

SMOOTH HARBORS GERMAN CHOICE WHEN SEAS RACED ON ATLANTIC.

Lieut. W. S. Pugsley Depicts Life in Royal Canadian Navy in "Saints, Devils and Ordinary Seamen"

By ALAN RANDAL
Canadian Press Staff Writer

Wild weather at sea never deterred small ships of the Royal Canadian Navy but it was different with the Germans. They were not of such stern stuff and their destroyers preferred the smooth haven of harbor to raging seas. Lieut. William S. Pugsley of Montreal points this up in his book "Saints, Devils and Ordinary Seamen," (Collins) as he tells how the Canadian destroyer Sioux moved north from Scaapa Flow with a Royal Navy force hunting the German battleship Tirpitz which refused to do battle.

"The speed made the ship act so only a cowboy could feel at home," writes Pugsley. For him it recalled the chase after the fleeing German battleship Bismarck and the fact that the Bismarck's crew "were very bitter when they heard their own destroyers couldn't come out from Brest to help because it was too rough. They knew the British destroyers were at sea."

He tells how, in the war's early years, no matter how alert "Canada's Navy, there never were enough escorts to make the convoy ring tight. That, of course, was before the days of the cor-

vette—"the child born of a terrible urgency"—when convoys gained tighter and fuller escort and Canada's little men in their thousands went to sea.

Little Men

On Lower Deck
It is of these little men of the lower deck that Pugsley writes. For two years, after resigning a commission, he was one of them, serving in nearly 20 Canadian ships. His warmly-told tale is of the ratings' day-by-day hardships and of fun and frolic in this tight little fraternity, shipmates bound to each other by the discomforts and privations they had all to share and by the teamwork this demanded.

"Nothing could long depress their calm self-confidence, their bubbling good humor and their sheer, unconquerable guts."

To any who sailed in corvettes this book is like a visit back to the mess deck. For those who never saw corvettes the story brings close, with masculine poignancy, the manner in which lower deck men worked and lived with danger and longed all the while for home.

"They preferred cowboy songs, plaintive, nostalgic melodies from the Great Plains," says Pugsley. "The ratings could think only of their wives and sweethearts with such songs as 'You Are My Sunshine,' 'No Letter Today,' 'Nobody's Darling But Mine.'"

For more than three years the corvette was the symbol of Canada's contribution to the Battle of the Atlantic, plodding month after month the trackless waste of grey seas never at rest—"To

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Princess Norah—Feb. 11, Feb. 21.
From Vancouver—
Sunday—ss Catala, 4 p.m.
Monday—ss Princess Adelaide, 10:00 a.m.
Wednesday—ss Prince Rupert, 10:00 a.m.
For North Queen Charlottes—
Feb. 1, Feb. 15.
For South Queen Charlottes—
Feb. 3, Feb. 17.
From South Queen Charlottes
Feb. 1, Feb. 15.
For Alaska—
Wednesday—ss Prince Rupert, midnight.
Princess Norah, Thursday, Feb. 7; Sunday, Feb. 17.
From Alaska—ss Prince Rupert,
7 p.m.
Princess Norah, Monday, Feb. 11; Thursday, Feb. 21.

the men who sailed in these ships came a great weariness from the relentless watches, the untempting food and the constant, chafing motion."

Costly Error

On Our Side
Pugsley reveals that a Canadian minesweeper and a destroyer each sank a British submarine in error. Sometimes establishing identity at sea was difficult and, telling of a motor torpedo boat that was all set to fire at a couple of destroyers—until they learned just in time they were friendly—he says: "You don't have to meet the enemy in M.T.B.'s to find excitement, you just meet anybody."

But if there were long times of strain there were laughs too, such as the bloke who for months in barracks ashore cruised about with a piece of folded blank paper in his hand. He escaped all work. Everyone thought him a messenger with a signal until the commander stopped him and asked to see the message. Or the fellow who insisted to shipmates that his girl wrote him daily even though he never got a letter. Then his mail caught up with him—130 letters from his ever-beloved.

