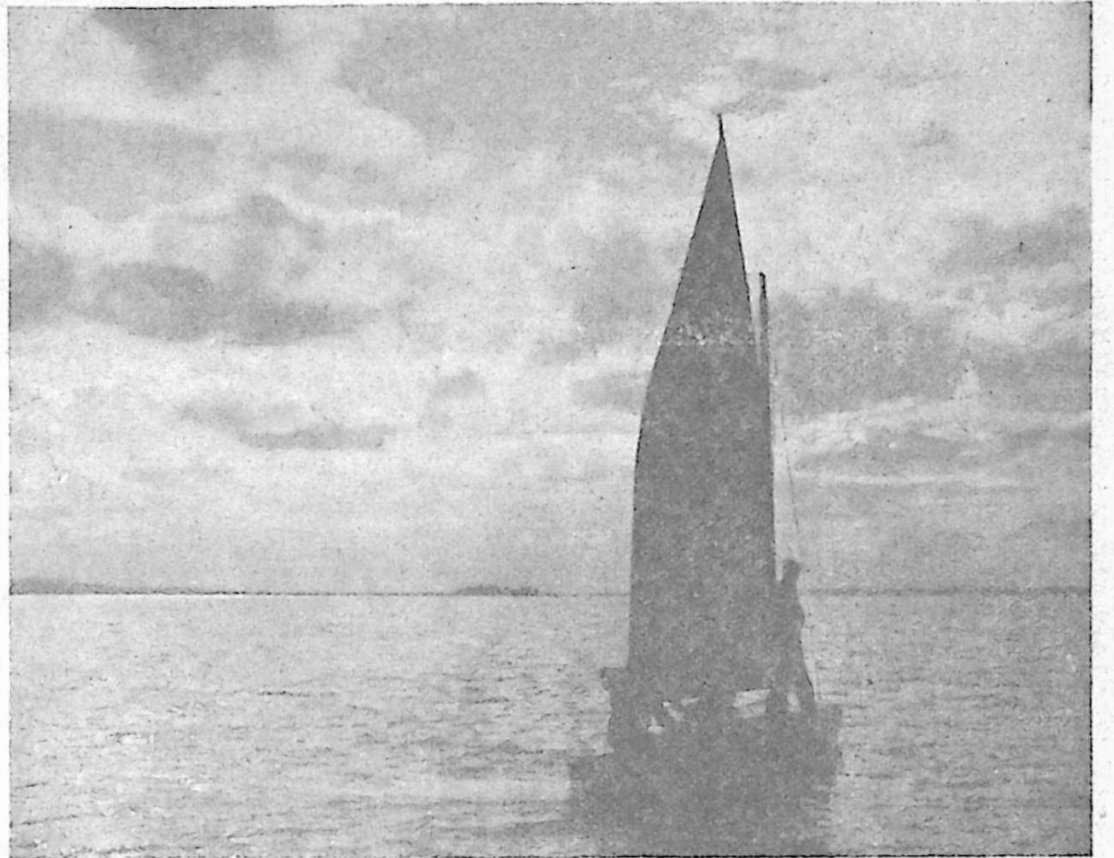




## SHIPPING SPACE MAJOR TRANSPORT PROBLEM IN BACK-TO-CANADA TASK

## GERMANY, 1945



After months of strenuous work Canadian airmen experience beauty, peace, and some boating while at a K of C rest hotel in Germany. (Official RCAF Photograph.)

### Smuts' Visit

Ottawa (CP).—Tentative date for the visit to Ottawa of Field Marshal Smuts, Prime Minister of South Africa, has been set for Monday, June 18, when he will come to Canada after the San Francisco World Security Conference at an invitation from Prime Minister Mackenzie King and the Canadian Parliament.

### Flotilla of Queen Marys Needed To Move Allied Troops, Satisfy RCAF Personnel's Day Dreams

### PACIFIC FRONT IS FIRST PRIORITY

"When do we get on the boat?"—"What are we waiting for?" These two questions, most natural ones in the world, are on the lips of thousands of Canadian Servicemen overseas every day, now that the European phase of the war is over. They are rightfully anxious to get home to their families and friends after their long period of hardship, danger, mental strain and, for some, suffering at the hands of the enemy. No one understands and sympathises with their feelings more than the officials whose colossal task it is to get them home.

## ELEVEN DFCs ANNOUNCED IN 'GAZETTE' LIST

### TAF Man Cited For Role on Crossing

Six immediate DFCs and five non-immediate DFCs for RCAF fliers have been announced in the latest lists of awards in the *London Gazette*. S/L John Thomas Reed, Ottawa, 2nd TAF, won an immediate DFC for his work at Arnhem and in operations supporting the Rhine crossing.

## SHIPS COLLIDE IN MID-OCEAN

### Sea Miracle When 22 Vessels Tangle

Halifax (CP).—Twenty-two ships of a 76 ship convoy making its way from Britain to North America have arrived here after being damaged in a multiple collision occurring when they swerved 90 degrees to avoid icebergs in heavy fog off Newfoundland banks.

