



CANADIANS JOIN MASSIVE BLITZ COVERING NEW RHINE CROSSING

RCAF BOMBERS BUSY AS "HEAVE" GATHERS FORCE

Heavy Pounding on East Rhine Targets Precedes Opening of Offensive; Heavies Out as Troops Strike

HANOVER, MUNSTER HIT IN DAYLIGHT

Massive bomber fleets preceded Field Marshal Montgomery's 21st Army Group and softened tough-nut targets east of the Rhine for several days before the main attack and then combined forces with the land groups to help smash the last main bulwark of the German Reich. Halifaxes and Lancasters of the RCAF Bomber Group played a major role in the process, and Canadian airmen of the RCAF Group and those flying with RCAF squadrons watched the night of the Allied armies pour over the Rhine and consolidate their bridgeheads.

On the destructive list of Bomber Command were Rheine marshalling yards; Dorsten and Dulmen, Hildesheim rail junction; Bottrop's Mathias Stinnes benzol plant; assorted German troops and armor east of the Rhine.

After the British troops had crossed the river, Bomber Command diverted part of its attack further east and roared over Hanover in daylight Sunday while another main force was plastering Munster. Many of the returning crews gave vivid descriptions of the actively below in the Rhine battle areas. They told of witnessing great movements of troops, of boats shuttling back and forth at high speed, of bridges being built. Many emphasized that enemy opposition seemed slight.

WEDNESDAY

Halifaxes from the RCAF Group joined other units of the RAF in an assault on the Rhine marshalling yards. Returning airmen classified the results as "Exceptionally good." "It was a carpet attack," said P/O W. Hutchins, Mimico, Ont. "The target was cloud free and we could see the bombs bursting."

Rheine was the junction point for two main German railways, one running to the Ruhr and the other heading eastward from the border of Holland to central Germany. An escort of Mustangs kept the Germans on the ground, but flak was accurate.

THURSDAY

Halifaxes of RCAF Group and Canadians with RAF formations attacked Dorsten and Dulmen in the afternoon. (Continued on page 6, col. 3)

TYPHOONS HIT NAZI RAIL LINE

At least a dozen sections were blown out of Germany's vital railways between Munster and the Rhine by Typhoons early last week. On the same day the typhoons caused havoc in the packed marshalling yards at Winterswijk as the RAF continued its devastating attacks against troop concentrations and transport along the river.

The Typhoons destroyed 20 of the 100 goods vans and bombs tore up trackage in the yards. F/L H. T. C. Taylor, St. Catharines, Ont., watched S/L Robert Coffey, Greenview, Ill., cut four tracks.

Other pilots who shared in the day's double blows included F/L James Gray, San Antonio, Texas; F/O Alastair McBride, Kingston, Ont.; F/L William Davis, Amherst, N.S.; F/O Nell Hughes, Flatbush, Alta.; and F/L W. J. McCarthy, Little Falls, N.Y.

NUMBER ONE

Germany. — First RCAF pilot to take off from the first allied airfield in Germany on an operational flight was F/L G. H. Cockburn, Windsor, Ont. He flies with an RAF rocket typhoon squadron, and the flight took him to the Enschede-Haltern area, where the Typhoons wiped out a train.



After hunting Huns in their working hours F/O Jack Davidson, Kingston, Ont., and F/O Jim Fullerton, Vancouver, take to the woods on their days off to hunt wild boar. The hide on the jeep proves they know how to handle those Mausers. (Official RCAF Photograph)

Beaus Hit Hun Ships In Norwegian Fjord

Fierce Engagement Fought as Crews Brave Flak, Fighters to Strike Foe

One of the fiercest aerial engagements in Coastal Command history was fought recently over the ice-coated waters of Norway's Ford Fjord. Rocket and cannon-firing Beaufighters of the RCAF Buffalo Squadron joined RAAF and RAF Beaus in the attack in which a Narvik class Nazi destroyer, a flakship and a minesweeper were seriously damaged and a dozen FW190s engaged.

Three enemy aircraft were destroyed. Nine Coastal Command aircraft, six of which were Buffalo Beaus, are missing. The strike force was escorted by RAF Mustangs.

The Canadian airmen, led by S/L W. R. Christison, DFC and Bar, Lennoxville, Que., were forced to fly through an almost solid curtain of flak to strike the target. Ack-ack came not only from shore-based batteries but from the guns of the destroyer and 10 other ships in the harbour.

The force located the ships surrounded by floating ice. A dozen FWs were circling the area to intercept the formation but the mixed squadrons swept in to the attack despite flak and fighters.

