

Weather Forecast

Prince Rupert and Queen Charlotte Islands—Light to moderate southeast wind, fair and mild, becoming cloudy tonight.

The Daily News

NORTHERN AND CENTRAL BRITISH COLUMBIA'S NEWSPAPER

PRINCE RUPERT, B.C., SATURDAY, APRIL 26, 1941.

Tomorrow's Tides

High 1:34 a.m. 21.0 ft. 14:08 p.m. 19.4 ft. Low 8:09 a.m. 3.3 ft. 20:06 p.m. 6.4 ft.

PRICE: 5 CENTS.

More Canadians Taking Up Arms

ASOLINE SCARCITY

Continuation of Motor Fuel in South-Dominion Means Sacrifice

CAMP HEADS ARE LET GO

Commandants Of Nazi Internment Posts Are Suspended Pending Inquiry Into Escapes

Bulletins

R.C.A.F. MEN KILLED PEMBROKE, Ontario — Two men of the Royal Canadian Air Force were killed in the crash of a training plane near here yesterday.

PUSHING ON TO ATHENS

German Troops Pass Historic Thebes—British Still Withdrawing

NEWCASTLE IS RAIDED

Northeast English Town Suffers Heaviest Attack of War From Luftwaffe

ORGANIZE AIR FORCE

Thousands Of Men Get First Lessons At Depots In Toronto, Brandon And Quebec City

WILL STAY IN FORCES

Men Now Taking Compulsory Training To Remain for Home Duty—Overseas Volunteers Sought

TAKE OVER IDLE SHIPS

Representatives of American Republics Would Seize No Less Than 169 Foreign Vessels

REFUGEES ARE AIDING

Princess Alice Receives Thanks From Needy Groups in England

AXIS FORCE BROKEN UP

Tobruk Is Proving Thorn In Axis Side—More Prisoners Taken

TODAY'S WEATHER

Prince Rupert—Clear, northerly wind, three miles per hour; barometer, 29.89; temperature, 46; sea smooth.

ROAD WORK IN NORTH

VICTORIA—A \$1,500,000 road program for the province provided for attention being given to the northern transprovincial highway.

WARNS ROOSEVELT

BERLIN—The German press speaks of President Roosevelt's talk of German invasion of Greenland as an hallucination. It warns the President that he may "get his feet in hot water" by his proposed naval activities.

INSURANCE WITHDRAWN

NEW YORK—British and American companies have withdrawn all insurance rates on Japanese ships. Such insurance may now be obtained only by special application.

TROUBLE IN SHANGHAI

SHANGHAI—The Japanese section of Shanghai was cordoned off today following bombings allegedly by Chinese terrorists.

KEEP AXIS GUESSING

WASHINGTON—In order to keep the Axis powers "guessing," strict silence in regard to the movements and activities of United States naval vessels on the Atlantic has now been ordered.

KIEL HARD HIT AGAIN

Royal Air Force Is Continuing Its Offensive Against Nazi Territory—Berlin Bombed Last Night

LONDON, April 26: (CP)—The Royal Air Force launched a heavy attack on Kiel last night and struck less heavily at numerous other objectives, including Berlin.

Both by day and night the Royal Air Force is continuing its heavy attacks on enemy shipping and points along the invasion coast including Norway, Holland, Belgium and France.

The Royal Air Force lost three planes in yesterday's activity.

and, unless they are particularly lucky, spend three or four months in Spanish concentration camps before they escape again and get to Gibraltar or Lisbon. Others come from Brittany in fishing boats or fly a plane to Gibraltar from North Africa. These soldiers have no extra clothing of any kind—their gratitude to Canada is beyond expression.

Weather Forecast

General Synopsis—A disturbance is approaching Vancouver Island from the southwest. The weather has been fair and mild on the coast. West Coast of Vancouver Island—Light to moderate southeast winds, fair and mild and becoming cloudy tonight.

Halibut Sales

Summary American—55,500 pounds, 8.9c and 7c to 9.4c and 7c. Canadian—21,000 pounds, 9c and 7.1c and 9.1c and 7.1c. American Western, 39,000, Storage, 8.9c and 7c. Reliance I, 16,000, Booth, 9.3c and 7c. Cascade, 9,500, Pacific, 9.4c and 7c. Canadian Mae West, 14,500, Storage, 9.1c and 7c. R. K., 3,300, Atlin, 9.1c and 7.2c. M. I., 3,200, Storage, 9c and 7.1c.