The Canadian Victory freighter Fort Columbia was among the ships damaged in a ten-minute series of crashes. An officer of one ship said it was "one of the greatest miracles of the Atlantic that no ships were sunk or lives lost." The mass accident occurred after the convoy had been feeling its way through 200-foot visibility fog for a full week. On May 26 one of the leading freighters signalled she had hit an iceberg.

## Saskatchewan To Have Big Surplus

Regina (CP).—C. M. Fines, provincial treasurer for Saskatchewan, released preliminary figures setting at \$2,016,025 the surplus realised by the Saskatchewan government on operations in the fiscal year ended April 30.

## Heavy Fire Loss Aboard Mail Ship

Ottawa (CP).—Post Office Department loss and damage to mail is believed to be heavy in a fire which broke out in the hold of SS Scythia on May 26 shortly before she docked at Liverpool, England. The Department said the ship was carrying 11,000 bags of mail and the hold in which the fire broke out carried 6,000 bags, largely parcel post. The origin of the blaze is not known and a complete survey of the damage cannot be made until the ship is completely unloaded.

### EX-ERK

S/L J. F. Thomas, DFC, Vancouver, has been appointed flight commander with the City of Hamilton Tiger squadron of RCAF Bomber Group. Member of the permanent force, Thomas was formerly a ground crew mechanic.

## Swordfish Man in Anson Sinks Midget Submarine

F/L J. D. W. Campbell, a Swordfish pilot from Dartmouth, N.S., sank a U-boat shortly before the German surrender without firing a shot.

Campbell took an Anson up one afternoon for an air-test flight and was over Dutch coastal waters when he saw something suspicious in the sea. Investigating, he found it was the conning tower of a midget German U-boat, "Biber" class. Unable to use the wireless and without weapons of any kind, Campbell nevertheless made several runs over his quarry, but the U-boat dodged and twisted in all directions, determined to get away. Finally, Campbell figured it was no use and headed for home. Just about a mile away he found another fully-surfaced midget and got set to make a couple of passes at it. Roaring over the water at a full 110 miles per hour and a

20-foot altitude, Campbell's tactics made the midget fidget. After only three dives, he saw the one-man crew desert the one-man sub. On his last circuit, he watched the German struggling into a dinghy while the Biber turned turtle and slowly sank beneath the surface. Campbell then hurried back to base and reported the position of the midget still at large. A Swordfish took the air immediately, found the sub and sank it with depth charges. Delighted ground crew men meanwhile got busy and painted a midget U-boat on the Anson, while the pilot's messmates re-christened him: "Killer." Campbell.

To achieve this in the shortest time possible everything that can be done is being done. Navy, Army and Air Force officers are working full time on the problem, and they are doing it with the knowledge that for most of them and their staffs there can be no going home until their job is done, although they are just as anxious as the rest to see Montreal, Vancouver, Moncton and the old prairies again.

When airmen and soldiers ask such questions as the above, when they feel that things are not moving as fast as they might for them, when they are perhaps getting fed up or impatient because they are not yet on a westward-bound liner, they often fail to assess in their own minds the manifold difficulties overshadowing the huge repatriation job.

In some cases they are inclined to forget that the Pacific War is still in progress. Thousands of men and thousands of tons of war materials must be shipped to that theatre. The United States sent its millions to Europe to help defeat the Nazis. Their allies are now sending their forces to the Pacific to help America in overthrowing the Japs.

Any movement westward of other personnel than those boys who have volunteered to go on fighting in the Far East must be, and is, subservient and secondary. The Pacific is Priority Number One. And in addition to Canadians, Australians, New Zealanders and South Africans, there are more than 3,000,000 American troops alone, just as entitled as the men of the Empire to get back to their homeland.

The biggest problem, of course, is shipping space, which remains at a premium. It still isn't possible to say, just because there is peace in Europe, "Oh well, now we can use all the ships to take the troops home." Unfortunately every vessel is not a Queen Mary or a Queen Elizabeth. Such great ships are far in the minority. Many of the world's largest liners, which could have helped immeasurably in the transportation problem, went to the bottom at the hands of enemy U-boats.

During the emergency days, and when the great armies before D-Day were being massed, the "Q.M." and the "Q.E." carried hundreds of thousands of men eastward across the Atlantic, and from Australia and New Zealand. Sometimes loaded to the very rails, they transported as many as 16,000 men at a time on one ship.

When you, who have so richly earned the right to be reunited with those you love at the earliest possible moment, feel impatient, fed up, or are suffering from some other form of disgruntledness, just take a few minutes to consider the other side of the problem—the side with which the personnel and repatriation officers at HQ are wrestling, night and day. Take a piece of paper and a pencil and do a few simple arithmetic sums. They'll help you to realise why you are not home yet, or at least on a vessel bound for home.

