



CANADIAN BOMBER MEN MAKING LONG HOP HOME

Ghost Squadron Lancs Lead RCAF Group Crews in History Making Atlantic Crossing

FLIERS HEAR LEADERS AT TAKE OFF

Manned by pilots and crews which flew them in action against Germany, 15 Canadian-built Lancasters from RCAF Bomber Group took to the air in close succession last Thursday morning to start a history-making flight back to Canada. In easy stages, the planes were to fly to Cornwall, the Azores, Newfoundland and Nova Scotia. They were the first wave of a series to follow until all squadrons of the Group cross the Atlantic. They are the first British squadrons to make the trans-Atlantic crossing in squadron formation.

PACIFIC FORCE KNOWN AS 6TH

Maj.-Gen. Hoffmeister To Lead Army in East

Ottawa (CP).—Name of the Canadian Far East Force and of its Commander has been given in an official announcement from the office of Prime Minister King.

The Commander is husky, blond Major-General Bert M. Hoffmeister, 38, CBE, DSO, who stormed the beaches of Sicily leading the Seaforth Highlanders and campaigned in Italy and Western Europe as commander of the 5th Armoured Division.

The Far East force of 30,000 volunteers has been named the 6th Division, and will be based on an infantry division and will include armour and artillery units.

It is likely it will be organised along American lines, but the Canadian identity of troops will be maintained and they will wear Canadian uniforms.

ARGOS MAY PLAY WINNIPEG SERIES

Winnipeg (CP).—Arthur Chipman, president of the Winnipeg Rugby football club, said there is every possibility Toronto Argonauts would be interested in coming here to play Winnipeg Blue Bombers in an exhibition series this fall.

Argonaut officials could not be reached immediately for comment. Attempts will be made to line up games with western cities interested and nearby United States colleges.

"I am sure we will be able to field a formidable team," Mr. Chipman said.

Windsor Fliers Play Part In Desert Air "Fly Past"

Men of Canada's City of Windsor Spitfire squadron, veterans of the war in the Mediterranean theatre, joined in a great "Fly Past" in North Italy recently, and thus shared in a grand farewell parade bringing the history of the Desert Air Force to a spectacular conclusion.

The fly-past was watched by thousands of British and American troops and Italian civilians. German prisoners passing in trucks looked up in amazement.

Nearly 1,000 planes of DAF took part. For nearly 30 minutes wing after wing of Mustangs, Kittyhawks, Spitfires, Thunderbolts, Bostons and Mosquitos roared past the reviewing stand on Campo Firmido Airfield. They flew in perfect formation, wingtip to wingtip.

British, Australian, South African, Canadian, United States, and Polish squadrons all

"The Canadian Bomber Group has a reputation equal to any and surpassed by none," said Air Chief Marshal Sir Arthur Harris, KCB, OBE, AFC, AOC-in-C RAF Bomber Command, in a farewell speech. "We in Bomber Command have always regarded Canadians as among the best of our personnel, an opinion that is surpassed only by what the Germans think of them."

All the aircraft and men in the first group were from the Ghost squadron commanded by W/C W. M. Gall, Lachute, Que., who flew with them.

As they left Middleton St. George station in Yorkshire they were given an official farewell and runways were crowded. Among high-ranking officers present were Air Chief Marshal Harris, Air Marshal G. O. Johnson, CB, MC, AOC-in-C RCAF Overseas; Air Vice-Marshal C. M. McEwen, CB, MC, DFC and Bar, AOC RCAF Bomber Group.

"We have seen the day of the most complete victory won by any forces in history," Air Chief Marshal Harris declared. "If it had not been for the bombing, you men wouldn't have been going home to-day or this day next year or for a long time after."

Air Marshal Johnson stated that the Canadian squadrons had brought credit to their country and to themselves by their war record.

"Now you are the first British squadrons to fly across the Atlantic as squadrons," he said.