Two rockets fired from a Beaufighter flown by F/O H. P. Flynn, Port Alice, B.C., and his navigator, P/O M. H. Michael, Toronto, went straight into the bow of the Nazi destroyer. The same crew scored numerous other hits against the destroyer as they ignored the flak and went down to raze the warship's bridge.

Immediately after Flynn pulled away from the attack, a large red explosion was seen on the bridge and considerable debris from the warship was hurled high in the air.

Seeing two FWs chasing an RCAF Beau, Flynn quickly joined the fight and attacked (Continued on page 6, col. 4)

VOLCANO BOMB BLASTS BRIDGE

From a height of more than three miles RAF crews loosed 22,000 and 12,000 pound bombs against a rail bridge across the Weser river at Bremen, a narrow steel ribbon only 25 feet wide, Thursday.

Reece photos show two spans down at Arnsburg. It was described by Bomber Command as "the best precision bombing the world has ever seen."

PILOTS KEEP NAZI RAIL MEN ACTIVE

German railway employees should have no trouble piling up time and a-half for overtime if Typhoon pilots keep providing them with employment.

"We figure it takes them about four hours," said F/L Hugh Fraser, Westmount, Que., estimating the time required to repair a cut made by Tiffes,

CANADIAN LEADS ESCAPE FROM HUN PRISON CAMP

Wireless-Airgunner in Halifax Bomber Taken Prisoner Early in 1944 Elected Leader Of Party Making Break

ARRIVES IN UK AFTER LONG TREK

One of the happiest men in Britain is P/O John Henry Marini, Kamloops, B.C. With eight others he escaped from a German prisoner of war camp, trudged nearly three hundred miles through Germany, Poland, Russia and other countries and recently landed safely in this country.

183 CANADIANS DECORATED IN CURRENT LIST

Two DSOs Head New London Gazette List

Ottawa-born G/C George Francis Grant, DSO, DFC, of the RAF, has been awarded a Bar to the DSO in a bumper list of 183 decorations to Canadians recently announced in the London Gazette.

F/L Edward William Smith, Memphis Beach, Que., receives a non-immediate DSO. For extinguishing flames on a bombed airfield despite serious wounds, Cpl. Albert Elwood Henry has been awarded the BEM, (Military division).

Immediate DFCs are awarded S/L Robert William Rouviere Day, Vancouver; F/L William Elstan Baker, Lethbridge; F/O Walter Lyle Nisbet, Toronto and P/O Dennis Edward John Chalkley, RAF, who was born in Turtleford, Sask. The remainder of decorations are non-immediate, including 13 Bars to the DFC, 159 DFCs and four DFMs.

The following receive non-immediate Bars to the DFC: W/C Douglas Creswell Hagerman, Surbiton, Sask.; S/L Lewis Bransby, Burnand, Toronto; F/L Hector Smith, Montreal; F/L Grant Cowan, Tynan, Vancouver; F/L Robert Joseph Bayne, Ottawa; F/L Murray Bruce Cardno, Hamilton; F/L Jean Pierre Henri Carriere, Cochrane, Ont.; F/L Daniel Peter Davies, Montreal; F/L Frank Arthur Eldon, Edmonton; F/L Roger Wilson Hiscott Sutton West, Ont.; S/L Clyde Charles Magee, London, Ont.; F/L George Freeman Nicholl, Regina, and F/L William Rodney, Calgary.

(For other awards see page 2.)

"It is hard to realize that I am back in England—in a really civilized country again—to see nice things for sale in shop windows, people with smiles on their faces. You have no idea what it is like." So he described his first impression of the safety and security of British soil which he had not seen for more than a year.

Marini was one of nine who escaped from a Prisoner of War camp in Germany before the Russians conquered the section of the country where the camp was located, and made their way with the help of Poles and Russians to safety. Another Canadian was W/O D. R. Grant, air-gunner, Prince Rupert, B.C. Seven others were in the party. W/O R. Brooks, Montreal, escaped earlier from the same camp.

Due to his knowledge of the German language Marini was elected leader of the party which was to escape by a pre-arranged plan which he helped to originate. The plan worked well, with three escaping at a certain time and six others at another. The two parties joined up later and worked their way back to friendly territory.

Following their escape, the party's route took them over hundreds of miles of countryside—by rail, cart, motor transport and by foot. "My feet were very, very sore," Marini said. "In those Russian forests that were given to me they really hurt. We pulled into towns at night just dead beat."

