

CANADIAN OOMPAN IN ENGLAND



Tossing a few new notes into the Battle of Britain, these Canadian army bandmen make an impressive sight (with sound) in the field as they practise their music at their English camp.

CAN MOTOR IN ENGLAND

Costs Money in Wartime But Gives Thrill Under Bombing And Respite

By PAT USSHER Canadian Press Staff Writer

LONDON, May 13: (CP)—Hazards and handicaps of motoring in wartime Britain have chased less than a quarter of the country's drivers off the roads.

Despite difficulties you can still ride the broad highways and winding lanes of Britain, provided you can afford steeply mounting running costs and as long as your gasoline ration lasts.

Costs are the most serious deterrent. Before the war annual car licences cost 15 shillings per horsepower. In 1939 the rate went up to 25 shillings. (British horsepower rating is computed on a different basis from that in Canada. Small cars rate only eight h.p. and the biggest between 30 and 40 h.p.)

The driver of an eight h.p. automobile pays \$45 yearly now compared with \$27 before the war. The 30 h.p. car owner pays \$168.75 against \$101.25. In addition there is compulsory insurance costing up to \$45 yearly.

Gas Prices

Price of gasoline has increased since war began from about 33 cents to about 45 cents a gallon. Rationing is worked out on the basis of horsepower to allow approximately 200 miles motoring monthly. But there's no extra allowance for cars of more than 20 h.p.

Repairs take longer than in peacetime. It is difficult, sometimes impossible, to obtain spare parts. Motorists whose cars get in bad shape usually lay them up for the duration.

The average citizen cannot buy

a new car in Britain today. He must get authorization from the ministry of supply to do so. The few cars manufactured in the country are solely for export.

Driving in the blackout is a strain on eyes and nerves except when a full moon provides good visibility. Canadians who have groped at night along country roads through sleet or rain storms will have some idea what it's like.

Alert Driving

Headlights are dimmed so they cast only a glimmer of light. "Starlight" street lighting on main thoroughfares scarcely helps at all. Chief guides in London and big cities are the traffic lights. Though reduced to cross-shaped slits, they act like beacons to "chart" the motorist's course through darkened streets. Warning lights on pedestrian islands and white-painted corner curbs also help. In the country drivers on main roads are guided by white lines dividing traffic lanes.

Driving through a night air raid is the most unpleasant experience. A friend of mine who has driven through London during heavy attacks said: "You've got to listen with one ear for bombs, with the other for guns, keep one eye alert for pedestrians walking in the road, the other for bomb craters or debris."

He called one evening when a heavy air raid developed after dark. It had slackened in intensity though the "raiders passed" had not sounded when he left. On the way home he drove through glass-littered streets in a bombed area but managed to avoid a puncture.

Even with such handicaps the British motorist can still occasionally "joy-ride" in intervals between working hours, fire-watching or other civil defence duties and can still enjoy the beauty of England's country roads.



PAT USSHER

CONSTANT WATCH KEPT ON CANADA'S COAST LINES



Modern anti-aircraft guns protect Canada's eastern and western coasts as well as heavy shore batteries. The long slim barrel of the business-like anti-aircraft guns shown in upper left picture points threateningly skyward, ready to pour steel into any marauding enemy plane that may venture on this side of the Atlantic; in the hands of an experienced crew, these 3.7 guns can fire twelve rounds a minute. Upper right picture shows one of the same sandbagged AA guns in its winter setting. Lower left, one of the 3.7 ack-acks manned by its crew, while a giant Stranraer coastal patrol plane soars overhead. Lower right picture shows the four men crew of a height and range finder with their eyes peering through telescopic sights to catch marauding planes; dials record the findings of this instrument, and those findings are transmitted electrically to the predictor, nerve centre of modern AA batteries.

Rotarians Session

VICTORIA, May 13:—A district convention of Rotary International convened here yesterday with George Pearson, minister of defence, representing the provincial government. The district governor made a stirring speech in support of the democracies in the war. Delegates from Alaska, British Columbia, Washington and Oregon were present. Peter Laker is in attendance as representative of the Victoria Rotary Club.

HORSEBACK LIFEBOATS

AUCKLAND, N.Z., May 13: (CP)—Floods in the South Canterbury district, worst in 30 years, marooned one family whose rescue first was attempted by men on horseback, but finally effected by flat-bottomed boats.

PURPLE CROSS SERVICE

CANBERRA, May 13: (CP)—Despite mechanization, there are still horses and mules in the Australian Imperial forces in the Middle East and units of the "Purple Cross" services operate throughout Australia to send them "first aid."

Aussie Air-Women's Strict Discipline

Trainees Housed in Schools And Will Take Over Many Duties From Men

MELBOURNE, May 13: (CP)—Units of the Australia's Women's Auxiliary Air Force are mobilized and in barracks and when training is completed it is planned they will relieve men as teleprinter operators, wireless operators, cooks, stewardesses and for duties with the Royal Australian Air Force at various stations throughout the commonwealth.

Their uniforms will be similar to the Royal Australian Air Force, the only difference being that they will wear skirts and soft crowned peak caps.

Included in training are lectures on air force discipline and set periods in physical training. Evidence of this is shown in the brisk and efficient way in which the girls conduct themselves when on duty. Complete air force discipline prevails at the depot, Malvern where 30 airwomen, four officers, and 26 aircraftwomen are stationed.