The Ghosts were to be followed by other operations by the Moose, Iroquois and Blue-nose squadrons. The flight plan was organised by senior officers acting with W/C G. J. Edwards, DFC, St. Lambert, Que. Each plane carried passengers, trades men with special training to be used when the squadrons arrive in Canada.

were represented. Many of them had been supporting the Eighth Army since its early days under Field Marshal Lord Wavell.

Lieut. General John Cannon, C-in-C, MAAF, who was unable to be present sent a message, saying in part, "Your courage and devotion to duty are outstanding."

As the band of the Fourth Hussars played the National and American anthems, squadrons of fighters passed high overhead spelling in perfect formation the letters "DAF."



HOMeward

Their job over Europe done, squadrons of RCAF Bomber Group are hitting the long trail home to Canada. The first lites to take off from their Midlands base queue up to start their staged jump across the Atlantic.

(Official RCAF Photograph.)

Pathfinder King Earns Another Bar to DSO

G/C J. E. Fauquier Becomes First RCAF Flier to Receive Triple DSO

G/C J. E. "Johnny" Fauquier, Ottawa, one of Canada's greatest fliers, former commercial pilot and now known as "King of the Pathfinders," has been awarded the second Bar to the DSO. He is the first member of the RCAF to hold a triple DSO.



G/C Johnny Fauquier

The citation accompanying the award reads: "Since assuming command of the squadron (617) in December, 1944, this officer has taken part in almost all the sorties to which the formation has been committed. Early in February, 1945, G/C Fauquier led the squadron in an attack on the U-boat pen at Poortershaven. Photographs obtained showed that the bombing was accurate and concentrated. Since then, this officer has participated in a number of sorties during which the railway viaduct at Bielefeld, a railway bridge over the river Weser at Bremen and a viaduct over a flooded meadow near the Arbergen bridge were all rendered unusable by the enemy. By his brilliant leadership, undoubted skill and iron determination, this officer played a good part in the successes obtained. He has rendered much loyal and valuable service."

WIB TELLS ABOUT HUNS IN DOMINION

Only One Escaped To Reach Germany

Ottawa (CP).—Total of 34,354 prisoners of war and 310 civilian internees were held in camps scattered throughout four Canadian provinces on VE-Day, the War-time Information Board announced in disclosing for the first time some details of prisoners held in Canada.

There were 34,153 Germans including members of the German armed forces, merchant navy and civilian internees. There were 421 Japanese internees, 60 Italians and 30 others. Germans included 2,300 officers, including four Nazi generals.

The board said it was unlikely there would be any large scale repatriation of Germans still in Canadian camps for the next four or five months at least. Less than 200 have escaped at various times but only one succeeded in returning to Germany.

Belgium to Get Canadian Wheat

Montreal (CP).—The freighter "Belgian Veteran" with holds jammed with thousands of tons of grain, cleared here with the first cargo of Canadian grain for Belgium in several years. The 4,000-ton ship was bound for Antwerp where 24 Belgians among her 53-man crew will get their first home leave in six years.

Jap Mines Reach Canadian Shores

Vancouver (CP).—Canadian Army officials here have issued warning that Japanese mines are being washed ashore on the northern Pacific coasts of Canada and the United States. Mines were sown in combat waters hundreds of miles away and carried to North America by ocean currents.

Over the Top

The RCAF Overseas Eighth Victory Loan Committee announced to-day that total RCAF Overseas bond investments had reached \$6,003,900, as against the \$4,000,000 quota set when the campaign opened early in April.

With the advent of VE-day, and the consequent return to Britain of many hundreds of RCAF ex-prisoners of war, special permission was granted to keep the drive open so as to allow the POW's who wish to, to invest their savings in bonds.

As a result, ex-prisoners of war at the RCAF ex-prisoners of war reception centre at Bournemouth put \$55,000 into the Eighth Victory Loan.