Assume, for instance, that there were 10 Queen Marys, each carrying 15,000 men home in one trip, starting from Southampton at this end. They would have 150,000 repats

(Continued on page 4, col. 5)

## Navigator Sees Result Of Hit From 22,000-Pounder

An RCAF navigator, F/L Johnny Shaw, Lethbridge, Alta., has seen the results of a 22,000-pound bomb on a German target, and reports that after the explosion there are no real remains, but "just a big gap."

## SCIENCE MEN VISITING USSR

Edmonton (CP).—A special RCAF plane carrying scientific representatives to Moscow and Leningrad for the 220th Anniversary of the Academy of Sciences of the USSR, stopped here en route to Fairbanks where they will change to a Russian plane for the last leg of their journey. The party included A. E. Posild, Department of Mines Resources, and E. A. Innis, department head of Political Economy at the University of Toronto. The Russian Academy, founded in 1725 and particularly active since 1917, holds world fame for its discovery work.

## MINING INDUSTRY GETS GREEN LIGHT

### Metal Restrictions Withdrawn by Howe

Ottawa (CP).—Canada's great mining industry, which in 1942 was nearing an annual production of \$600,000,000 before wartime controls hampered further development, got a cautious green light from the government with Munitions Minister Howe's announcement of the removal of metals control restrictions on the mining of gold and other metals.

The Minister's statement meant that all controls on the sinking of mine shafts, expansion of underground work and opening of new developments no longer applied.

Howe added, mining labor is still subject to control by National Selective Service and it may be months before machinery becomes available. At the same time he foresaw the eventual development of new properties of tungsten, molybdenum, copper and gold discovered during the war years and partially developed through surface diamond drilling on which there was no restriction.

Mining spokesmen said the most important aspect about the controls removal was that mining companies now could sink new shafts but admitted that machinery and manpower restrictions would continue to hamper development to some extent.

## POWs ARRIVE IN MARITIMES

### Trains Speed Men Across Dominion

Halifax (CP).—The homecoming they always dreamed of, but often despaired of seeing near reality for more than 1,000 liberated RCAF and Army POWs who were speeding westward on special trains which met the troopship Pasteur as she docked here.

Almost 4,000 men returned aboard the trooper, 1,059 liberated RCAF men, 500 liberated Army prisoners and other soldiers, sailors and airmen. The airmen were welcomed by high ranking RCAF officials after the troopship was played into the dock by the Goose Bay RCAF band which journeyed out to meet her aboard a marine craft. Then the band transferred to the pier and beat it out in jive and march tunes.

While preparations were going ahead for disembarkation and transfer to five special trains, staff members from the repat depot at Lachine, Que., started the big job of documenting men, listing destinations on leave and preparing pay rolls. Work was continued aboard trains.

Many of the liberated airmen had been at notorious Stalag Luft III prison camp near Berlin where 52 British and Canadian airmen were shot after unsuccessfully attempting a mass escape.

## Coastal Wellington Leads Destroyers to Nazi Ships

Teamwork between RAF Coastal Command and the Royal Navy scored with striking success in a combined operation against enemy shipping off the Dutch coast shortly before VE-Day.

At 10.15 one evening, a Wellington night bomber located five German escort vessels and sent out a call to the Navy. Shadowing the E-boats, the aircraft brought the destroyers in on the beam to engage the enemy two hours later.

The running seaborne duel kept up till 01.30 in the morning, when the Germans broke off and attempted to get away in the dark. But the Wellington quickly picked up their position again and in 20 minutes' time led the Navy back onto their target. In one hour it was all over and the aircraft returned to base.

A special message of congratulation was sent from delighted

naval officials to the Wellington's crew, of which Flying Officer F. C. Fossen, wireless airgunner, Camrose, Alta., was a member.

Four nights later another Wellington from the same squadron had an unusual experience while making its bombing run over an E-boat.

Flares from an unidentified aircraft lit up the seascape and interior of the aircraft with dazzling intensity, but the captain held the plane on its course so well that a hit was registered.

The navigator, F/O H. D. MacDermid, Martintown, Ont., saw a brilliant white flash, which burst into flame with a "reddish glow."



LYNX LARKS

Cats Hold Track Meet

With operational work in Europe behind them men of the Mosquito-flying, night-intruder Lynx squadron, based in Britain, have been going in for a spot of sport and recreation.

Idea behind the meet was to discover the best athletes on the unit to form a team to meet RAF units from the station and surrounding centres, including men from the RAF regiment.

Top-scoring Lynxmen of the day were W/O F. E. Hamburg, pilot, Verdun, Que., who won the 100 yards, broad jump, and came second in the 220 as well as running anchor man for the winning air crew team in the 880 relay, and LAC E. E. Wheeler, Richmond, Que., who came third in the broad jump, second in the 100 yards, first in the high jump and third in the 220. Wheeler also was on the winning RT team in the 440-yards relay. Time for this race was 52 seconds.

Both Hamburg and Wheeler were tied for first with 13 points. LAC W. J. Sedar, Winnipeg, was next with eight, and J. R. Thompson, Ottawa, was third with seven points.

The point total for teams was: Air Crew 17, RT 16, Hangar, nine, "A" Flight five, and Instruments one.

