaders may be the machine element of the part of a party will never allow the government to forget that it is a strictly party affair and so must not, can not, forget its friends. Those who watched the situation on Sunday, the first day on which the new regulations were in force, were not able to notice any particular decrease in traffic. Indeed, many people—perhaps expecting a reduction in motor traffic on the first gasoline-less Sunday—thought there was even more than the usual running up and down of cars. One man watching the traffic with the idea of estimating whether it was greater or less than on previous Sundays was surprised at the number of trucks in use on the day. He was under the impression that trucks were not supposed to travel the roads on Sundays, and he considered that their number on Sunday seemed to emphasize the idea that it is a difficult matter to regulate motor traffic, either by appealing to the motorist, or by having a law. The majority of good fellows who run motor vehicles observe the spirit of the law as well as the letter, and in reality need much less law than there is. They are always ready to go further than the law to protect and convenience the people, and to these motorists—who are well in the majority—the letter of the law is sometimes an injustice.

One of the troubles with affairs like this gasoline restriction is that the good fellow may be penalized by his desire to observe the spirit of the law. At the least he may encounter difficulties and doubts as to his position. For example, motorists have been advised to dispense with the use of as many cars as possible. The suggestion was that if two or three people were using separate cars daily between the same points, the group could continue to use the one car and so conserve gasoline. Of course, few men are in position at the present time to supply the gasoline regularly to run neighbours to and from work, yet there are sections of the law that make it an offence to accept money directly or indirectly for carrying passengers where there is no license held for that privilege. Attorney-General Conant this week made it plain that the provincial police were not to be used for the penalizing of those who sought to meet the urgent request of the Dominion government for the reduction of the consumption of gasoline. In effect, the Attorney-General said that in cases where several combined to travel in the one car to save gasoline, it would not be held against them as a breach of the act if they shared between them the cost of the gasoline. He added that the bus companies were showing a fine patriotic spirit in the matter and were not disposed to press any legal rights they might possess in this direction. In Timmins, Sudbury and Kirkland Lake, this matter of private cars carrying passengers for pay has been an issue on one or two occasions. In ordinary times, the bus companies have some rights in the matter. They pay high license fees for the privilege of carrying passengers. It is not fair, of course, that others should enjoy a regular business in the same line without paying the required license fees. In the mining areas, it has always been suspected that there are many cases where at least the cost of the gasoline is shared by those who make a practice of riding in the one car. Where there is nothing more than this the bus companies have made no effort to call for the strict letter of their rights. Where the case becomes a matter of a regular competitive business, it is a different question. There has to be fair play on both sides. There should be fair play on both sides in the matter of this plan for conserving gasoline. It would seem that so long as it is a matter of the actual saving of gasoline, the bus concerns will have to view the matter in as broad a patriotic light as possible, but on the other hand the passengers and drivers of private cars must also be concerned chiefly with the saving of gasoline, rather than the making of the odd dollar.

## THE LATEST WAR

In the present war, it seems that one new war follows another. A few weeks ago, the newest war was the invasion of Russia by Germany. There were many experts who held weeks ago that Germany's treachery to Russia was a serious mistake on the part of the Nazis. Events seem to justify this theory. It appears at present as if

Germany will get little but loss and grief from its invasion of Russia.