UGANDA FIRES ON JAP FIELD

Canadian Cruiser In Action in Far East

Ottawa (CP).—The advance guard of Canada's Pacific fleet of 60 ships, the Canadian cruiser Uganda fired her first broadsides against Japanese goliath in a recent daylight operation with the British fleet against Sukama airfield on Miyaka island just south of Okinawa, it was announced by naval HQ.

Uganda's nine six-inch guns hurled 183 rounds of high explosives at Sukama in a few minutes and each gun poured one ton of ammunition on the airfield, while reconnaissance planes reported the salvos were on the target.

No enemy opposition was encountered from shore batteries, or sea or from the air.

Canadian Ex-PoWs Set Out For Canada From England

After a night's lay-over 1,300 Canadian ex-prisoners of war sailed from Southampton for home early Friday afternoon. They comprised part of a large draft of Canadian Army, Navy and Air Force personnel who left for Canada aboard the Louis Pasteur.

The sailing was to have been made Thursday, but due to security reasons it was delayed, and the boat left shortly after noon with little fanfare.

As the personnel boarded the ship they were serenaded by the Central Band of the RAF. A flight of RCAF Spitfires wheeled in the rainy sky above and English friends were allowed to wave them off from the dock. The delayed sailing time was not announced until the docks had been cleared of spectators.

Before the departure, G/C L. E. Wray, Ottawa, himself an ex-prisoner of war, addressed the repatriates and bade them God speed. The Mayor of

DSO INCLUDED IN AWARDS TO CANADIAN MEN

Alouette Flier Earns MBE For Brave Rescue

Thirty-one decorations to Canadian flying personnel were announced this week in the *London Gazette*. They included the DSO to a Canadian-born member of the RAFVR, one DFC and one DFM to other Canadian RAF fliers. An Alouette squadron airman who the MBE for saving a squadron mate and F/L R. G. Johnson, Winnipeg, received the Military Cross.

W/C Hugo Russel MacDougall, Beall, Lindsay-born pilot with the Royal Air Force, was awarded the Distinguished Service Order.

Member of an Alouette squadron Halifax, P/O Herbert Eric Goldstraw won the MBE for saving the life of a tail-gunner in another Halifax which crash-landed after an operation. Goldstraw leaped from his own aircraft, attempted to get the gunner out but the turret in the burning aircraft failed to swing. Goldstraw forced open the fuselage door, moved back to the tail and removed clothing from the gunner to enable the turret to swing so outside helpers could remove the helpless gunner. Goldstraw had to go back out the fuselage door through smoke and flames.

DFMs were awarded to F/S Donald Ellesworth Gwynne-Vaughan and W/O Morris Spencer Jowet, Iroquois squadron gunners. Together, they beat off eight fighter attacks in

(Continued on page 4, col. 2.)

Southampton also spoke to the passengers and said, "I hope you will take back to Canada pleasant memories of England and her people. We send all best wishes and wish you God speed."

There was little cheering on the part of the passengers during the time prior to sailing. There seemed to be for many a reluctance to leave the country that had been a second home for the past few years. As the time for sailing approached, however, the tempo of excitement seemed to quicken, and when the lines were cast off the ship resounded with excited cheers.

Parcel Parade

Knick-Knacks Bolster Morale

Hustling across the Atlantic since war began, cigarettes by the million and foodstuffs, candy, chewing gum, toilet articles and tons of other comforts, have done much to sustain the morale of the Canadian Air Force personnel.

Most of these supplies reached the addressees. But many of the parcels from home did not. Yet they were not wasted or left in some post office lost property room. The Undeliverable Parcels Section of the Canadian Overseas Postal Depot and the RCAF Overseas Auxiliary Services Branch at London HQ have seen to that.

There are several reasons why parcels sometimes cannot be delivered. The addressee may have gone missing, or been killed, or repatriated to Canada before the parcels could get to their destination.

All parcels carry a Customs Declaration on which the sender states whether, in the event of non-delivery to the addressee, he wishes the package returned to Canada or delivered to an alternative addressee.