Results:

100 Yards.—W/O Hamburg, LAC Wheeler, LAC Sedar.

Broad Jump.—W/O Hamburg (19ft. 9in.), LAC Wheeler, LAC Sedar, distance.

High Jump.—LAC Wheeler (4ft. 10in.), LAC J. R. Thompson, Cpl. P. Z. Gallaway, Kenora, Ont.

Shot Put.—F/O T. B. Parker, Hubalta, Alta. (32ft. 10in.), LAC N. I. Gribling, Chilliwack, B.C., LAC W. D. Lewis, Toronto.

220 Yards.—LAC Sedar (28.2 secs.), W/O Hamburg, LAC Wheeler.

880 Yards Relay.—Air Crew, RT, Instruments, 1.54 secs.

440 Yards Relay.—RT team, Air Crew team, Hangar team, time 52 secs. Winning team, LAC Wheeler, Cpl. Gallaway, LAC D. M. Fligg, and LAC Thompson.

Tug-of-War.—"A" Flight, defeating Air Crew and Ground Crew. Winners were LAC Gribling, LAC C. W. Ward, Edenville, Ont., LAC F. J. Redford, Guelph, Ont., LAC H. J.

RED CROSS HELPS REACH RELATIVES

CBC Sends Messages To Dutch, Czechs

Montreal.—As a service to people in Canada who are anxious to try to locate Dutch and Czech relatives of friends in Europe, the International Service of the CBC, in co-operation with the Canadian Red Cross, will commence the transmission of personal messages by short-wave to Czechoslovakia and the Netherlands.

The messages will be included in the regular Czech and Dutch programs which are already being broadcast from the International Service transmitters.

Messages will be limited to 50 words and must be submitted on forms obtained at local Red Cross societies. Contents are to be of a purely personal nature and will be forwarded by the local Red Cross representatives to the head offices of the society in Ottawa.

No charge is made for this service.

Fulcher, Edmonton, LAC L. H. Peters, Cadomin, Alta., Cpl. J. Stuckey, Victoria, LAC K. Fisher, Lloydminster, Sask., LAC H. D. Mills, Paisley, Ont., and Sgt. E. R. Bishop, Wolsely, Sask.

Three-legged Race.—Cpl. R. C. Dixon, Winnipeg, and LAC Sedar.

The meet was organised by P/O R. S. Walker, Ottawa, squadron sports officer and pilot, assisted by Joe Brown, Toronto, Knights of Columbus representative, F/S J. L. Sidenberg, Winnipeg, squadron disciplinary and PT instructor, and S/L R. S. Croome, an Englishman in the RCAF, from London, commander of "B" Flight.

GETTING THE BIRD



Cooks at Calcutta's Canada House, LACs K. V. Olson, Ottawa, and A. D. Scott, Winnipeg, select plump chickens for dinner.

(Official RCAF Photograph.)