The new war to follow the Russian invasion is the entry of Japan into another war. Japan now, like Germany, is fighting on two fronts, and soon may be battling—for a time—on half a dozen fronts. It is evident now—even to Japan—that the attempted conquest of China was a serious mistake for Japan. After years of fighting Japan seems further than ever from subduing China. Japan is said to have spent \$6,500,000,000 on the war in China. It would have been better for Japan to have thrown the money into the sea, for then she would have lost only the money. As it is, she has lost a million of her men, with 1,500,000 tied up in the territory overrun. She has also lost standing among the civilized nations of the world, with no compensating advantages. It might be thought that Japan would take a lesson from the disaster in China, but that is not the way with nations that go military mad. Instead, there is the impetus to attempt new reckless ventures to cover up the failures. In addition the war in China has so pauperized Japan in men, in materials and in supplies, that something has to be done. Accordingly there is the invasion of Indo-China and the threatened attack upon Russia, the Netherlands East Indies, Singapore, and what-not, are as desperate as the Nazi invasion of Russia. The attitude in each case is such a defiance of fate as seems to promise no possible ultimate success. Sir Archibald Hurd, recognized as an authority, sums up the situation in these words:—"Japan's position in the event of active war with Britain and her allies would be an unenviable one, (particularly as the United States would inevitably be drawn into action). Japan stands at the crossroads of her destiny. If she decides to play her part as one of the Axis Powers, she will place her whole destiny at the hazard, with the economical and naval odds heavily against her, and as the Japanese government knows, with a home front which has been weakened by the sacrifices which the population has been forced to make for the conquest of Manchuria, and the attempt to overrun China. China continues to bleed Japan of men and treasure, and now has the support of the British and Americans, as well as Russia, in her resistance against her aggressive neighbour."

The new war, if Japan carries it on, will be only a diversion—a diversion that will mean the ruin of Japan—but that will not materially hinder the victory of Britain and her allies.

## WORRYING ABOUT NAMES

A local gentleman writes to ask which is the proper name to call a man from Timmins—a "Timminsite" or a "Timminsonian?" It seems to be an odd time to worry about such a matter, but, perhaps, worry over such things relieves anxiety in regard to more important matters. If there is room for question in regard to folks from Timmins what about men from some other places in the North. What would you call a man from Cochrane? A Cochrane? Or a fellow from Kapuskasing? Or one from Iroquois Falls? What about a resident of Swastika? And you'll be little better off phonetically by letting Hitler have the name and calling the place Winston. Then, there's Porquus Junction! Try a short name for a man from that town! And don't bring up the case of Haileybury. The answer to that one would be that to use the word "Haileyburian" would be to call to mind the name of the noted newspaper, rather than a designation of a resident of the famous town. It is true that a man from Cobalt might be termed a Cobalter. But he never was in the old days. The truth is that few town names lend themselves to easy and agreeable names for their citizens. But does it matter. Toronto once attempted to have its citizens classed as "Torontonians" but the closest the outside world came to that was "Hog-Towners." Just what use a euphonious name for a citizen would be may be left to the fancy. For instance, if you wanted to attract the attention of a man from Timmins on a Toronto street, it would be no use calling "Timminsite" or "Timminsonian". He would be round the block before you finished. If he didn't stop at a yell of "Timmins," it would be as well for you to buy your own beer. If he were an old-timer "Corrugated!" would stop him in his tracks. If he wasn't an old-timer he might not be interested. After the war is over, it might be an idea to stage a contest for the best name. In the meantime, even Emily Post will not think it improper to refer to a resident of Timmins as a "gentleman of Timmins," "a man from Timmins," or "a geysir from Timmins." It won't take too much time, and it won't sound any worse than you wish it, and that should be the idea.

## GRAVEL AND SAND—AND PLACER

Recent headlines in the newspapers said:—"United States Freezes Japanese Assets." "Britain Freezes Japanese Assets." "Canada Freezes Japanese Assets." "Japan Freezes British Assets." All of which is queer talk for this kind of weather. Of course, electrical refrigeration is the order of the day.

One trouble about the government is that it can't make up its mind. First, it wasn't going to have any rationing of gasoline. Then it was going to have rationing. Then, again it wasn't. At last, in disgust the government said to the people: "Oh, go ration yourselves!" or words to that effect. With that settled that way, the next thing was the using of gasoline at nights and on Sundays. At first the government said that it wanted the use of gasoline at nights and on Sundays reduced

to the minimum. Then it decided that it would be all right to buy a supply of gasoline to carry over the time of prohibited sale of gasoline, provided the stuff so bought was stored in approved cans. Next the government decided that to sell gasoline in that fashion would be to nullify the whole plan. So there you are, but where are you?