Parcels which contain articles of value, listed on the Customs Declaration, like watches, pipes, pens, cigarette lighters, automatically are returned registered to the sender, appropriately endorsed as to the reason for their return.

Parcels arriving for men who have been repatriated, and bearing no alternative addressee's name, are turned over to the Auxiliary Services Branch. But where the name of an alternative addressee has been left with the postal authorities, the request is complied with.

Parcels not containing articles of value and bearing no alternative address, arrive at the Auxiliary Services Branch. Listing them, sorting and storing, and then distributing the contents has become a big job.

As each parcel arrives a letter is dispatched to the sender in Canada acknowledging its receipt and explaining that since it was impossible to deliver the parcel it was opened and its contents distributed to other members of the RCAF.

Articles of clothing sent from Canada usually are distributed among prisoners of war, unless they are particularly valuable, when they are registered and returned to the sender at no cost to him.



In the spacious Auxiliary Services storage rooms LACs J. W. Dunnigan, Ottawa, J. A. Lagalce, Dalhousie, N.B., and D. Dressel, Toronto, load crates with food packages for redistribution to RCAF units in Britain.

(Official RCAF Photograph.)

Undeliverable magazines are distributed to RCAF messes, hospitals, hostels and other centres in Britain and elsewhere. They are never wasted.

Since RCAF ex-prisoners of war began arriving at Bournemouth, tons of food have been sent from London to help feed

them. The Canadian Red Cross has given to the RCAF large quantities of clothing, razor blades, toilet requisites and other useful supplies for distribution where they are needed most.

Food, much of it taken from parcels which could not be delivered, has been distributed

from London at the rate of approximately three tons weekly. Such foods as biscuits, which often arrive broken and in dilapidated packages, or jam and meat in glass containers, are sent by the RCAF to such organisations as the Knights of Columbus, Canadian Legion or other auxiliary service establishments overseas.

Ten tons of food, from undeliverable parcels, and other sources, recently were sent to Bournemouth prisoners of war in one shipment, not to mention upwards of one million cigarettes.

When an airman who has been missing or has been a POW suddenly shows up in London needing food and cigarettes which were sent to him but were distributed elsewhere in his absence, he is far from being out of luck. When he presents himself at the Auxiliary Services he finds that a card has been kept recording exactly how many packages of cigarettes and how many other parcels were sent to him but never reached him.

When his identity is checked he is given a supply of cigarettes and provisions. Even the man who returns to find there is no record of any of his parcels having been received and distributed will be given cigarettes and a food package.

In the files of the Undeliverable Parcels Branch are hundreds of letters written by the Branch to people in Canada notifying them that since it was not possible to deliver their gifts to the addressee, they were distributed among other personnel or to worthy organisations.

Hundreds more letters are on file from people in Canada, and almost without exception they express gratitude and appreciation for the fact that, while their husband, son, brother or fiancé could not enjoy the contents, others were enabled to do so.

"Objections from Canada to the way we handle undeliverable parcels are so few and far between as to be negligible," says W/C Hector N. Crighton, Toronto, Senior Auxiliary Services Officer, RCAF Overseas.

"We find the people in Canada particularly grateful to us for returning, registered and prepaid, the valuables which they sent abroad," he added.

RCAF Personnel Can Apply For Posts With Colonies

His Majesty's Colonial Service has announced that at least 4,000 vacancies exist for Colonial Service officers to serve in the many far-flung posts of the Empire.

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Special consideration will be given service men and women so that they will not suffer disqualification through having served during the war. Initial salaries are computed on the same basis, and any in the armed or auxiliary services will benefit as though they had been accepted for Colonial work five or six years ago.

Here are some of the branches of Colonial work open to RCAF personnel: Administrative service; agriculture; audit; chemical; education; engineering; forestry; legal; medical; mining; nursing; police; survey; veterinary; customs; meteorological; and welfare.

