

12 APR 08

Spring Salutations! I just received your 3 envelopes of 28 MAR 08 with the informative news items from THE ARMY & STARS & STRIPES. Many thanks indeed for your outstanding selection!

The African wedding appears to be Jewish, as I gather from the priest's skullcap hairdo & the Hebrew script on the couple's prayer shawls. I'd guess that the couple are Falashim, or Black Jews.

The story on the colonel who gassed himself to death on "Dust-Off" was pathetic. It is said that intelligence merely allows one to screw up in 'clever' ways. The only thing that makes sense in the story is that the colonel wanted to die, for some reason. It would seem unlikely that he did not know about the deadly dangers of 'huffing' toxic vapors. I suspect that his painful shower-incurred injuries were caused when he got intoxicated & fell in the shower, so he had to 'huff' some more to forget his pain. What a 'smart' guy. Somebody should write a song in his memory, as the colonel who 'huffed' his way to heaven, if that's where huffers think they go.

The article on carp-fishing prospects in Iraq is charming. Somewhere I read that the carp are inedible there, because of toxicity, like the fish in the Yakima River. Mercury is a major contaminant in this area, as well as pesticides & herbicides. Enjoy!

Your comment on the sniper-sensor ad was appropriate: If a soldier is paying attention to all the information transmitted by his sensor, then I doubt he'd be paying much attention to where he's going, so he needs other soldiers to be his seeing eye dogs. It is said that some people can't chew gum & walk downstairs at the same time, but most people can't function very well if they are trying to pay attention to too many things at once. That's why traffic accidents are blamed on drivers who use cellphones as they maneuver in traffic. Oops, I didn't see that pedestrian! Most likely, the pedestrian was not paying attention where he was going because he had loud rock music in his ears, as I've seen here. When I'm walking around amid moving objects which can flatten me or send me flying, I prefer to keep my eyes & ears open, & pay attention to my surroundings. I understand that alertness also speeds reaction time. DUH! We must relearn the obvious, it seems. Our gadgets are getting smarter, but we are not. Apparently, our ZOG thought we could compensate for our Vietnam Blunder by means of gadgets, fire-power & chemistry. Can technology make up for stupidity? Stay tuned. Same bat-time, same bat-channel. One pundit warned that strength without wisdom leads to disaster, before we went into Iraq & Afghanistan.

Egad! Now the ZOG has 'discovered' the railroad. The writer of the STARS & STRIPES article has discovered that railroads are more efficient at moving goods & troops around than are trucks & aircraft. I understand from my high school physics that railroad transport on a ton-mile basis consumes $\frac{1}{3}$ less energy than road transport. Heavy loads are best hauled by rail, unless one doesn't mind busting up the roads, for rails spread the loads better than truck tires. If we compare the manpower & fuel required in a 100-truck convoy, we see the economy of a 100-car train right away. One or two men can operate a 100-car train, for starters, & railroad cars are cheaper than trucks, & they carry much more. You may recall that "track-laying vehicles," such as tanks can go off-road without sinking into soft ground, as wheeled vehicles would do. Railroads did the same thing to keep wagons from getting stuck in the dirt & mud of unpaved roads. So that's the good news.

To see the bad news about rail transport, try to find a copy of the film, "Lawrence of Arabia." The Iraqi railroad was part of the railway network built by the Germans for The Turkish Empire before World War I. The Iraqi part ran through the oil-producing centers of Kirkuk & Mosul, which the Brits wanted so badly. Jew general Schwartzkopf bragged that he'd knocked out "that Kraut railroad" in the first Gulf War against U.S. flunky Saddam.

One modern advantage of desert railroad operations is that water for boilers is not a problem. When I worked in administration for Rhodesia Railways, sabotage was a major concern, so I was required to read Lawrence's essay on railway sabotage, at which he was an expert. He pointed out how sturdy railroad right of way was, & how quickly it could be repaired, so he advised using minimum amounts of explosives to destabilize bridges & tunnels, so as to make the enemy have to demolish them before replacing them. In Lawrence's railway war, the object was to cost the enemy the maximum in time, labor & material, so as to hamper his rail service, sufficiently to pin down the Turkish 4th Army in Medina.

2)
With his limited means, Lawrence was able to achieve his strategic objective of making the Turks prisoners in Medina, without fighting them!