"The Polish people treated us really wonderfully. There wasn't anything they wouldn't do for us. The Russians were bang-on too. We had plenty of food once we got out of Germany. It wasn't fancy but was good, plain, wholesome food."

Marini was wireless air-gunner in a Halifax bomber crew that was shot down over Germany in March, 1944. The crew baled out and Marini was taken prisoner. He is not sure what happened to the others but hopes for the best. Since that time he has been in the hands of the Germans with (Continued on page 6, col. 6)

Husky Squadron Has Role In Rhineland Air Assault

When the greatest airborne invasion of all time broke over the Rhine near Wesel on Saturday, the RCAF Husky squadron, with split-second precision, took its place in the 150-mile-long parade of gliders, troop-carriers and supply aircraft.

The Dakota squadron joined the main stream at a rendezvous point near the dropping zone. W/C J. A. Sproule, DFC, Calgary, on his third invasion, led the Huskies.

Every type of Allied fighter marshalled the great parade of aircraft to the battle area. They had little or no opposition from the Luftwaffe but rendered invaluable service in silencing ack-ack guns as soon as they opened up. Late arrivals found little flak to worry them.

The Huskies completed their assignment without loss, and, turning for home, met the stream of aircraft coming in to do their job. It took more than

1,300 gliders and 200 paratroop carrying aircraft to land 40,000 men, complete with tanks, guns transport and supplies beyond the Rhine. Six thousand aircraft participated in what Air Chief Marshal Tedder described as "the beginning of the final round."

Satisfied with the effort of the Huskies, S/L J. Reed, Ottawa, said: "It was tougher than Arnheim in some ways but these kids of ours, for a lot of them it was their first effort, came through like veterans. The landing was bang-on and the whole show went on as rehearsed. It was worth waiting for."

which was experienced in moderate degree during the middle stage of the operation soon died away after the tremendous straffing by the medium and lighter bombers. Not one single enemy aircraft was sighted.

RCAF reconnaissance Spitfires played an active role in plotting enemy dispositions and directing artillery fire with considerable success. From the day's operations only four RCAF aircraft are missing.

Fighter-Bombers Fly 650 Sorties Supporting Drive

Close to 650 sorties were flown by RCAF Typhoon and Spitfire squadron aircraft on Saturday in direct support of the greatest new offensive launched by the Allied armies crossing the Rhine. Some of the pilots flew as many as four sorties to help make a substantial contribution to the record set up by 2nd TAF.

RCAF squadrons had a four-fold task—to protect the massive airborne drops east of the Rhine; to protect the airborne fleet and our armies crossing the Rhine from any attacks which the Luftwaffe might try to bring off; to escort the supplies dropped to the airborne forces; and, most important of all, to neutralize the enemy flak.

The heavy flak appeared to have been completely neutralized, and the light flak

RECCE DIRECTS ARTILLERY TO SMASH GERMAN GUNS

Spitfire Pilots Stay Over Nazi Line To Aid British Gunners Pounding Hun

How a heavy German gun battery moving into position in Roermond sector was smashed by British artillery with the help of a RCAF Spitfire before it could fire a single shot, is told in the round-up of one day's operations of a Reconnaissance wing in Holland.

Two Spitfires of the City of Sudbury squadron were circling the enemy gun positions when they noticed the Jerries moving several heavy guns into a new spot. One pilot, F/O Ken Gilmor, Hamilton, Ont., despite the fact that he was running short of fuel, stayed on to range and correct the British guns to the new position. He landed away from base with two gallons of gas left.

Flying with the aid of aerial photos and maps provided by another squadron of the same Recce Wing, the Spitfire had directed the artillery for well over an hour with a running commentary over the R/T.

"Everything went like clock-work," said F/O Gilmor, whose work is representative of that of all the tactical recce pilots. "Although the weather was hazy and there was some flak, I located the targets quickly and the guns were silenced after only five or six corrections."

Another pilot of the same squadron, F/L K. K. Gildner, Sudbury, Ont., gives high tribute to the British gunners' accuracy, when he directed to another gun position "which they clobbered in the orthodox way exactly according to the textbook."

Returning from a photographic reconnaissance mission F/L F. S. Gilbertson, Toronto, watched Allied heavy bombers plastering Viersen south-east of Venlo and decided to take some photographs for B.D.A. (bomb damage assessment) purposes. Whilst circling the still smoking target he was hit by light flak. He asked his number two to see what had happened, and was told that his rudder had been shot off. The elevators were jammed, too, but he brought the aircraft and the valuable photographs back to base.

