

Yearn For Invasion

South Africa Provides for Armored Division for Service Anywhere in Allied Program

CAPE TOWN, Feb. 26 (AP)—Is South Africa preparing a spearhead for Allied forces of an invading army pointing to the heart of Rome or Berlin from the south? Some observers here say the new South African Armored Division is the affirmative answer to that question. Brigadier Everet Poole has been promoted to Major-General to command this division to be composed of men volunteering for service anywhere.

Prime Minister Smuts has frequently voiced the desire of the South African forces to take a prominent part in any Allied nations war plan for the invasion of Italy and Germany. It is pointed out that

the new attestation oath for service with the sprinbok forces "anywhere in the world" gives recruits an opportunity of joining "the liberators of oppressed Europe." The new attestation is also open to women for the auxiliary forces.

The South African Senate has confirmed, by 21 votes to six, the resolution of the Union House of Assembly that South African soldiers be allowed to volunteer for service overseas—that is, off the African continent, where in the northern and eastern areas they already have given outstanding service for Britain and her Allies).

Good Harvests

Harvest time is approaching in South Africa and although the present season's maize (Indian corn) crop is not expected for some time, agrarian authorities estimate it at

about 22,000,000 bags. It is predicted this will be adequate for all the Union's human and animal needs. Last year's shortages, it is hoped, will not be repeated.

The two-month pineapple harvest which started in the eastern provinces at the end of January is expected to yield 6,000 tons of fruit. In the Bathurst area alone 70,000,000 to 80,000,000 plants have been grown. Choice pineapples in South Africa now are fetching five guineas (\$23.75) a ton.

Tung oil, important to aviation construction, is becoming a new South African industry. The Union now has 60,000 tung trees in full bearing.

Revenue Improvement

With an improvement of \$3,150,000 in Union of South Africa revenue for January, 1943, as compared with January, 1942, the government has brought the revenue collected for the last 10 months up to \$283,750,000. This is more than \$36,250,000 greater than the figures for the corresponding period of the

last fiscal year. South Africa in the past six months' lease-lend goods arrangement with the United States has received the equivalent of \$42,750,000 excluding munitions. It is expected that in the present year the Union will receive similar goods worth over \$225,000,000.

Owing to a water shortage since the war, Pretoria will now supplement its supply from the Rand Water Board system. The sum of \$1,935,000 is being spent as Pretoria's share in the construction of the necessary giant pipe-line and additional to the Rand system pumping plant.

Johannesburg has given five civic receptions to successive contingents of its men from the First Division home on leave from North Africa.

NO NIGHT THERE

The planet Mercury does not have night and day. One side is constantly turned to the sun.

CARRY ON MISSIONS

Returned Missionary Woman Tells How Chinese Native Pastors Keep Going

PORT ARTHUR, Feb. 26 (AP)—Mrs. D. G. Menzies, United Church missionary in Honan Province, China, for 50 years, until her expulsion three years ago by the Japanese, said in Trinity Church here that native pastors "are carrying on with almost unbelievable courage and vigor since all foreign mission workers were expelled."

When the Japanese invaded, she said, they seized medicine, instruments and equipment from the hospitals. As a result, the Chinese are enduring pain and hardships today such as they had not for many years, she added.

A group of Chinese workers took

over the central hospital on the Honan mission field and continued to operate it with a Japanese inspector constantly present, said Mrs. Menzies, but other hospitals on the field were closed.

Most of the personnel and students of universities fled ahead of invading armies, taking with them as much equipment as possible. "As a result," she said, "educational and Christian work has moved in force into western China, which formerly seemed to be neglected."

The native pastors have found means to keep news filtering out through Jap lines. Mrs. Menzies said that since she left she has learned that four new churches have been built on her field and others have erected additions.

"The church in China still wants the help and co-operation of the western world. . . . The Chinese are a clever people . . . and well worth helping and saving," she declared.

HEY! SARGE WHERE'S YOUR MINARD'S

SOLDIERS OUT TIRED ACHEs

MINARD'S KING OF PAIN LINIMENT 35¢

Canada at War 5 Years Ago

Feb. 26, 1918—Red Cross liner wrecked near Cape Race, Newfoundland; 92 lives lost. German troops in Portuguese Nyasaland forced southward to the upper river. Spanish steamer Marink by German submarine.

MID MUCK AND MIRE IN TUNISIA!



by PHILIP JORDAN

World-famous war correspondent, on the scene of battle with the British First Army, has sent this dispatch to General Motors of Canada from "Somewhere in Tunisia".

With the British 1st Army on the Tunisian Front—I am writing these words amid the muck and mire of Tunisia and I can hear the sounds of battle on a range of hills down a valley to the east. But neither I, nor our guns, nor our men, could be here at all were it not for the great work that has been done in the factories of North America. This campaign, more than any other I have seen in this war, depends on motor transport for its success. The enemy knows this. Daily they try to search our roads with their fighters, shooting up isolated vehicles as well as convoys. Nothing is too small for their attention. We are living in a world without railroads here, a world of twisting mountain roads that rise thousands of feet into the clouds: By day and night—the latter without lights of any kind—the allied forces move forward along these roads in trucks that you supply. Without them we would be immobile, still far back, some 500 miles, in the neighborhood of Algiers. As it is, our goals are in sight and from here I can see a bare mountain that rises just this side of Tunis.