There is almost no limit to the opportunities open to airmen and airwomen, officers and other ranks alike, in ordinary and specialist work. Salaries range from several hundreds of pounds up to £1,000 or more per annum.

RCAF candidates may shortly obtain full information about the Colonial Service from station and unit educational officers of the RCAF and from AMO A-436, 1945, obtainable from station and unit adjutants. Arrangements have been made by the Colonial Service to interview applicants in Canada, should they have been posted back there between the time they applied and the time they were requested to appear for interview in London, or overseas centres such as Cairo, Accra or Delhi.

U-BOAT SUNK ON MAY FIFTH MAY BE LAST FOR COASTALS

What may have been the last German submarine to be sunk by a Canadian Coastal Command pilot, was sunk on May 5.

The pilot was F/O A. A. Bruno, West Mount, Que., who when on patrol with a second Coastal Command Liberator, spotted two fully-surfaced U-boats.

"We saw the U-boats from seven miles away," said F/O Bruno. "They were making about eight knots. As we attacked, both U-boats opened fire. Our first stick of depth charges on the first submarine straddled slightly ahead of the conning tower. Its stern came out of the water at an angle of 45 degrees and it sank bow first. Five minutes later bodies, wreckage and scum were seen on the surface of the sea."

The second U-boat was destroyed by the accompanying Liberator, whose skipper, a New Zealand Wing Commander, reported after his attack large air bubbles, wreckage and a V-shaped oil patch 2,000 yards long.

Control Officer Hangs Up 'Phones

Senior flying control officer on a Canadian Spitfire wing, S/L Reg Fisher, Toronto, has hung up his earphones and is heading home to Toronto.

He has put in 41 months bossing airplanes around. He survived it, and also survived when he was torpedoed in the English Channel on D-Day.

Busiest days for him came during his last weeks with the wing, while it operated from a field in Germany. Not only did he handle Spitfires but he had to contend with fleets of Dakotas arriving regularly with ammo and materials, and leaving with mercy cargoes of wounded and liberated prisoners of war.

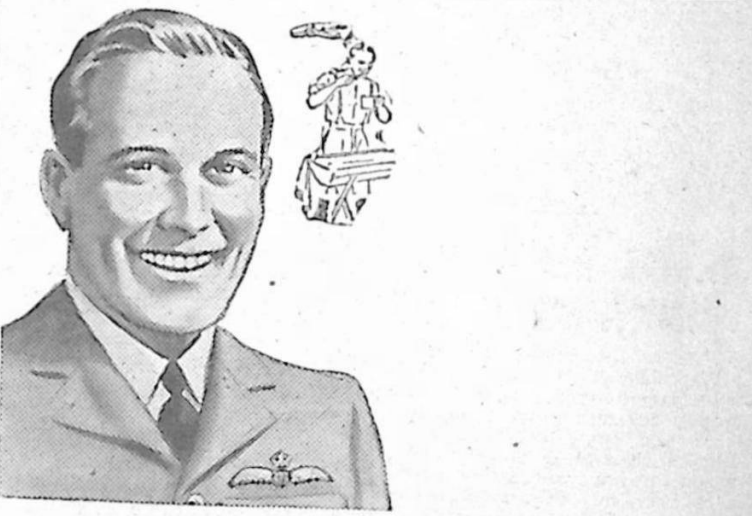
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Control Officer Hangs Up 'Phones Senior flying control officer on a Canadian Spitfire wing, S/L Reg Fisher, Toronto, has hung up his earphones and is heading home to Toronto. He has put in 41 months bossing airplanes around. He survived it, and also survived when he was torpedoed in the English Channel on D-Day. Busiest days for him came during his last weeks with the wing, while it operated from a field in Germany. Not only did he handle Spitfires but he had to contend with fleets of Dakotas arriving regularly with ammo and materials, and leaving with mercy cargoes of wounded and liberated prisoners of war.