There have been a number of slogans in this war and a number of suggestions for inspiring morale at home and abroad. The latest is the very general use of "V" for victory. That "V" has been painted, printed, chalked, photographed, scribbled and scrawled on nearly everything. It has been sounded in the Morse code. It has been played over the radio. It has been introduced into advertisements and used as the "ears" for newspaper headings. The Advance has nothing to say against it. The "V" for Victory may have a valuable psychological effect. The very fact that Germany has attempted to offset it by stealing the scheme would suggest that it is feared by the Nazis. But still The Advance believes the best motto, the best slogan, the best inspiration that will put the "V" and all the other letters into

## King's Counsel Asks If Beer Should Have Priority Over Bombs

### An Open Letter to the Minister of Finance.

Objecting to the government's expenditure of \$550,000 on the purchase of a brewery at a time when bombs and bullets are the nation's need, J. D. Montgomery has written as follows to the Minister of Finance: The Honourable Mr. Halsey, Minister of Finance, Ottawa, Ontario.

Dear Sir:

I was pleased at last to receive yours of the 9th in answer to mine of the 14th of June.

If the matter of the Brading Breweries (a subsidiary of Canadian Breweries Limited) was not so serious the reason for its acquisition at this time, would be ludicrous. You did not, I think advisedly, try to controvert any of the pertinent matters alleged as facts in Mr. Reid's article.

In September, 1939, Canada, following the lead of Great Britain, declared war on Germany and it was realized that all our resources were required for its prosecution—armaments and munitions the paramount consideration.

Yet in 1940, Brading Breweries properties were acquired by the government. You state in your letter that "sooner or later" it will be required by the government, it appears, for beautifying Ottawa. The year 1940 was a critical year and 1941 is more so. I quote from an article appearing in the Financial Times, Montreal, issue of June 11th, 1941, a lame, ill-advised attempt to justify the purchase. "In the summer of 1940, the company asked the government to either drop the expropriation and return the property to the company, etc., etc." Why was expropriation not dropped for at least the duration of the war?

It also appears that the government had acquired other properties for the like purpose within 150 yards of the brewing property—why skip the 150 yards and pick on brewery?

The compensation, \$550,000.00 was apparently paid on the 24th of April on the eve of a strenuous "scrape the bottom of the barrel" drive to get funds for "tools" to carry on the war.

According to the above article Breweries in 1940 proposed extending its plant and has now (July, 1941) applied for permission to do so following an order in council as a war measure restraining all such buildings. Possibly such application is based on the claim that "Brading Old Stock" beer is paramount and entitled to priority over bullets and bombs!

Loan has followed loan for war purposes and many more loans from Canadians or elsewhere will be required. Taxes have been piled on taxes on nearly all classes, even a contemptible tax on some domestic servants who are maintained in their employer's residences—a so-called living-in-tax, yet \$550,000 is spent to beautify Ottawa at some time in the distant future.

I understand the brewery people are still in possession and in operation and desire, as above stated, to extend their facilities, so I would ask you to let me have, promptly, a copy of the document or documents pertaining to such occupation and let me know if the Government of Canada considers this purchase for adornment of Ottawa & considered a war measure and that beer is a war time "priority."

The acquisition of this property is, I assert at least under war conditions, unjustified and improvident and in the words of the Immortal Bard "rank smells to Heaven" (Hamlet). The "smell" should be ventilated in the house.

Anticipating an early reply, I am Yours very truly,  
J. D. Montgomery.

## King's Counsel Asks If Beer Should Have Priority Over Bombs

mon to defy the British navy? What is Germany's total military strength? Willi Frischauer, the noted Vienna journalist, who took refuge in Britain when his country was invaded by the Nazis, has kept contact with many responsible personages both in Austria and Germany. In the article below, the Vienna journalist reveals where Hitler's legions are lurking today.