One of the many splendid things about this allied campaign is the way in which our transport has withstood some of the most difficult conditions I have ever known. "Lame ducks"

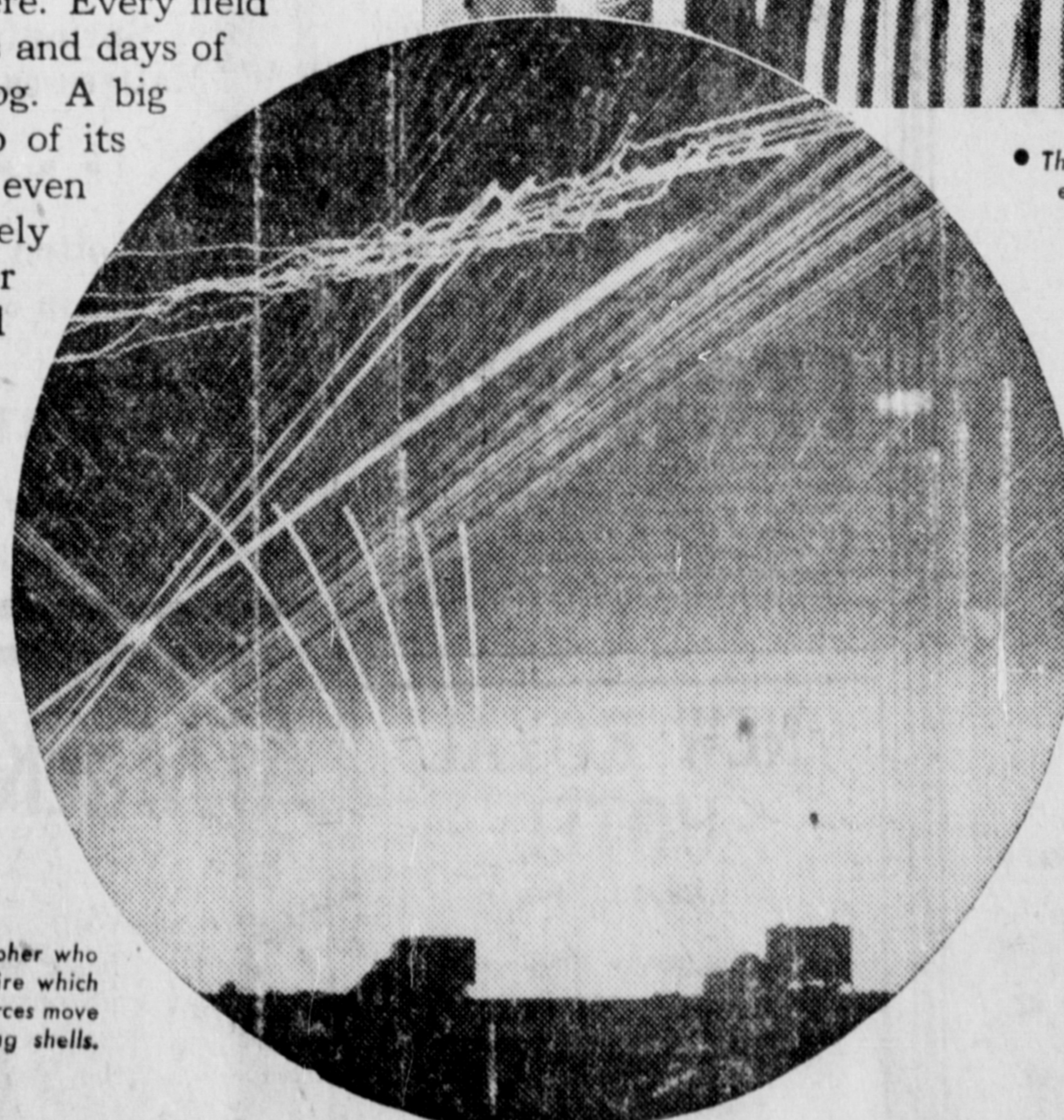
are rare, and this tribute is not only to those who are responsible for the maintenance of our vehicles but above all to those who built the trucks in which we move. Last month, I drove a daily average of well over 100 miles in a Chevrolet. Without it, I would have found it impossible to report the war for something like two million readers daily.

Veterans of many fronts say they have never seen such weather anywhere. Every field and all the side roads, after days and days of rain, are as bad as any Irish bog. A big armoured tank sank to the top of its turret in the muck the other day even after a solid week of comparatively dry weather. A crust forms over the ground, but it is thin and deceptive, and heavy vehicles break through. A few hours of sunshine are followed by walls of rain driven down by gales from the steep mountain sides.

This is a spot where your General Motors Transports are getting their severest test of the war. Trucks and more trucks are needed. We hope you're busy making them.



This lorry load of men travelled for three days and nights, through enemy territory at times, to get back to the British lines after being close to capture.



A remarkable close-up picture by an R.A.F. official photographer who directed his camera from a shallow sand hole at the wall of fire which meets raiding Axis aircraft. At night, without lights, the allied forces move up supplies in these trucks, shown against the fire of bursting shells.

Philip Jordan's direct cable is another confirmation of the statement that Canadian-built General Motors war products are serving in every theatre of war. Letters from many fronts, reaching workers in GM plants, further convince them that their jobs are vital to victory wherever a tough transport problem must be solved to support and supply our fighting forces.



VICTORY IS OUR BUSINESS