On many occasions the recce Spitfires were attacked by enemy fighters and several of the pilots have quite a number of FW190s and Me109s on their score board. Recce pilots have provided over 21 million photographs for the British Second Army since D-Day.

JERRY NOT ABLE TO FOOL TIFFIES

Pilots See Through Fancy Painting Job

A tricky piece of camouflage—but not tricky enough—was reported by F/O William Clifford, St. Catharines, Ont., Typhoon pilot.

Along the roof of a train of railway coaches in Germany he noted that a realistic set of railway tracks had been painted, complete with ties and bolts. The train was stationary and had no locomotive. Pilots saw through the camouflage and attacked.

FREIGHTERS IN MANDALAY DO

Canadians Help Get Supplies to Front

Mandalay. — War supplies freighted by air to within gunshot of the fighting lines have played a considerable part in the liberation of this former capital of Burma and Canadians in RCAF and RAF Transport squadrons have had an important share in the job.

In the 10 days preceding Mandalay's recapture RCAF squadrons commanded by W/C T. P. Harnett, Moncton, N.B., and W/C Ralph Gordon, Bobcaygeon, Ont., carried hundreds of tons of food and fighting material to the outskirts of the city.

As they circled to drop their loads the Canadians passed over sections of the town, including Mandalay Hill, scene of much of the earlier fighting. Frequently they could see tank battles going on below and Hurricanes criss-crossing the fighting line to strafe and bomb Japanese positions.

An the outskirts of the city were secured by British and Indian ground troops, the Transport squadrons began landing their loads at the Mandalay North airfield, within sight of the Pagoda-crowned hill and the north wall of Fort Dufferin.

A constant stream of materials poured into the airfield to give the 14th Army the tools with which to finish the job. Close on four hundred airmen in RCAF Dakota squadrons and many more flying with RAF units were able to see the day to day progress of the fight as they flew above the city.

PILOT DROPS 10,000 MEN

Having dropped 10,000 paratroopers during his three years overseas as a troop-carrier pilot, F/O Thomas W. Read, Toronto, says he will be glad to drop into his home town for a change.

He enlisted in 1941 and on arrival in Britain was transferred to a paratrooper training school in the Middle East. He served in West Africa, Egypt, North Africa, Italy and Palestine while training British regiments as paratroopers.

He has completed five jumps himself.

With a tour of fighter operations completed, latterly with 2nd TAF, S/L Tommy Burke is heading for Regina.

HEADING HOME

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BOOTS



LAC Forest McKay, Ceylon, Sask., uses a couple of jerricans as a foot rest while he empties those protective rubber boots. It happened on the continent.

(Official RCAF Photograph.)

CREW FIGHTS FIRES FOR 20 MINUTES IN BURNING PLANE

Smoke Fills Interior But Navigator, Pilot Fly To Base For Safe Landing

Blinded by smoke and choked by acrid fumes when his Lancaster caught fire over enemy territory, F/O W. Danyluk, Rennie, Man., pilot, clung grimly to his controls and kept the bomber on an even keel while other members of his crew fought fires for 20 minutes.

F/S G. G. Robinson, wireless operator, Toronto, and an English mid-upper gunner who was awarded an immediate DFM for his gallantry, fought the flames as the flying bonfire thundered on blindly through the night.

Hardly able to read his instruments, F/S G. F. Tyee, Hamilton, carried on with his navigation, landing the still-smoking bomber at an airfield in southern England.

The aircraft caught fire just after the crew had bombed Nazi troop concentrations in the marshalling yards at Seigen. The mid-upper gunner received a glancing blow on the leg, knocking him out of his turret.

The English gunner and Robinson seized fire extinguishers and attacked the fires, which belched sparks and dense fumes. When the flight engineer asked for his electric flashlight, Tyee, unable to see for smoke, reached under his navigator's table and handed him an incendiary stick which had failed to ignite.

SKEETER MAN HITS AIRFIELD

Mossie Pair Fires Two Planes, Damages More

Two Ju88s and a FW190 were left riddled with bullets and burning furiously, and many more were damaged when a Mosquito of RAF Fighter Command attacked an airfield at Muhldorf, in Upper Bavaria, one night recently.

The pilot, S/L R. A. Kipp, DSO, DFC, Kamloops, B.C., dropped flares to illuminate the airfield and enable him to make low-level attacks on the aircraft dispersed around it.

Kipp later laid flares to assist him in attacking a military train which was left standing emitting smoke and steam. Military road transport was also attacked.