(By Willi Frischauer)

Official Nazi spokesmen insist that "Germany is a nation armed to the teeth." Implying that every male German is a soldier, trained and armed. This is not true. With her 80,000,000 population, Germany has a greater potential in manpower than Britain. Yet the highest estimate of German troops is 8,000,000 men. That would not compare too unfavourably with the 4,000,000 men (including home guards) Britain will soon have under arms. Yet even 8,000,000 is an exaggeration.

Germany has not more than 225 divisions (usually 20,000 men each), making a total of 4,500,000 men. To this I should add another 1,500,000 men, including S.S. (Nazi black guards), most of whom have been incorporated in the Reichwehr. That means 6,000,000 Reichwehr men.

This is how these men are distributed, subject to fluctuations and changes that rarely remain hidden for long. Seven hundred and fifty thousand men are stationed in Norway. Most of them belong to the Nazi army of occupation, which was more than 1,000,000 last September, when Hitler prepared to invade Britain. Lately it was reduced to 350,000, and has recently been increased again by another "invasion force." None of Germany's 10 armoured divisions and only one of her 13 tank divisions is in Norway. This division consists of light tanks with one or two men to each, to be carried—tank an all—by transport aircraft.

Denmark, unarmed and defenceless is held by an army of 50,000 second-rate German troops, chiefly reservists and older men. Holland and Belgium have become armed camps. The number in the low countries fluctuates, but it is never much below 1,000,000. A third of these men are picked invasion troops part of a grand total of 700,000 men, the rest of whom are in France. These men are still being trained in invasion tactics.

**Big Force in France**

Tank units and a large number of troops are engaged in purely defensive work—anti-aircraft defences, coastal defences, and guards against civilian troubles. Greatest contingent of the Reichwehr is in France, where the Nazis have nearly 2,000,000 men. Only a third of them—the invasion army and some crack divisions stationed near the Spanish border—are first rate troops. The rest are reservists.

A large proportion of the army is engaged on defensive tasks: heavy artillery, in which Hitler puts more trust than is generally realized, the cross-channel guns, with their crews, technicians, engineers and labor corps.

Rumania is the base of Hitler's Balkan campaign. Recent developments have shown that 350,000 men, including two or three armoured divisions are maintained there, while German troops travelling through Hungary (where they often stay secretly for a fortnight), technicians, experts, "migration" organizers in Yugoslavia and Bulgaria bring the strength of Hitler's Balkan army to 500,000 men.

Two and a half divisions of German troops in Italy, waiting for a chance to jump on to Africa, are likely to be increased as Mussolini's position deteriorates. Hitler's army of occupation in Poland is busy enforcing obedience and acting as a guard against Russia. Equipped as well as any that the Nazis can put into the field, this force of 1,300,000 will not be withdrawn or diverted while the war lasts.

Few experts remember that Hitler keeps a considerable force inside Germany. In a sense, this is an army of occupation, but many divisions in Southern Austria, in Czechoslovakia are ready to go where they are most needed. Total figure includes men under training, Leipzig, Munich, Berlin, Koenigsberg and Vienna are the headquarters of Germany's home army.

Hardly two experts agree on numbers, quality or disposition of the Luftwaffe. Few have taken the trouble to look into the technicalities of Germany's air force, without which you can never arrive at a dependable estimate.

**Sets Lower Figure**

Nazi propaganda supports uninformed experts who believe that there are vast numbers of men and machines at Goering's disposal. A few weeks ago American newspapers were suggesting that Germany had 70,000 aircraft, half

## Questions Power of Germany's Vaunted War Machine To-day

### Where Hitler Forces are at Present Time.

Is Hitler really able to darken the sky over Britain with thousands of Nazi bombers? How many million men can the Nazi high command employ in all the theatres of war? What kind of naval craft can Admiral Raeder sum-

Victory are the noble words of the noble king of Britain:—

"Put into your task whatever it may be all the courage and purpose of which you are capable. Keep your hearts proud and your resolve unshakable. Let us go forward to that task as one man, a smile on our lips and our heads held high, and with God's help we shall not fail."