FREED PRISONERS

The following is a list of former-POWs recently returned to this country:—

- P/O J. L. DUNCAN, Detroit, Mich.; P/O W. E. EGRI, Abbotsford, B.C.; P/O K. E. ELLIOTT, Langigan, Sask.; P/O G. G. ETHELIDGE, South Pasadena, Calif.; P/O K. A. GALLOWAY, Milton, Ont.; P/O W. C. GILLESPIE, Winnipeg; P/L J. D. GOLDS, Joseph, Ont.; P/L F. L. GOOD, Toronto; P/O R. B. HALL, Normal, Ill.; P/O A. J. HARVEY, Winnipeg; P/O A. R. C. HENDERY, Montreal; P/O N. E. JENNINGS, Toronto; P/O A. N. JOHNSTON, Verdun, Que.; P/O A. G. KINNIS, Trail, B.C.; P/O J. A. R. LABERGE, Montreal; P/O M. A. LAFFIN, New Waterford, N.S.; P/L H. LANGLAIS, Toronto; P/O F. O. W. LEYS, Toronto; P/O A. R. MACKENZIE, Stettin, N.S.; P/L W. J. MARKOWSKY, Redburn, Sask.; P/L J. A. McCADUE, Allison, Sask.; P/L W. B. McDONNELL, Medicine Hat, Sask.; P/L W. McLACGAC, Winnipeg; P/O D. N. McLAREN, Venn, Sask.; P/O A. L. MERKLEY, Vancouver; P/O A. H. MORLEY, Lucas, Ont.; P/O A. H. MURPHY, Palombridge, Ont.; P/O W. E. MYLCHREEST, Niagara Falls, Ont.; P/L W. NICHOLSON, Galt, Ont.; P/O R. H. NORRIS, Calgary, Alberta; P/O R. B. PAGE, Hartington, Ont.; P/O H. PANKRATZ, Langham, Sask.; P/O R. A. PARLETTE, Lacombe, Sask.; P/O F. O. W. PARE, Montreal; P/O J. E. PRUDHAM, Scarborough Bluffs, Ont.; P/O R. SCHOTT, Rosebank, Man.; P/O A. E. SELLER, Burnaby, B.C.; P/O D. W. SELBER, Medicine Hat, Sask.; P/L D. W. SOUCHEN, Mansfield, Sask.; P/L A. D. STUDDOLME, Toronto; P/L O. F. TALLMAN, Taber, Alta.; P/L J. TURNESKEY, Winnipeg; P/O D. J. TURNQUIST, Glenworth, Sask.; P/L L. E. USHER, Mason City, Iowa; P/O J. C. WELLEN, Waterloo, Ont.; P/L E. F. WHITE, Midland, Ont.; P/O J. WILSON, Moose Jaw, Sask.; P/O J. D. WINTEMUTE, Vancouver; P/L J. E. YOUNG, Nelson, B.C.; W/O G. S. AULD, Winnipeg; W/O P. A. BROWN, Nels. Colliery, Sask.; W/O B. M. CASSIDY, Britannia Bay, Ont.; W/O G. P. COLUMBUS, Ingonia Falls, Ont.; W/O E. FARROW, Humber Bay, Ont.; W/O R. A. FRASER, Nelson, B.C.; W/O C. H. J. GARRETT, W/O J. A. GORDON, Mimico, Ont.; P/S W. E. MORRISON, Toronto; W/O L. S. O'LEARY, Toronto; W/O N. B. RICHARDS, Athabasca, Alta.; W/O W. L. SMITH, Cupar, Sask.; W/O W. A. WAGNER, Los Angeles, Calif.; P/S M. A. WILLIAMS, Redwood, Ont.; P/O L. F. DUCHURRY, Toronto; P/O C. N. DURDIN, London, Ont.; P/L S. A. ELLINGSTAD, Eau Claire, Wis., USA; P/O H. ELLS, Port William, Ontario; P/O F. FODDY, Toronto; P/O F. L. C. W. FLOODY, Toronto; P/O C. W. FORD, Toronto; P/O F. W. FRUDD, Detroit; P/O P. A. FULMORE, Regina; P/O J. G. GARDNER, Toronto; P/O J. CALIPEAU, Ottawa; P/L T. H. GARDNER, Powell River, B.C.; P/O E. P. GARLAND, Sydney, N.S.; P/O H. L. GRAY, Prairie River, Sask.; W/O S. CRAY, London, Ont.; P/L H. W. E. HAMMOND, Toronto; P/O M. HARDING, Norris Point, Nfld.; P/O R. H. HARSH, Toronto; P/O G. HARVEY, Edmonton; P/O D. H. HATTEY, Toronto; P/L V. A. HAW, Edenville, Ont.; P/O T. E. HAYES, Ottawa; P/O E. A. HILLEY, Sombra, Ont.; P/O S. G. HETHERINGTON, Toronto; P/L E. H. HODGSON, Westmount, Que.; P/O R. Y. HODGSON, Edson, Alta.; P/L P. C. HOFFOS, Westholme, Sask.; P/L L. J. HOSSIE, Toronto; P/L C. J. HOVEY, Ottawa; P/L W. O. HOWELL, Ottawa; P/O J. A. HUBBS, Sudbury, Ont.; P/L G. E. HUSTON, Toronto; P/O G. L. JONES, Tisdale, Sask.; P/L J. H. KENNY, Buckingham, Que.; P/L W. M. KIPP, New Westminster, B.C.; P/L J. R. KITELEY, Toronto; P/O A. H. LANGILLE, Sydney, N.S.; J. H. C. A. LEPINE, St. Arge de Bellevue, Que.; P/O A. E. LIMAGHEY, Nelson, B.C.; P/O G. B. LITTLE, Pierceland, Alta.; P/L F. H. LOYE, Regina; P/O K. R. LOWE, Carleton Place, Ont.; P/L E. T. LUNDBERG, Toronto; P/O S. M. MACDONALD, Ottawa; P/O W. A. MACDONALD, Walton, N.S.; P/L A. H. MACKAY, Saffreche, Sask.; P/O R. E. MACNAUGHT, Carleton Place, Ont.; P/L J. MCLURE, St. Vital, Man.; P/O J. E. MC-CUTCHAN, Edmonton; P/O D. A. MC-INTYRE, Guelph, Ont.; P/O E. L. HILLEY, Victoria, B.C.; P/O V. L. MARSHALL, Toronto; P/L J. H. MARTIN, Toronto; P/O W. A. SARTIN, Outremont, P.Q.; P/O T. MASDIN, Toronto; P/L T. B. MOORE, Port Whitley, Ont.; P/L G. C. MORLOCK, Toronto; P/O P. P. MORRISEY, Winnipeg; P/O J. J. MORRISEY, Winnipeg; P/L S. D. MULLIND, Saseville, Que.; P/O K. NORRIS, Hamilton, Ont.; P/L R. J. OATES, Dunstable Beds.; P/L G. M. PARKINSON, Toronto; P/L F. PARR, Toronto; P/L E. PEARNEY, Vancouver; P/O J. F. L. PERRY, Tsimsh, P.E.I.; P/O J. P. POPADIKU, Sudbury, Ont.; P/L A. C. RICH, Regina, Sask.; P/O E. L. RILEY, Toronto; P/O L. W. Robbins, Brantford, Ont.; P/L R. B. RUDD, Ozen Sound, Ont.; P/L J. W. SCAMBLER, Clair, Sask.; P/O R. W. SMART, Los Angeles; P/L J. SNOWSELL, Kelowna, B.C.; P/L H. W. SODERLAND, Sturp, Sask.; P/O R. H. SPELLER, Saint John, N.B.; P/O G. SPOURLE, Ottawa; P/O E. H. STANSEL, Mile Roche, Ont.; P/O D. A. STEWART, Glen Alpine, N.S.; P/L R. J. TAYLOR, Willowdale, Ont.; P/O R. W. THATCHER, Newcastle, Indiana, USA; P/L W. V. THOM, Windsor; P/O L. R. A. THOMPSON, Cobourg, Man.; P/L C. P. THORNTON, Pincher Creek, Alta.; P/O P. B. TONNER, Saint John,