Rear-Gunner Unhurt When Turret Rammed by Plane

Rear-gunner in a Bluenose Lancaster, F/S Bob Higgs, Bourlamaque, Que., escaped injury when his turret was rammed by another aircraft, and part of the tail assembly torn off by fire from a Hun fighter.

Deluged with perspex splinters from the crash, Higgs stayed at his guns and helped the mid-upper gunner drive off the Nazi attacker.

The Lanc was taking part in an attack on Chemnitz. "We'd let our loads go successfully and were about to close the bomb doors when another aircraft bumped right into our rear turret," explained P/O John Kitchen, skipper, Ponoka, Alta.

"The turret actually was pushed six or seven inches out of place and the nose of the other plane was crushed," he said.

The collision forced up the tail of the Lancaster but Kitchen was able to level it. At the same moment, F/S Glenn Heisler, Regina, mid-upper gunner, spotted a Ju88 racing in to attack, with guns blazing. He immediately called for evasive action.

The fighter's shells ripped off the starboard elevator near the tail turret, punctured a gas tank in the starboard wing and crippled the folded undercarriage on that side.

Heisler drilled a long burst at the Hun as it zoomed away. Jarred, Higgs did not join in for a moment. Heisler let the Jerry have about 800 rounds and Higgs about 500. Another bomber saw a Ju88 fall in flames, crash and explode, about the same time and place, so Heisler and Higgs claim their adversary as "probably" destroyed. Kitchen made a safe landing at base despite the damage to the undercarriage.

CANADIANS FLY WITH CREWS MAKING 1ST TEN-TON TRIP

RCAF Men See Great Bombs Smash Bielefeld Viaduct; Reports Tell of Terrific Blast

Canadians were among the history making crews who flew to attack the Bielefeld viaduct when the RAF dropped its new 22,000-pound bomb for the first time. Four RCAF airmen in the raid were F/L C. N. Hill, Toronto, pilot; F/O F. J. Kelly, North Bay, Ont., air bomber; F/L G. W. Lancey, DFC, Toronto, pilot; F/O S. K. Jennison, Windsor, Ont., midupper gunner.

Kelly, younger brother of the Toronto Maple Leaf puck star, Regis "Pep" Kelly, directed his 12,000-pound "earthquake" bomb squarely on the aiming point.

"Four bombs all hit about the same time," said Kelly. "I was watching to see our own hit when the big one went off. There was a great puff of black smoke, chunks of earth and wreckage. Even at our height, more than two miles up, the blast effect of the 22,000-pounder was obviously greater than that of the 12,000-pounders."

Another Canadian, an air-gunner from Picton, N.S., described his view of the Bielefeld attack.

"It was a lovely day," he said. "The sky was bright and blue up where we were, though there was plenty of fog and haze below. The target area was quite clear, and I could see the first four bombs fall all the way."

"There was a terrific pall of black smoke rising several hundred feet, and chunks of earth flew up, which must have weighed tons. The explosion of the new bomb made the others look small."

Lancey, pilot of the aircraft in which the latter flew, took part in the bombing of the Scharnhorst and Gneisenau in 1942.

SECOND TOUR MAN GOES BACK TO OPS

A second-tour pilot, S/L M. Cuclenere, DFC, of Leask, Sask., and Chilliwack, B.C., is back on operations as flight commander of a Lancaster squadron in the RAF. He has returned to the same group of Bomber Command in which he completed his first tour of operations in late 1942 and early 1943.

The western pilot has led his flight against the fiercely defended synthetic oil plants at Politz and Brux, hidden deep in the heart of Nazi Europe and ringed by fighter fields and flak belts. Air Chief Marshal Sir Arthur Harris, KCB, OBE, AFC, congratulated the squadrons which knocked out these plants just prior to Montgomery's February offensive.

The Bomber Command chief-tain said it was the most important piece of strategic bombing of the war, since it destroyed the high octane fuel supply for the Luftwaffe and the Wehrmacht just when the enemy needed petrol most.

RED MEN FIND VALLEY QUIET

Leading a flight of Red Indian Spitfires, F/L R. D. Phillip, DFC, Toronto, flew right over Happy Valley and "They didn't even toss a bottle at me," early last week.

While the Germans can still throw up plenty of flak over the Ruhr, there was such a concentration of Allied aircraft over Germany on that particular day that Phillip claimed, "Obviously they weren't wasting time on Spits."

The RCAF fighters were cutting across a corner of the Ruhr to escort American mediums to a target a few miles north. Five groups of bombers attacked Borkenberge.