The other night a slightly inebriated gentleman outside a local beverage room expressed his indignation at the new gasoline regulations. "Ration gasoline!" he roared, "next thing they'll be rationing beer!" He was mobbed! But he escaped into the beverage room! There, he bought the beer for the crowd, and quiet and peace reigned again.

Scientists have perfected a magnifying glass that makes a human hair look like a wide street, while there are telescopes that make worlds as large as this one appear as mere dots in the sky. The trouble is that some fellows use the magnifying glass to look at themselves, and the telescope to view their fellows.

of which, they claimed represented first-line strength. These figures have no relation to reality. Even the generally accepted estimate of 40,000 machines is misleading if it is considered to represent first-line strength. At no time can the Nazis put more than 9,000 machines into combat on all fronts. At best they will have only 4,000 machines available against this continent.

The Luftwaffe consists of Staffeln (squads) of 12 machines, with three reserves each. Three squadrons form a wing, three wings a group. Groups, consisting of bombers, fighters and reconnaissance machines are formed into air divisions, consisting of three bomber groups, one fighter group, and a reconnaissance wing. And corps are attached to the divisions to complete an air fleet.

Germany has seven air fleets: in Eastern Germany, in Belgium, Northern France and Holland (under the command of Kesselring); in the west of France (under Sperrle); in Vienna (under Loehr); in Northern Holland, North Germany, Norway (under Stumpff); in Rumania (for the Balkan offensive); Italy, Sicily (operating in the Mediterranean). Each of these air fleets totals about 1,700 machines, 1,000 of which are bombers, 520 fighters and the rest reconnaissance machines. At no time has such an air fleet much more than two-thirds of its strength ready for battle. Remainder are under repair, being overhauled and rested. To these figures must be added at least 1,000 naval aircraft, a fleet of 3,500 transports, 5,000 training machines and odds and ends of every description.

Without increasing the operational strength of the air fleets, you must take into account a reserve amounting to nearly 50 per cent. of the actual strength, including half-finished machines. Nazi airplane production, estimated at between 2,000 or 3,000 a month, has not exceeded the extremely heavy losses since the outbreak of war.

**Estimates Loss**

A British expert has estimated Nazi losses in the air at 24,000. While three men (on the average) are needed as a flying crew, 10 men are needed on the ground to maintain the machines. This represents a difficult problem. Germany has only about 250,000 men available for the service. Considering this in conjunction with the number of flying fields at the disposal of the Germans, it is easy to see why the force of aircraft that can be launched against Britain at one time is limited. As far as it can be called a fleet, the Nazi navy consists mainly of heavily armed surface craft, Scharnhorst and

Gneisenau, each 26,000 tons were the pride of the German navy. But Gneisenau fled hastily when challenged and hit by a British battleship; and little has been heard of the Scharnhorst since she was bombed by the R. A. F. Recently the two 35,000 toners—Tirpitz and Bismarck—were put into service but Bismarck is lost. Rest of the grand fleet are cruisers of Koeln and Leipzig class, and a few flotillas of destroyers. Commerce raiding is the chief task of Hitler's fleet of U-boats, which he is trying to increase by a vast building program. Although all U-boat sinkings are not announced by the admiralty, there is reason to believe that Hitler's building program cannot keep pace with his losses.

Nazi spokesmen boasted that Germany would have a fleet of 300 U-boats. It will not reach half this figure, yet it is a formidable force. U-boats have taken a heavy toll of British shipping, but the British navy will defeat them, as it has surmounted every obstacle to an uninterrupted flow of British shipping. Meantime it is doubtful whether more than 30 U-boats can operate at one time.