ICI logo and Imperial Chemical Industries Limited, London, S.W.1 advertisement text.

Canadians With 83 Group Enjoy Leaves at Resort

Canadians with 83 Group of 2nd TAF in Germany have no trouble making plans for a 24 or 48 hour pass. A fine German resort has been made available and airfields, repair and salvage units and mobile hospitals send a quota of pilots and ground-crews each day to Steinhuder Meer for a rest, a swim, boating and best of all, good beds and meals.

The locale of the resort is the Strand Hotel, now being operated by the Canada Club organisation of the Knights of Columbus. It serves 100 guests each day but can handle 200.

Until the rest camp was set up a 24 or a 48 became valueless. Travelling out of Germany would take up the entire holiday and there is no shopping in Germany to make a leave interesting there.

Attractive hostess is Dorothy Ogilvie, Montreal. She assists two men who share the operating responsibility. They are Supervisor Johannes Joseph Winelaar, Nelson, B.C., with the K of C Auxiliary Services, and F/L Gustav Bedard, Quebec City, a RCAF intelligence officer and interpreter at a nearby Spit wing.

As Canadians arrive there is a mad dash for the boathouse, where a fleet of mahogany sailing craft, once the property of the Nazi party leaders, is waiting for action. There is a boat for every want, including canoes, kayaks, motorboats, sailing craft and a 98-passenger cruiser for touring the lake which is 12 miles long and eight miles wide.

CCF Government Cuts Seed Price

Melville, Sask. (CP).—Premier T. C. Douglas, of Saskatchewan, said in an address that regardless of the government in power at Ottawa after the federal election on June 11, the Saskatchewan Government would settle with the farmers for "72 cents a bushel or nothing" for 1938 seed wheat advanced to them under the Dominion and Provincial guarantees.

It has been estimated the 1938 seed wheat advanced to farmers cost an average of \$1.42 per bushel, and the Saskatchewan Government has taken the position it would settle the debt for half this sum.

Large advertisement for TEA revives you! featuring an illustration of a man in a hat and a woman sitting on a bench, with a large tea bag graphic.

Service and Auxiliary Personnel can obtain Coloured Copies of the above and similar pictures free for pin-up purposes Apply to "Wings Abroad," RCAF Overseas H.Q., London

Advertisement for W. T. KING Tailor, 105, High Holborn, W.C.1. Text includes 'WE SPECIALIZE in those extra touches CANADIANS DEMAND in their OFFICERS' UNIFORMS' and 'R.C.A.F. HEADQUARTERS'.

Advertisement for NUFIX Dressing for the Hair. Includes the slogan 'Best by every Test' and an illustration of the product bottle.

Large advertisement for Gillette in battledress. Features an illustration of a soldier in a trench and the slogan 'Steeling a march! Trust Gillette's fine-tempered edge to get through where the going's toughest.' Text includes 'Standard Gillette Blades (plain steel) 2d each, including Purchase Tax. Fit all Gillette razors, old or new.'



RAISES THE STANDARD OF SHAVING EVERYWHERE W. R. SWANN & CO. LTD SHEFFIELD

POLAR BOMBER VISITS CANADA

Lancaster Aries Flies Non-Stop From Scotland

Rivers, Man. (CP).—The big silver Lancaster Aries is back in Canada on its second experimental flight within a month. The scientific ship, which recently visited Canada before taking off from the Yukon on an experimental hop over the North Pole, was back in Rivers after a 19-hour non-stop trip from Prestwick, Scotland.

Bombs Taboo on Coastal Mission

A bombless Wellington with two Ontario fliers in the crew flew a successful anti-shipping mission along the Dutch coast. The Canadians were F/O J. D. Marks, navigator, Toronto, and F/S R. Millar, wireless air-gunner, Hamilton, Ont.

Canada's Rubber Supply Adequate

Prince Albert, Sask. (CP).—Canada's synthetic rubber now is better than natural rubber, Munitions Minister Howe said in an interview here. After the war the Dominion will be absolutely independent of any source of rubber other than the Government plant at Sarnia, Ont., he stated.

