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THE DAILY NEWS.
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When Spring Comes . . .

During the winter the Russian armies have had a distinct advantage over the Germans and evidently Hitler is counting on reversing the advantage as soon as spring comes. That will be soon. Reserves of tanks are said to be piling up for use in the contemplated spring offensive. So also the Russians are making preparations for the big spring move. Russian factories are making more of the new and more effective tanks so there should be nothing to fear from the Nazis in that direction. The first important moves should be in the Crimea where summer comes quite early.

United States Navy . . .

The United States Navy has been busy in the East Indies and we are glad to join with the rest of Canada in congratulations on the splendid work against the Japanese. We shall be expecting great things from them.

The Spirit of the War . . .

Bulletins from Britain tells an interesting story of the navy. For seven days a ship's boat, filled with survivors from a torpedoed ship, had been tossing on the Atlantic when, in the dusk, the haggard sailors sighted a convoy passing three miles away. Frozen, hungry men looked at the long lines of ships with sunken eyes in which hope had been reborn. One of them raised a husky cheer. In an hour they would be snug and safe.

An able seaman fumbled with a flare, his cold and trembling fingers hardly able to hold it. Then he paused and looked at his mates. They all know what he was thinking. These flares were visible for miles and if an enemy submarine was lurking in the vicinity the position of the convoy would be betrayed instantly.

"Bit risky, ain't it?" said the seaman, and the others nodded assent. He slowly put the flare down and got out his pocket flash lamp. Several of the men followed suit and for a while there was silence in the boat while desperate signals were flashed across the waste of waters.

There was no acknowledgement, and slowly the dimly-seen shapes passed out of sight, leaving behind them the unseen boat tossing forlornly in the vast gray sea.

For a few minutes after the last hull had disappeared no one said a word, and the mate spoke through cracked lips:

"Best make snug for the night, men."

Nothing more was said. All of them realized that they had sacrificed what was probably their last hope of safety, but they were not grousing.

Darkness fell and another slow hour passed. Then the look-out, straining his eyes through the gloom, gave a shout. The men huddled in the bottom of the boat lifted their heads weakly to see a light shining through the blackness. A British warship had seen their signals.

Tired of Monotony . . .

Men in the army often eat at the restaurants. They say they are well fed, the meals at the mess being excellent but the same kind of food day after day served in exactly the same way gets to be monotonous. So they pay for a poorer meal just to escape the monotony. That is why the men appreciate an invitation to a meal in a private home.

We understand that there are rules and regulations to follow but if there was some way of varying the monotony the men would be much better satisfied with their food. There will be always a great many who want to spend their own money for odd meals but the complaint of monotony seems to be general.

PENNILESS AT START

Career of Hon. Randolph Bruce Reads Like Romance of Fiction.

The rise of Robert Randolph Bruce, LL.D., B.Sc., who died in Montreal Saturday, from penniless obscurity to wealth and the high position of lieutenant governor of British Columbia reads like a romance of fiction.

Born in a Scottish manse, July 16, 1861, the son of Rev. Charles and Margaret Sellar Bruce, his initial education was received at home from his father who in addition to his religious duties was the dominie at St. Andrew-Lhanbryde, near Elgin, Morayshire, Hon. Bruce's birthplace. Later he went to his father's classes at Glenrinees, Banffshire, and then was entered as a student at the gymnasium and grammar school of Aberdeen, and on graduation went to the Glasgow University from which he won the degrees of Bachelor of Science and Civil Engineers.

Equipped with a sound and practical education he went to work for a time with Denny Bros., shipbuilding engineers of Dumbarton. Here, while his position was secure, he could see but little hope of advancement, so determined to emigrate to North America. It was in 1887 that he landed in New York with a determination to win success, a sound constitution and a good education and about $40 in his pockets. For a few months he worked at odd jobs in the United States metropolis, and then came north to Canada.

The Canadian Pacific Railway construction that had been so lately pushed through to the western seaboard had to be perfected and extensions and branch lines had to be built. So it was that young Bruce found employment with the C.P.R. in the passes of the Rockies and Selkirks, and for the next ten years he worked as an engineer or railway construction. At the end of that time he left the service of the railway and went to the Columbia Valley where, following mineral discoveries in the Selkirks, there was considerable mining excitement.

He worked at anything that came along, and eventually, was retained as mining engineer for eastern interests on a property. After a few months' work he advised his employers to spend no further money on the project, although he realized that his advice would result in his losing his employment.

His candor, however, brought him the respect and confidence of the late H. C. Hammond, of Toronto, who became associated with the young engineer and "grubstaked" him. With this backing the future lieutenant - governor searched the hills and valleys of the Selkirks and finally took over a prospect which under his management and expert direction became the Parridice Mine, a profitable shipper of high-grade ore

As a result of his activities and interest in the country the town of Wilmer became quite an important centre.

While the Parridice Mine laid the foundations for Mr. Bruce's fortune, it also robbed him of his sight, for the fumes from the lead content of the ore which he assayed affected his eyes, and while he was not absolutely blind his vision was greatly impaired. This of course, was a terrible blow, particularly as good eyesight is problably the greatest asset of a mining engineer.

Never Lost Courage

But Mr. Bruce never lost his courage. He turned his attention to other matters in the Columbia Valley which he knew and loved so well. He saw that it was a rolling country which required only irrigation to make the broad acres productive, and in association with others he secured immense holdings. Old settlers termed his acreage "Bruce's Folly," but presently a railway was constructed through the valley, new towns sprang into being, his irrigation proposals took concrete form, and "Bruce's Folly" not only became profitable but resulted in populating the valley.

Thus with his land ventures and his mining interests the young Scottish engineer who had landed a few years before in America with only $40, became possessed of great wealth.