Rest of Hitler's fleet are all the paraphernalia of invasion—barges, diesel engine self-propelled; Dutch coastal and channel steamers; Rhine and Danube barges, capable of ferrying 30 motor cars (or tanks). Some of the armoured flat-bottomed barges are specially built to carry troops. Hundreds of them have been bombed by the R. A. F. Hitler may build more, but the R. A. F. will go on bombing them.

## LOANS

On First Mortgages

Available in Timmins, Schumacher, and South Porcupine, for commercial buildings, apartment houses, new homes, and improvements. Paid back by monthly payments over a number of years.

APPLY  
**J. J. McKAY**  
REAL ESTATE INSURANCE  
STEAMSHIP OFFICE  
20 Pine St. N., Timmins, Phone 1135  
and 40 Main St., South Porcupine,  
Phone 285

Gneisenau, each 26,000 tons were the pride of the German navy. But Gneisenau fled hastily when challenged and hit by a British battleship; and little has been heard of the Scharnhorst since she was bombed by the R. A. F. Recently the two 35,000 toners—Tirpitz and Bismarck—were put into service but Bismarck is lost. Rest of the grand fleet are cruisers of Koeln and Leipzig class, and a few flotillas of destroyers. Commerce raiding is the chief task of Hitler's fleet of U-boats, which he is trying to increase by a vast building program. Although all U-boat sinkings are not announced by the admiralty, there is reason to believe that Hitler's building program cannot keep pace with his losses.

Nazi spokesmen boasted that Germany would have a fleet of 300 U-boats. It will not reach half this figure, yet it is a formidable force. U-boats have taken a heavy toll of British shipping, but the British navy will defeat them, as it has surmounted every obstacle to an uninterrupted flow of British shipping. Meantime it is doubtful whether more than 30 U-boats can operate at one time.

Rest of Hitler's fleet are all the paraphernalia of invasion—barges, diesel engine self-propelled; Dutch coastal and channel steamers; Rhine and Danube barges, capable of ferrying 30 motor cars (or tanks). Some of the armoured flat-bottomed barges are specially built to carry troops. Hundreds of them have been bombed by the R. A. F. Hitler may build more, but the R. A. F. will go on bombing them.



## "A new world . . ."

"... opened before my eyes when I first wore my new glasses. My eyes had always been defective but I didn't realize it. Not until Mr. Curtis examined my eyes and prescribed these glasses, did I really know how beautiful things could be. They gave me an entirely new outlook on life."

LIBERAL TERMS MAY BE ARRANGED AT

**CURTIS**  
OPTICAL COMPANY  
14 Pine St. N. Phone 835

## NEED COAL ?

Just Phone 32 for prompt delivery

Canmore Briquettes, Western Stoker, Iron Fireman Stoker, Western stove and furnace Coal, Alexo, Pocahontas, Coke, Steam, Welsh, American Blue and Welsh Blower.

# Frank Byck & Son

FOR GOOD COAL AND SERVICE  
Coal and Woodyard and Office  
86 Spruce South Phone 32 Timmins

## BARGAIN COACH EXCURSION

To  
Pembroke, Renfrew, Arnprior, Ottawa, Ontario  
Montreal, Quebec, Que.

### THURSDAY, AUGUST 14TH, 1941

Bargain coach excursion tickets will be valid on Train 46, Thursday, August 14th. Passengers will arrange their own transfer to North Bay C. P. Depot and take C. P. Train No. 8, leaving 12:55 a.m. Friday, Aug. 15

Tickets are valid to return leaving destination point not later than C. P. Train No. 7, from Montreal 8:15 p.m., Sunday, August 17 to connect at North Bay with our Train No. 47, Monday, August 18, 1941.

Tickets will not be honored on Trains 49 and 58—The "Northland"

Tickets good in Coaches Only No Baggage Checked  
Children 5 years of age and under 12, when accompanied by guardian  
HALF FARE  
For Further Particulars Apply to Local Agent

Temiskaming and Northern Ontario Railway  
The Nipissing Central Railway Company