Canadian Officer Gets Bar to DSO

Ottawa (CP).—A Bar to the DSO has been awarded to Lt. Col. William Denis Whitaker, 30, former Hamilton football player, for leading the Royal Hamilton Light Infantry in a holding operation that resulted in the destruction of seven enemy tanks and numerous enemy dead, the Defence Department announced.

Spiritwood Pilot Attacks Three Nazi Merchantmen

In patrols over the Skagerrak, F/L F. J. Rush, DFC and Bar, Spiritwood, Sask., led his RAF Halifax night bomber crew in three successful attacks against the enemy prior to VE-Day. One attack was against a large vessel in a small convoy, carried out in the face of heavy anti-aircraft fire from the vessel and from another small merchantman and three escort ships.

"Ici et Là"

Samedi dernier eut lieu dans l'Eglise Ste Mary de Manchester, le mariage du Lieutenant de section Jacques Lesperance de Montréal et de Mademoiselle Doris Craig de Liverpool. Après la réception au Midland Hotel, les nouveaux mariés partirent pour leur voyage de noces à Ambleside (Lake district).

Deux membres du corps canadien de radio-télévision (Radar) sont en permission à Londres cette semaine; l'aviateur-chef Claude Laurence de Montréal et Alfred Montpellier de Vancouver, tous deux sont attachés à des unités de la RAF.

Le sous-lieutenant d'aviation Paul-Emile Lapointe d'Estcourt, Témiscouata, doit rentrer au Canada prochainement: comme pilote de Spitfire, il a fait un premier tour d'opérations en Italie, et une partie de son deuxième tour en Allemagne.

Le chef d'escadrille Paul Hénault de Montréal est attaché maintenant au quartier-général de l'aviation à Londres: on se souvient que monsieur Hénault fut un des premiers officiers de renseignements de langue française en service outremer.

Nos félicitations au chef d'escadrille Roland Laporte, DFC aec agrafe, commandant de section à l'escadrille des Alouettes, pour sa nouvelle promotion.

Le lieutenant de section Jean-Paul Camiré, DFC, est de retour en Angleterre: cet ancien navigateur de l'escadrille Alouette a suivi un cours d'administration au Canada, et deviendra sans doute adjudant d'une escadrille.

Le capitaine Benoit Lafleur, correspondant de guerre de Radio-Canada, a visité la semaine dernière l'escadrille des Alouettes. Il devait assister au départ de nos aviateurs pour leur envolée trans-atlantique mais ce départ a été ajourné pour quelque temps.

Flak punctured the perspex above the seat of the second pilot, F/O B. S. Lord, Vancouver, but no one was injured. The ship was seen later to be down by the stern and low in the water with its central superstructure blown away, and a fire raging on board. F/O J. P. Lucy, Australian-born navigator, and F/O R. Zumar, rear gunner, Ottawa, claimed that four direct hits had been scored, plus two near misses.

On another occasion the fliers left a medium-sized merchantman belching thick, greasy smoke. Rush had to manoeuvre through heavy flak to attack. Lord afterwards reported the last bomb was a direct hit. Further assessment was impossible, as four enemy planes arrived, but Rush shook them off and returned to base.

On a third anti-shipping patrol the crew pounced on a large merchant ship, together with three smaller ships and a destroyer, acting as escort. Zumar and the English flight engineer saw the bombs straddle amidships on either side of the ship, as they swept through extremely heavy anti-aircraft fire from every vessel in the convoy.

When the attack was broken off only the bow guns of the vessel attacked continued to fire.

British Liberator Sets Flight Mark

Montreal (CP).—Fastest non-stop flight from Britain to Montreal yet chalked up by the North Atlantic Return Ferry Service of the British Overseas Airways Corporation was recorded when a Liberator made the journey in 12 hours and 33 minutes. The pilot was Captain Edward Poole, Montreal, and the aircraft carried a maximum load of 55,000 pounds passengers and freight mail. The nonstop Britain to Montreal record is held by a Lancaster of Trans Canada Airlines, which covered the distance in 11 hours and 26 minutes last November.

APPRECIATION

New Westminster (CP).—More than \$21,000 has been raised here in a campaign to purchase annuities for New Westminster's two VC winners, Major Jack Mahoney and Pte. "Smookey" Smith. The campaign objective was \$20,000.

Homeward Bound

Among personnel of the RCAF who passed through the repatriation depot en route to Canada were the following:—

- Cpl. Ida Fleming (WD), Edmonton; F/O H. I. Storen, St. Lambert, Que.; W/C Barney Rawson, DFC, Hamilton, Ont.; F/O J. J. Timmerman, Winnipeg; LAW Gwen Lafferty (WD), Kingston, Ont.; F/L C. J. Traynor, Owen Sound, Ont.; F/L Charles Webster, Windsor, Ont.; F/O D. H. McLennan, Charlottetown, P.E.I.; F/L L. G. Cornish, Port Hope, Ont.; S/L A. M. Davidson, Toronto; LAW Jean Townsend (WD), Balmorhea, Sask.; F/S W. A. Skidmore, Woodbridge, Ont.; F/L Ivan Andrews, Regina; F/L W. A. Davidson, Cloverdale, B.C.; Sgt. Phyllis Owen (WD), Edmonton; F/L Daniel Row, Montreal.