While in Great Britain in 1913 seeking the restoration of his failing eyesight Mr. Bruce renewed an old acquaintance with Lady Elizabeth Northcote, second daughter of the Earl and Countess of Iddlesleigh, a woman of great charm and possessed of a sweet disposition. They were married January 6, 1913, and went back to the Columbia Valley where they resided in a beautiful home on the shores of pleasant Lake Windermere. Mrs. Bruce died in September, 1916.

In 1926, upon the conclusion of the term of His Honor W. C. Nicol, Robert Randolph Bruce was selected as Lieutenant Governor of British Columbia, to which province he had gone as a junior engineer on railway construction. Upon his appointment as representative of His Majesty in the Pacific coast province he brought his neice, Miss Helen MacKenzie, from Scotland to act as chatelaine of Government House.

Mr. Bruce visited Prince Rupert on several occasions.

BRITISH CAPTURE GERMAN GENERAL AT BARDIA

Major-General Schmidt, German commander of the Axis forces in the Libyan port of Bardia, is shown, centre, walking with Major-General de Villiers, left, of the British Imperials after the German commander surrendered Bardia to the British forces.

CLASH ON AIR WAVES

Vichy Talks to French - Canada and Canada Broadcasts Its Objectives to People of Old France.

OTTAWA, Feb. 23: (CP)—A war of French words rages over the trans-Atlantic air waves with French-speaking Canada the object of attack on this side and defeated and divided France the object on the other.

An analysis of French language broadcasts to this continent from Paris and Vichy indicates a two-fold purpose: First, to raise the stock of the Vichy government and at the same time justify collaboration with Germany; second, to create doubt about the righteousness of the Allied cause and undermine hopes for victory.

Going the other way over a shortwave station at Boston is a series of broadcasts arranged by the Canadian Broadcasting Corporation in co-operation with the Canadian government and Free French authorities.

Voice of Canada

Its purpose is to tell the people of France that the largest French-speaking community outside the homeland is in the war to win, and hopes for the eventual resurrection of the French nation. From time to time French - Canadians whose names are known in France address the French people.

Cardinal Villeneuve sent a Christmas message assailing collaboration, and stated the position of French-Canadians thus: "We are of French blood, we are French in spirit and heart, but we are also loyal to the British crown; we are convinced and defiant anti-Nazis, notwithstanding the lies they wish you to believe."

Observers believe it was an awareness of this war of French words which led Prime Minister Churchill to reserve his powerful blast against "the men of Vichy" for his visit to Ottawa. Mr. Churchill expected his speech from Ottawa would draw more listeners in France and be more widely reported and commented upon there than any utterance he could make either in Washington or London.

Messages from Canadian students and other people stranded or imprisoned in occupied France are frequently broadcast over the Paris radio as a means of inducing people to listen in. After the message a bit of propaganda, specially directed at French-speaking Canada follows.

They Admire Quebec?

A favorite theme with the Vichy radio is admiration for Quebec's adherence to solid Christian traditions and virtues. The story told is that France after a period of decadence has now seen the light and is taking a leaf out of Quebec's book. Under Marshal Petain's motto of "Fatherland, family, work" a new France is being created.

For officials charged with the examination of enemy propaganda and the direction of counter-efforts no distinction exists between the straight German propaganda from Paris and the Vichy propaganda. They say that under the armistice terms the Germans control radio and the mails in unoccupied as well as occupied France. Hence nothing goes out over the radio from France which has not German approval.

They also look askance at press dispatches from Vichy and suspect German inspiration or control.

READY FOR MORE

LONDON, Feb. 23: (CP) — Every town and village in Britain has formed an "invasion committee," trained and ready to cope with all eventualities should their area be menaced by invading forces.

GIVING AIRMEN BREAK

LONDON, Feb. 23: (CP)—The R.A.F. hopes in future to revert to peacetime procedure of giving airmen going overseas from England two or three months notice and 28 days embarkation leave. In the past it has seldom been possible to give men two weeks' notice and 10 days leave.

Canada at War 25 Years Ago

Feb. 23, 1917:— Seven Netherlands ships enroute to Holland torpedoed off Falmouth on the south coast of England. British troops active on the Macedonian front between the River Vardar and Lake Doiran. Prime Minister Sir Robert Borden arrived in England.

Advertise in the Daily News.

Canada Spitfire Has Fine Recor

Memorial To Canadian Flier Made A Name For Itself In Action

WINNIPEG, Feb. 23: (CP)—The the story of a spitfire that roa through the skies to avenge Canadian's death and won for self a brilliant war record be it was wrecked in a collision.

The ship's name was Allow named after Flt.-Lt. Hamil (Hammy) Alloway, Winnipeg, was killed in an air crash in Br tain five years ago. Funds w raised to provide the spitfire Britain and as part of the Ba toland squadron it took part 10 operational flights, prim escort for bombers raiding G man held territory and destr at least two—and possibly thr enemy aircraft that brushed w with it.

On one occasion, Alloway countered three Messerschm climbed above them—dove on tail of the trailing enemy machi and blasted it out of the sky w a cannon burst. The spitfire th circled and charged a second enmy craft, riddling the fuselage with machine-gun The enemy plane raced aw disappear in the clouds.

APPREHENDED BY RAF

LONDON, Feb. 23: (CP)—Follo ing complaints by the Royal Force, a large number of motor ists were summoned for dri with too bright headlamps. men, flying at night, saw lights from several thousand in the air.

REAL HOLEY SOX

LONDON, Feb. 23: (CP)—Allied mothers: The War Office say soldier's sock isn't unserviceable unless the hole is more than inch in diameter.

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