NAAFI— AT YOUR SERVICE Here are but a few of the many ways in which Naafi serves the RCAF . . . NAAFI provides RCAF units with a wide range of commodities for service messing. NAAFI canteens serve Canadian units and airmen attached to British units. NAAFI supplies all kinds of canteen goods for units without a Naafi or a Canadian Philanthropic canteen. (10 per cent. discount is allowed for unit funds on all such purchases.) NAAFI clubs in Britain and overseas offer many amenities for Canadian Forces. NAAFI mobile canteens serve remote or scattered units. NAVY, ARMY AND AIR FORCE INSTITUTES Ruxley Towers, Claygate, Esher, Surrey

"Jolly good biscuits, Granny!" Beryl loves to play the little hostess. Like Mother and Granny, she entertains her guests with Weston biscuits. Biscuits made in spotless factories, where the finest ingredients obtainable are blended to perfection. Biscuits as nourishing as they are nice—rich in energy-giving goodness. A favourite choice to-day is Weston Rich Digestive, 1/4d. a pound. Weston ALL THAT'S BEST IN BISCUITS



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CBC RELAYING ELECTION GEN

Fast Service Planned For Forces in Europe

Montreal.—Canadian service men and women in Europe will receive word of the election results as soon as people at home through an arrangement with the Canadian Broadcasting Corporation's International Service.

A special all-night short-wave service has been announced during election day and evening, June 11, with regular bulletins in English and French provided until such time as results are conclusive.

Final results will also be included in the regular short-wave broadcasts on June 12, the morning following the elections, in English, French, Czech, Dutch and German commencing at 6.15 a.m. EDT.

To provide the special election service, additional short-wave frequencies will be employed as follows: Station CHTA, 15.22 megacycles, or 19.71 metres (from 6.15 a.m. to 3.30 p.m. EDT), and station CKXA, 11.705 megacycles, or 25.63 metres (from 8.30 p.m. to 6.00 a.m. EDT)—(10.15 to 19.30 hours GMT and 00.30 to 10.00 hours GMT).

CLOSE CALL

A V2 rocket landed so close to radar mechanic Cpl. O. D. Le Blanc, Shediac, N.B., one Sunday while walking to church in London that it knocked him down. Another blew out the windows of his boarding house.

LONG TERM

Following nearly seven years of service overseas, S/L T. C. Kaye, DFC, Winnipeg, is on his way to Canada.

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SHSH...



F/L E. H. Shaw and S/L A. E. MacKay, both with RCAF Bomber Group, wait patiently for Ure river trout to rise to their lures. (Official RCAF Photograph.)

PILOT POUNDS NAZI E-BOATS

Swordfish Crew Hits Two Hun Naval Forces

A Swordfish pilot on night operations, F/L J. D. W. Campbell, Dartmouth, N.S., sighted and attacked three E-boats while on an anti-shipping patrol from his Coastal Command base in Belgium, before the German surrender.

The E-boats were sneaking through Dutch waters when he spotted their wake and closed for the attack. Campbell made his run over the leading vessel and straddled it with four bombs.

A sudden burst of accurate flak began exploding around him right after he got his bombs away. It came from a second group of four E-boats, which were off to the north-east of the target group.

Campbell immediately took violent evasive action because of the flak and as a result was unable to definitely determine the damage done, but he was later credited with having sunk the bombed boat.

Six nights previously F/L Campbell had tacked five E-boats in the same waters.

He circled to make his attack and after diving 1,500 feet came in from behind the enemy formation, which was proceeding in line astern.

Campbell saw all four of his bombs explode in the target area and noticed one boat begin to lag behind the others. He was unable to make a further check because an engine started to falter and he had to return to base.



INDIGESTION? -no thank you!

Two Moorland Tablets are all you need in order to enjoy your meals without fear of gastric trouble.