"The Americans weren't bothering about any proper run in at all," said Phillip. "We accompanied the first group, and as they approached they seemed to be going right past the town. Then they suddenly did a quick turn over the town, dropped their bombs and turned away again. All the bombers seemed to come in from different angles to confuse the gunners. Those Yanks certainly have some clues."

FLAT TIRE MAKES LANDING TICKLISH

Despite the fact that he has logged more than 1,500 hours, F/O J. L. Brown, Biggar, Sask., pilot with the Bison squadron, recalls an early experience when landing a Halifax bomber with a blown tire as one of his most uncanny.

The incident happened after returning to base from an attack on an oil refinery at Hemmingstadt. Brown had no idea that the starboard tire had blown until he tried to set the aircraft down on the runway.

"The first thing I knew, it bounced into the air and started to swing off the runway," Brown relates. Realizing that the tire was gone, he gave his kite "the coal" and finished on the grass to avoid blocking the runway. None of the crew were injured when the bomber bounced.



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"BELLE OF THE YUKON" (Tivoli, Strand)

Dinah Shore's pleasing voice, Bob Burns' corn-fed humour, and a neat list of chorus beauties led by Gipsy Rose Lee rescue this beautifully technicoloured effort.

Dinah plays the role of Charles Winniger's daughter and is the singer in the Emporium dance-hall run by a reformed crook, Randolph Scott. Highlight tune of many is "Sleigh Ride in July." Gypsy Rose Lee arrives in the Yukon with "Her Girls" and is so busy trying to convince Randolph Scott to marry her that she unfortunately has little time to give even a semblance of a strip-tease dance.

"MUSIC FOR MILLIONS" (Empire)

Wet sentiment which would have been worse without the youthful charm of Margaret O'Brien to save the story abounds in this film. Whenever she appears there's a laugh and a charm that everyone will like. But in addition to little Miss Academy Award, there are several solid scenes with Jimmy Durante singing "Un-bring-a" and "Toscanini, Turbi and Me." They are worth the price of admission themselves but there's Jose Turbi with his piano to double the value with Claire de Lune and other fine classics by Chopin, Liszt, Tchaikovsky, Debussy and others. Hugh Herbert is a flighty former and doesn't say "Woo Woo" once. It's a good show.

NAZI HQ LAGED BY RCAF SPITS

Direct hits and near misses on a German headquarters at Halton between Dorsten and Coefeld, and 26 mechanical transport, moving south from Borken were destroyed or damaged Sunday by RCAF Spitfires.

Three of five houses forming the headquarters were blown up. A German staff car chased by F/L W. N. Douglas, New Westminster, B.C., and F/O G. B. Warman, Marysville, N.B., ducked up a lane into a barn. The Spits attacked the barn with cannon and set it on fire.

Later, F/L W. I. Gordon, Saskatoon, another Spitfire pilot, spotted six tanks. He informed control centre over the intercom, and before he was back at base he learned that Tiffins had attended to the tanks.

NAVIGATOR FREES PILOT FROM KITE

MBE Won By Flier For Rescuing Man

F/O C. A. Lynde, Lethbridge, Alta., is Canada's newest Member of the Order of the British Empire. Risking his own life and suffering painful injuries, Lynde, a navigator, dragged his unconscious pilot to safety from a burning aircraft.

"If it had not been for the action of Lynde I would probably have been overcome from the extreme heat and would have been unable to escape at all," said the rescued pilot, a New Zealander.

The aircraft burst into flames just after landing, when the undercarriage collapsed. Flying mates dashed up to the wreck in time to see Lynde scramble out of the top hatch and on to the port wing, silhouetted against the flames. After stumbling in a dazed condition for a moment, he crawled once again along the wing and into the blazing plane to emerge dragging the unconscious form of the pilot, who had become tangled in his harness and was unable to free himself.

Lynde was badly burned about the back, legs and arms and is now resting in a rehabilitation centre in Britain.

HEAVIES SOFTEN RHINE DEFENCES

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pasture bases supplying German armies facing Montgomery.

At the same time, Lancasters of the RCAF Group participated in a blow at Hildesheim, 20 miles south-east of Hanover, an important railway junction on the main line from Berlin to West Germany. This route is an alternative to the Berlin-Hanover main line broken in Bomber Command's attack on Bielefeld viaduct.

Dorsten is a concentration point for German troops and supplies and lay only 16 miles from Montgomery's front line. With the exception of Pathfinders, the attacking force was made up entirely of RCAF Halifaxes.

Canadian fliers reported perfect bombing weather, light flak and excellent results. Conditions and results were similar at Fulmen.