Lawrence figured that the Turks could have defended their Hejaz Railway, had they used observation aircraft in an active defense, instead of their passive attempt to garrison the line along its entire length. I've walked a few miles of railway line in my day, & I can understand how difficult it would be to protect every inch thereof from mines & derailling devices. Trains could also be attacked by IEDs.

In "The Long Walk," a true story of 5 Goyim who escaped a prison camp in the USSR by walking from Siberia to India in World War II, their most dangerous & difficult portion of the journey was their crossing of the Siberian Railway, which took them 3 days, as I recall. The rail traffic was heavy & the trains were so close together that it seemed they'd never find a gap which would allow them to cross the track. There was about 100 yards of cleared ground on either side of the right of way. Sentries rode on top of the cars, vigilant for anyone within the 100 yard free-fire zone on both sides of the line. At night, powerful searchlights swept the area from the trains. The party had to conceal themselves as best they could, within the free fire zones, but they managed to cross the railway at last. Their crossing of the Gobi Desert & the Himalayas was arduous. Two of the party died on that portion of the trip from starvation & exhaustion, but 3 made it, much to the amazement of the British authorities in India.

Iraqi rail traffic should not be so heavy, so predator aircraft would be useful in watching for suspicious activities near the tracks, in addition to spy satellites, but no system is perfect. I recall Pentagonian zoggies who remembered the jungle foliage in Vietnam which hampered aerial surveillance. They figured that Iraq had no such ground cover, so air forces would have an easy job finding & hitting targets. I guess there are additional factors which explain why the enemy still has boots on the ground in easy to see Iraq. T.E. Lawrence chided the Brits, who were having a rough time occupying Iraq, which they'd carved out of the Turkish Empire in 1918, in terms of the Sykes-Picot Agreement. Lawrence noted that the Brits had more troops in Iraq than the Turks needed to govern their entire empire, despite British control of the air & boots on the ground. Iraq looked like a textbook example of divide & rule, which had worked for the Brits in India, but not in Iraq! The Brit solution was to hire an Iraqi thug who'd keep the oil flowing, no matter how many Iraqi heads he had to bash. In other words, they hired a thug like Saddam. My father was working in Kuwait, near the Iraqi border, when Karim Kassim threatened to invade Kuwait, which the Brits stole from the Turkish Empire before World War I. As I understand, Iraqis consider Kuwait to be part of Iraq, no doubt encouraged in this belief because of Kuwaiti oil. Karim Kassim was assassinated in his palace. The Iraqi invasion of Kuwait was put on 'hold,' & a new thug took over, to be succeeded by Saddam, on behalf of U.S. oil interests. If it were not for Israeli interests, which supersede U.S. interests every time, Gentile Americans might wish to have Saddam back in power. Democracy is a myth, anyway, especially in the USA, where we've always had "the best government money can buy," with no exaggeration.

My journalistic colleague, Eric Margolis, who writes his columns in The Toronto Sun, wisely points out that the LAST thing a U.S. regime would want is democracy, i.e. majority rule, in Moslem lands. If the majority were in power, U.S. oil business would really turn sour, for most Moslems have learned to dislike "Usrael," as our behavior has taught them. Margolis mentions that the regimes of The Middle East which support U.S./Israeli interests are not democracies: Saudi Arabia, Egypt & Pakistan. If they became real democracies, they'd be anti-"Usrael," as we learned from the popular support for Hamas in Gaza. So, if they vote the way WE want, they are democracies, but not if they vote the other way. Rigged elections are 'kosher,' as long as they turn out our way.

Another jewish colleague, Noam Chomsky, wrote a book which confirms my research in Peru: "The Washington Connection & Third World Fascism." I discovered that in Lima, in addition to sufficient USA-USSR collaboration to indicate that "The Cold War" was an Orwellian hoax. In my subsequent research, more pieces fell into place that showed collaboration & belied the kosher crap of 'conflict' between the two bankster regimes. Chomsky survived his revelations academically, but I did not, maybe because I'm "just a Goy."

Of course, I was an investigative journalist who tried to have an academic career, so I discovered other things in my research, such as Nelson Rockefeller's oil refinery scam to bilk the U.S. tax-payers. Another journalist wrote that up in Harper's Magazine, for the sheeple needed to know. All the best, as always. DOWZ!