Canada's War Chiefs

Air Commodore George Owen Johnson M.C. Deputy Chief of Air Staff

Quiet and forceful is the young man of 44 who is Canada's Deputy Chief of Air Staff. Air Commodore George Owen Johnson, M.C. is also Air Member for Organization and Training and as such plays a leading role in the vast Commonwealth Air Training Plan. It has been his responsibility to plan and organize the Schools

where fliers are turned out capable of delivering the goods in the Battle of Britain. Johnson talks of the war and the Air Force calmly and clearly, making his job both understandable and interesting to the layman, reflecting his early training and experience as a teacher in the schools of Didsbury, Olds and Edmonton, in Alberta.

Johnson was born in Weedstock, Ontario, and after going through the public schools there headed west to Alberta Normal School in Calgary to finish his training. He not only had a hand in the inception of technical training in Canadian schools but also in the organization of cadet training, serving as an officer in the Corps School of Cadet Instructors in Alberta.

For World War one, Johnson signed up with the Royal Naval Air Service, started to fly with the Royal Flying Corps in England in April, 1917, went into active service in France in September with twenty hours flying experience. Throughout his time in France he was on offensive patrol work, charged with keeping the Huns out of the air to make it safe for Allied reconnaissance planes. His services won for him the Military Cross and the Croix de Guerre. During the last six months of the war he was attached to a training centre in Cheshire, England. In June of 1919 he returned to Canada with a collection of "war trophies" German planes which he delivered to the Dominion Archives.

With the founding of the Royal Canadian Air Force in 1920, Johnson re-opened Camp Borden as Station Superintendent. He stayed with the Air Force ever since, never doubting for a moment that it would be needed again as it is today. Among his many posts he held command of the R. C. A. F. in the North West, went over to England to Staff College at Andover, served as Assistant Director of Civil Operations under Lindsay Gordon, and then, in the atmosphere of peace and retrenchment, experienced the employment of the Air Force in every part of Canada, assisting the Civil Department of the Government Service. Customs preventive work, mapping, dusting the forests for disease pests were odd jobs that kept the nucleus of the Force together. In 1937 Johnson went to Imperial Defence College in England, and on his return to Canada was sent west to organize and command the Western Air Command with headquarters at Vancouver, where he remained until the present conflict started. Air Commodore Johnson was soon sent to England to go over with the R.A.F. staff details of the Air Training Plan. He has tackled his gigantic new task unflustered and steady, confident that a good job can and shall be done.

Mass Messing

A tour of the depot can take all day. There are vast dormitories, mess halls and kitchens. With a staff of less than 100 the business of feeding thousands of healthy, hungry young men at each meal goes like clockwork. The meals, by the way, are the pride of the depot. I had some soup—served from a huge vat—and found it good. The average menu includes soup, meat, potatoes, another vegetable, gravy, dessert, tea, bread, butter, cheese and apples. And the boys can go back for as many helpings as they like. The kitchen is something of a wonder—mass production of good sound food being the order. For "in-between" snacks there is a Y. M. C. A. "tuck shop."

Officials of the "Y" look after the entertainment of the men generally and during free time there's never a dull moment. A typical week's program includes cribbage tournaments, boxing and wrestling, volleyball, table tennis, movies, variety shows almost every night and other features.

The depot theatre is another source of pride for both the administration and the trainees. There's a show nearly every night and visiting artists have been most generous with their time putting on special performances for the men.

There is a lot more to tell about. For instance there are the "depot mothers," women of voluntary groups who do sewing and such for the boys. Then there are the regular tailors of the depot—some of them will continue in that craft and others will be assigned to wing fabric work.

There is the depot's own post office, manned by men of the depot. Probably the most unpopular place during the void months is the bull pen. The men arise at 6:30 a.m. and their first chore is "P.T." And the P. T. drills take place in the bull pen—and the bull pen is not heated.

Where practical the troops will be moved part way by road to furnish rest of transport, billeting and bivouacking arrangements.

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