SATURDAY

Shortly after RCAF Halifaxes attacked a target on the east bank of the Rhine at noon in support of the army's lightning thrust across the river, Canadian Lancasters flew through clear skies to bomb the Mathias Stinnes benzol plant at Bottrop.

Although there was a little haze over the target area, pilots could make out ground detail and map read their way to the target.

Concluding his first tour with this attack, F/O Percy Dollner, Bluenose squadron midupper from Kitchener, described "huge billows of flame-speckled smoke mushrooming up from the ground."

F/S W. McLean, Virden, Man., gunner, noticed many Allied fighters attacking over the actual battle area. F/O Clifford Alger, North Bay, Ont., pilot, saw pontoon bridges over the Rhine and the explosion of a great artillery barrage, beating against the German line.

In the earlier support raid, aircraft from the Canadian Group attacked German troops and armor east of the Rhine. The attack was made in daylight but there was very little enemy opposition. All the Canadian planes returned safely.

The main object of the attack was to disrupt the road movements of German troops and the Canadians were favoured with good visibility. There were no fighters up the flak was light.

Other Canadians flew with the RAF to attack railroad yards at Sterkrade.

"It was so clear we could identify the target visually and the bombs literally poured down

onto those railroad yards," said F/O M. J. Sloan, Toronto, bomb aimer.

SUNDAY

The north German cities of Hanover and Munster were targets for daylight attacks on Sunday, when heavy bombers of the Canadian Group with other units of the RAF turned from the shattered Ruhr to hit further east. Both were morning attacks, conducted at almost the same time and under ideal weather conditions.

The Hanover attack was made by Lancs and a force of Halifaxes visited Munster, objectives were to continue devastation caused in earlier raids.

"As we came out from Hanover I saw the invasion forces," said F/O C. S. Willis, Sault Ste. Marie, Lion squadron bomb-aimer. "There were about 1,000 gliders scattered in the area and a couple of fields were covered with red, yellow and white parachutes from the airborne forces. There was a pontoon bridge in construction over the Rhine and it was almost completed. On the German side, I could see only four enemy vehicles, but the roads on our side were crammed with transport moving up."

BEAUS HIT HUNS

(Continued from page 1.)

both astern. One of the fighters, believed to be damaged, broke away and was not seen again.

Christison and his RAF navigator, F/L W. J. Toon, DFC, Chelmsford, Eng., meanwhile were attacking the flak-ship. Two other Buffalo aircraft were with him and between them, they scored seven rocket hits on the ship's bow and repeated hits amidships and on its bridge and gun positions. It was smoking heavily and in flames when the aircraft pulled away.

Helping Christison were F/L J. B. A. Stewart, Whitlock, B.C., and his navigator, F/O A. A. Johnston, Montreal. The third kite was flown by F/O J. E. Nelson, DFC, Port Arthur, and his navigator, W/O R. G. Grace, Toronto.

The latter crew went to the help of another Beau being chased by two 190s. In the dog-fight which followed, Nelson picked out one of the Nazi fighters and sent it crashing in flames. The second Nazi attacked from astern but the crew replied and scored strikes on the Hun's cowling and engine. It forced the latter to break away and head for home.

CANUCKS SOCK THREE KRAUTS

S/L M. D. Boyd, Clarkson, Ont., F/L D. M. Pierl, Toronto, and F/O Victor Smith, Toronto, were credited Sunday with shooting down three of more than 12 Me109s led by an FW190 south of Winterswijk, Holland. The enemy aircraft were the first to be sighted in the air in more than 400 sorties flown by the RCAF Falcon squadron in the previous two days.

Mechanical transport was spotted by F/O F. Town, Orilla, Ont., and the Spits went so low to attack that they brought back twigs in their engine rails. F/O J. A. Arsenault, Upper Dover, N.B., destroyed two vehicles.

HALLY MAN FINISHES OP TOURS WITH LIONS

Veteran of more than 33 sorties on Halifax bombers, F/L W. B. Britton, Eston, Sask., Lion squadron pilot, has completed a tour.

He arrived overseas in June, 1943, and includes in his log book seven mine-laying trips to enemy waters and attacks on Magdeburg, Leipzig and Kiel.

CANADIAN LEADS

(Continued from page 1.)

Grant and the others. He was kept at one camp for some time where he was treated "fairly well." At a second he was not treated so well but Marini would not go into detail. He lost 20 pounds while a prisoner but soon regained it when he was given good food in Poland, and Russia.