CHILE FAVORS OTTAWA CITY

Minister Thinks It Best For Conclave

Ottawa (CP).—Dr. Humberto Diaz-Casaneuva, Chilean Chargé d'Affaires, said that Joachim Fernandez, Chilean Foreign Affairs Minister, proposed in a speech to the San Francisco Security Conference that the seat of any World Peace Organization be located at Ottawa. Fernandez told the Conference he had made the suggestion for three reasons; Canada has become important internationally, she was ideally situated geographically, and is a country resulting from the mingling of Latin and Anglo-Saxon races and cultures.

Shipping Problem

(Continued from page 1)

aboard altogether. Fast though they are, these "Q.M.s" could, working at the highest possible pressure, make only one round trip per fortnight or 26 crossings a year. The 10 of them could carry 3,900,000 men home in a year! However, there is only one "Q.M." and only one "Q.E." afloat, and the passengers they could carry westward in 52 weeks (or, in other words, 26 trips) would number only 780,000—only about a quarter of a fifth of the whole total to be carried.

All right, you may say. There are lots of smaller liners and ships able to accommodate thousands of men which are not now required for eastward trans-Atlantic work. Right enough, there are, but consider how long it would take them to carry home these millions of men, even with the help of the two biggest ships in the world, carrying 15,000 men each at a time.

Assume that 500 cargo vessels were commandeered (even if they could be commandeered) for repatriation purposes. Much thought has been given to the idea of using cargo boats, and actual plans were drawn up for converting Liberty ships and others into troop-carriers. But it was found that it would take six months to convert a vessel so that she could carry 500 men. Therefore it would be nearly Christmas, even if conversion work was started now, before the first cargo ships were ready to move. And then, assuming that 500 were converted to carry 500 men each, they could take home, at the rate of one westward crossing per month, 3,000,000 men a year. And, we repeat, where would you get 500 freighters for a full year—starting next Christmas?

easy to lay one's hands on, even though peace has come to Europe. The "Daks" are still doing war work, and will be for a long time to come. Then, were they obtainable, the job of keeping them flying would be colossal. You would probably require some 10,000 ground crew on each side of the Atlantic to look after them, and you would require a whole flock of airfields to accommodate them.

It's just simple arithmetic, certainly not any laxity on the part of those doing the job, that you aren't getting home sooner. Many of you will have to wait quite a while yet before you get on a ship, or, if you are luckier, a plane. It is a matter of record at RCAF O/S HQ, and this is a point on which all servicemen who feel they are being kept hanging around unnecessarily long would do well to dwell, that such an avalanche of personal visits from home—longing personnel, of letters, of enquiries, has descended upon the staff who are trying to get on with the job of shipping you home, that they are actually being impeded from doing so by the necessity of dealing with these enquiries.

Many of you have and will have some time on your hands now, while you wait for that magic order to move. Why not capitalise upon it and put your "binds" away for a few months if necessary. See the country or put in a little time at some of the British universities which are only too happy to have you for short visits, and you'll find the time goes much faster than you expected.

And another thing. When you write to your folks, try to "gen" them up on the transportation problems over here, and tell them not to expect you until they see you. Every mother and father and wife understandably believes that his or her loved ones have only to get on a boat to be with them in a week or two.

Put them wise, just as this article has attempted to put you wise, and spare them a disappointment which they would not suffer if they knew the facts about transporting back home the most tremendous numbers of uniformed personnel that have ever had to be transported in the history of the world!

Leicester Square THEATRE advertisement for 'The Princess and the Pirate' featuring Bob Hope and Virginia Mayo. Includes showtimes and prices.

ODEON Leicester Square advertisement for 'The Enchanted Cottage' featuring Dorothy McGuire, Robert Young, and Herbert Marshall. Includes showtimes and prices.

ENTERTAINMENT GUIDE

Table listing theatres and cinemas with showtimes and prices. Includes entries for Aldwych, Hippodrome, Palladium, Prince of Wales Theatre, Strand, Whitehall, Dominion, Windmill, Empire, Gaumont, and Warner.

The Press, the B.B.C., and 150,000 of the public who have already seen it at the Empire (in 2 weeks!) agree in one mighty 3-powered chorus—the opposition being too slight even to cause a dissonance—

LET'S BE GRATEFUL FOR 'WITHOUT LOVE'

real, intelligent characters brought to life by the Tracy-Hepburn combination... fresh, interesting, natural, often amusing and above all adult dialogue.

Advertisement for the movie 'Without Love' featuring Spencer Tracy and Katharine Hepburn. Includes showtimes and prices at the Empire Theatre.