Read what this soldier writes to us—

"I have suffered from Gastritis for years and on joining the Forces I had to enter hospital for treatment and diet. On discharge the trouble recurred, but I was recommended to try 'Moorland' Tablets. I can safely say I am now much better than I have been for ages, thanks to 'Moorlands'."

(Signed) Cpl. H.E., R.A.O.C.

Moorland Indigestion Tablets are the best method of warding off indigestion. If you feel stomach pains coming on simply take two Moorlands—that's all. They are as pleasant to eat as sweets. They bring instant relief from indigestion, biliousness, dyspepsia, flatulence, acidity, heartburn, palpitation, gastric catarrh, etc. Sold at all Chemists, 1/5d., also in 5d. packets (incl. tax).

DEMON DOINGS

Track Meet Goes Well

Intermittent showers failed to dampen the Demon spirits on Whit Monday afternoon when the boys took a big chunk of the prizes in the track and field meet held on the station. There was a large crowd and plenty of cheering.

Anchored by LAC "Pop" Harrold, the tug-of-war team easily out-pulled their opponents. The tugging stalwarts were F/O Vince Bury, LAC "Sling" Harris, LAC R. B. McBride, LAC C. W. Hodge, LAC C. A. Gill, LAC R. J. Craig, LAC N. G. Rowley and LAC Harrold.

LAC McBride also won the discus and javelin throws and was placed second in the shot put. LAC Harris won the shot put and was placed third in the discus.

Bomber Man Recalls Drop On Zeider Zee Mud Flats

When F/L Armand Rondeau, Montreal, was forced to bale out of his stricken Wellington bomber, he admits that he was mildly excited, but when he landed in what he believed was quicksand he thought the end had come. It was the night of June 12, 1940, when he landed in the mud flats of the Zeider Zee.

He slowly began to sink, but struggled violently and managed to cling to a large rock. Then he made his way to the muddy dike wall, losing his flying boots in the process, and climbed to safety.

Next day a patrol of German soldiers found him in a pile of debris. They took him to a camp in Amsterdam and then to Dusseldorf. From there he went to the main interrogation centre at Frankfurt and was given the usual solitary confinement in an effort to force him to talk. He refused.

Spending Christmas of 1942 in Stalag Luft III was not pleasant. The Germans had delayed the arrival of mail from Canada in retaliation for an alleged delay of German mail to the prison camps in Canada.

In July, 1943, F/L Rondeau made a bid for freedom. He noticed that a large lorry with a trailer attached had been driven into the camp and with another prisoner, he hid in the trailer. It was moved to the vicinity of the officer's quarters and the adventurous pair walked through the main gate.

They hid in a swamp by day and travelled by night to finally contact a coal train heading for Stettin. But they were spotted by a signalman in a station control tower. Fourteen days in solitary confinement was the price for their short taste of freedom.

In an attempt to elude the Russians, the German authorities moved the men to a camp at Luchenwald early in April. It had been an army camp and conditions were appalling. They were refused Red Cross parcels and cigarettes and until final liberation came from the Russians they merely existed.

HEADING HOME

With two tours of operations as a navigator-bombardier completed, S/L A. Nicholl, DFC, Carbonera, Nfld., is on his way home.



F/O W. W. Holmes, pilot, Boston, Mass., F/O J. K. Scruton, navigator, Toronto, and F/O F. W. Christison, air-bomber, Vancouver, were in a RAF Lanc when flak pierced the bomb bay and passed within inches of an 8,000-pound cookie. It was the only time their plane was hit by enemy ground defences in more than 30 bombing trips. Another chunk penetrated the mid-upper turret without hitting the gunner. They finished their tour just before Germany surrendered, and they expect to be home shortly.

In one of the last major efforts by enemy fighters to halt British bombers a RAF Lanc with three Canadians aboard was attacked six times going in to the target and twice going out. The target was Nuremberg and the three Canadians were F/Os S. E. Barnes, navigator, Montreal, H. Bowes, air-bomber, Hamilton, Ont., and F/S D. J. Jaffary, Schreiber, Ont. The Canadians saw some 15 Lancasters shot down that night. On their next trip, to Hanau, Jaffary opened up on an attacking Me410 and scored hits on the port side. The German broke away and disappeared in cloud. Now that their tour is over they expect to head home shortly.