Coast Resorts Motorists' Ban

Britain to Miss Many of its Watering Places This Year

LONDON, May 13: (CP)—Biggest problem of all to the cross country traveller is the lack of signposts. He must know his way round or he will soon get lost on Britain's twisting meandering roads. But the Automobile Association to which many motorists belong still maintains a restricted service of road "scouts" who patrol the highways, tell motorists how to get to places and help them in the event of breakdowns.

Trips from London to nearby coastal resorts are "out" now. A 20-mile strip of land around the southeast and south coasts—the so-called "invasion" zone—is banned to casual visitors. But there are still plenty of peaceful spots within range of the car owner who "wants to get away from it all" for a spell.

WATCH FOR THEM

CHICAGO, May 13: (CP)—If you have a picture of former President James Madison it's worth \$5,000 to you—that is if adorning one of the Chicago Federal Reserve bills of that denomination.

Hundreds of people try a "spot" in the Daily News classified column and get good results. (tf)

MYSTERY OF HESS

(Continued from Page One)

Hitler in the original beer hall putsch of Munich. They were together in jail and in the blood purge of 1934 Hess played an important part with Hitler. Like Hitler, Hess neither drinks nor smokes. In November 1933 Hess gave the oration for the victims of the Munich beer hall explosion in which Hitler narrowly escaped death. Hess made a Hitler birthday oration on April 20 last and, as late as two weeks ago when Hitler gave his last address to the Reichstag, Hess was with the Fuehrer. He sat in a chair beside Hitler with arms folded and "poker face." Even then he must have been considering his flight. Hess speaks English perfectly.

The whole affair has been described here as the "strangest desertion in history."

MANY RUMORS

London seethed last night with rumors and theorizing on the implications of the strange flight. Some saw in it indications of serious disaffection in Germany and a possible breaking up of high Nazidom. One rumor was that the "deputy fuehrer" had brought peace proposals that were not approved by Hitler, another that he represented a section of the Nazi party that wanted to end the war and still another that he had certain information regarding the German air force that he wished to communicate to the British. The possibility of a trick is not over-

looked. Reporters and photographers are not allowed to see Hess.

A British Broadcasting Corporation commentator described the incident as "sensational enough." There was no suggestion, this commentator went on, that Hess was suffering from any mental disease but that, rather, he had seen the truth—that the whole Nazi plan was rotten at the core and a monstrous sham and that Hitler, enemy of Germans as of all men, was leading his country to catastrophe. "Perhaps one day," the commentator suggested, "millions of Germans, like Hess, may have 'hallucinations' and see the truth. Then some one else will have to fly—if he can."

Glasgow hospital authorities denied that Hess was insane. Rather, indications were that he was entirely sane and healthy, that his flight was the voluntary act of a sane man. He had not lost his memory. He was being treated for heart and gall bladder trouble for which he had brought medicine from Germany, another report said.

Hess left behind in Germany his wife and three year old son.

AUSSIES' GOLD

PERTH, May 12: (CP)—Production of gold in Western Australia—source of three-quarters of gold in the commonwealth—reached the record value of £12,698,391 (about \$45,330,000) in 1940, an increase of £855,327 (\$3,053,000) over 1939.

ANCIENT GEMS

Emeralds are among the oldest of gems.

FAMOUS SHIPS OF BRITISH COLUMBIA



Titania

In the romantic days of sail this beautiful clipper ship carried Nanaimo coal to San Francisco. Built in 1866 by Steele & Company of Greenock, Scotland, her overall length was 199 feet, beam 36 feet, net registered tonnage of 1,222 tons.

Built for the tea trade, she made her reputation when she beat the famous "Thermopylae" from Shanghai to London in 1871, making the voyage in 93 days. In 1886 she was purchased by the Hudson's Bay Company and plied between Vancouver Island and London.



STANDARD MARINE PRODUCTS

- Red Crown Gasoline RPM Motor Oil
Standard Gasoline Unsurpassed "RPM" DELO Diesel Engine Lubricating Oil
Pearl Diesel Fuel CALOL Diesel Engine Oil
Pearl Oil (King of Kerosenes) and other fine Standard Oil Products
Standard Stove Oil

Available at many Marine Stations are the well-known General Batteries

A dependable engine on a lee shore is worth more than all the sails the "Titania" carried, thanks to up-to-date fuels and lubricants. Standard Marine Products are scientifically developed to assure reliable and economical operation of all types of gas and diesel marine motors. It's good insurance to re-fuel and lubricate with STANDARD!

STANDARD MARINE STATIONS IN B.C.

Table listing marine stations in B.C. including Alert Bay, Bamfield, Baronet Pass, Bull Harbour, Cascade Harbour, Ceepeece, Churchouse, Gabriola Island, Garden Bay, Goose Bay, Gowland Harbour, Heriot Bay, Nanaimo, New Westminster, Port Neville, Prince Rupert, Quatsino, Refuge Cove, Rivers Inlet, Safety Cove, Spring Cove, Tofino, Toquart, Vancouver, Coal Harbour, Dunlevy Avenue, Deep Cove, Horseshoe Bay, Victoria, Walters Cove, Zeballos.

STANDARD OIL COMPANY OF BRITISH COLUMBIA LIMITED

RAIL Travel Bargains TO EASTERN CANADA MAY 17 TO 28

Table with fare information for Toronto, Ottawa, Montreal, Quebec, Halifax, Prince Rupert, and other locations. Includes return limit of 45 days and similar low fares from east to west.

CANADIAN NATIONAL logo and contact information.