He is enthusiastic in his praise of the International Red Cross Societies. "I cannot speak too highly of the International Red Cross, Canadian, British and all the others," he said. "I really owe my life to them while being kept in the camps. So do the others. We would not have lived if it had not been for the food we received from them. They also provided us with clothing which we could not have done without."

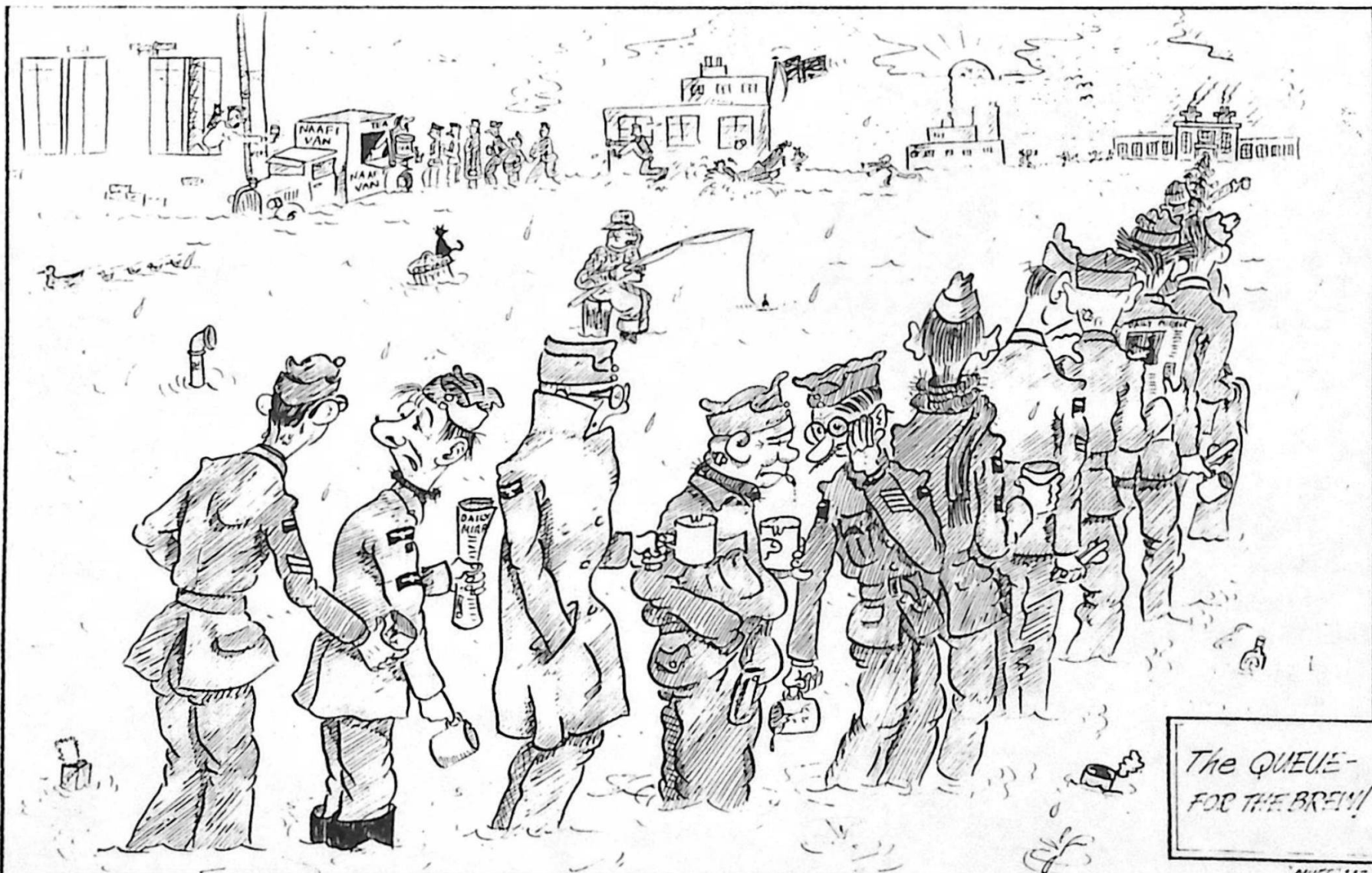
Another thing which makes Marini happy is that his commission was granted the day before he was shot down. It was a pleasant surprise to learn this when he reported to Air Force headquarters in London. He found that the commission had been back-dated and that a considerable sum of back-pay was due to him. He was a flight sergeant when he was shot down and he was informed of promotions twice when a prisoner.

CONTEMPORARY CHARACTERS... by "MIFF"



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