Travelling with a RAF Lanc crew, F/O W. A. Smith, Hamilton, Ont., has had some experience with flak. His aircraft was piloted by a Vancouver skipper and was holed eight times over major German targets, but returned safely each time. At Dessau, anti-aircraft fire blasted four feet off their starboard wing. Over Duisburg it knocked out a motor.

W/O W. P. Dicks, London, Ont., went on with his tour after he had been wounded in the head by flak at Rouen. He wanted to finish his tour with his other Lanc crew men and refused to take his sick leave. He was mid-upper gunner, and a burst struck him in the daylight bombing of German pockets of resistance at Rouen, which had been circled by the FFI. Deafened temporarily and rapidly losing his ability to see, Dicks crawled from his turret and the bomb-aimer took his place. Dicks now is headed for Canada. His last trip was to Berchtesgaden. Another Londoner, F/O W. R. Cole, air-bomber, served on the same squadron.

For two consecutive nights F/L J. D. Playford, Waterloo, Ont., and RAF Lancaster pilot, proceeded to his target although one of his motors had cut out. Other Canadians in his crew were F/O J. E. Managh, Smith Falls, Ont., and F/O W. J. Elrick, Waterloo, Ont. On the first occasion, which was an attack on Kiel, the misfortune occurred just prior to reaching the target, and 2,000 feet in height were lost subsequently. On the next night the motor conked-out 200 miles from the target at Plauen and a loss of 5,000 feet height was incurred.

When W/O W. P. Dicks, London, Ont., mid-upper gunner for a Canadian skipper in an RAF Lancaster squadron, was wounded in the head by flak at Rouen he returned immediately to operation after discharge from the hospital. He waived away his sick leave in order to finish his tour with his crew. A flak burst which struck him during the Rouen bombing deafened him temporarily and also affected his eyesight. He crawled free from the turret and his bomb-aimer relieved him. He has now completed his tour and is homebound. His last trip was Berchtesgaden. Another Londoner, F/O W. R. Cole, air-bomber, served on the same squadron.

F/L L. C. Morrison, Winnipeg, a Lancaster pilot, presents a paradoxical sight these days. He is wearing the red, white, and black swastika badge of Hitler's Youth Movement in his collar. He received it from a grateful allied prisoner of war whom he flew back from Germany. With Morrison fly F/O A. A. Munro, navigator, London, Ont., and F/O D. L. Paterson, Hamilton, Ont., air-bomber. Prior to VE day they had completed 13 bombing trips. En route to bomb Heligoland on one trip, Munro and the English wireless operator succeeded in quenching flames after fighting a fire for 20 minutes. They were holed by flak over Cologne on the way to Dessau.

Nazi Ship Hidden In Smoke Clouds

When a Halifax night bomber aircraft had discovered the single-funnelled vessel on route to Norway, clocking a speed of 12 knots. Bombs went down and straddled the ship, and F/O Winnipeg, wireless air-gunner, B. E. P. Jones, Toronto air-gunner, saw a bright yellow flash. After the bombs struck, the flak guns suddenly ceased.

PLANE CAPERS AS FLAT-HATS ARRIVE

When two Canadian wireless airgunners, P/O W. A. Tryon, and P/O H. R. Wilkening, Sask., won commissions recently, even their faithful old "Wimpy" decided to cut a few capers in celebration of the event.

Captained by P/O J. H. Smith, the Wellington had just taken off on an anti-shipping mission when a gas tank cover blew open.

The tank prank scrubbed the sortie, since it set up such an intense vibration that the captain had to swing round and head for home base, which he reached with great difficulty but in safety.

P/O Tryon has a brother in the Canadian Army's Royal Regiment.

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