Pugsley sailed with Canadians in H.M.C.S. Georgian to sweep mines from the path of the Normandy invasion forces. Thousands lined England's cliffs to watch the ships depart—"St. George was out from behind the eight ball now, and riding in an LS (T)."

Only a fool wouldn't be a bit scared on such a mission and the Canadian lads were not fools. They broke out their hordes of choice edibles, insisted everybody feed well while they could. But they liked such times and chattered unceasingly about the awful time coming due.

"They weren't exactly measuring themselves for harp and halo rather just groping for a few quotable last words," writes Pugsley. "The situation was growing more tense by the minute and they frankly revelled in it."

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Kurt Meyer, shown under guard at Aurich, Germany, where a war crimes tribunal sentenced him to death, has had his sentence commuted to life imprisonment on decision of Maj.-Gen. Chris Vokes of Ottawa.

The Experts Say - -

By HELEN BANNERMAN
Canadian Press Staff Writer

SETTLING DOWN AGAIN—

By this time you may have settled down to work out your household and cooking schedules around the small supplies of fats available, or you may still find that the shortage pinches. In either case the thing to do is to make the utmost use of fats at hand, every bit of fat that is left over from the roast or settles on top of a pot of soup as well as the commercial fats, butter, lard and shortening.

While the shortage lasts, and the Prices Board tells us it is temporary, it is important not to waste a scrap. The agriculture department has supplied these instructions for rendering fats.

For cooking purposes the best results are obtained where the excess fat is removed from the meat before it is cooked. Rendered chicken, veal and beef fats can be used without further treatment.

1. Scrape and wipe the raw fat with a clean damp cloth. Be sure to remove all lean meat from it.
2. To extract the maximum amount of fat, cut the fat into small pieces or put through the chopper, using a fairly coarse blade.

3. Melt fat in top of double boiler or use a heavy kettle over a moderate fire; or, to save fuel, use the oven after it has been used for baking.

4. Cool slightly, skim, strain through a piece of damp cheesecloth or a fine sieve into a container.

CLARIFYING FAT—A simple way to clarify fat is to heat equal quantities of fat and water together for 10 minutes. Strain through double cheesecloth and allow to cool. When cold remove cake of fat and scrape off any sediment adhering to the bottom.

After using fat for deep frying an easy way to clarify it for further use is to add quarter-inch slices of peeled, raw potato and allow them to cook slowly over low heat until well browned. Strain fat through double cheesecloth. The potato absorbs some odors and collects some of the sediment to itself—the remainder will settle to the bottom of the kettle.

If rendered fat or dripping is to be used for baking and it has a strong flavor it may be clarified and the flavor lessened by the following method.

Put fat in a large pan. Set over a moderate heat and melt slowly, then strain through a fine sieve into a clean pan. To two cups of melted fat, allow one cup of boiling water and 1/2 teaspoon of baking soda. Use a large pan since the mixture is apt to foam up. Cook very slowly until water has evaporated and fat is clear. Skim and strain into container. While cooling, beat occasionally.

Rendered household fats should be stored in a tightly-covered crock, tin container or opaque jar in a cool, dry place away from the light.

SNOW AND COLD

Contrary to popular belief, it is never too cold to snow. Sub-zero temperature, however, seldom holds enough moisture for the snow to fall in flakes. Then the fall is fine and dust-like.

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WAR ACE IS APPOINTED

General McGregor Named
Gordon Traffic Manager

WINNIPEG—Gordon R. McGregor, O.B.E., D.F.C., who entered Trans-Canada Air Lines service after a distinguished war record with the R.C.A.F., has been promoted to the position of general traffic manager for the T.C.A. system including overseas services, it was announced by W. F. English, vice-president. His headquarters will be at Winnipeg.

Born in Montreal in 1901, the new traffic manager was educated at St. Andrew's College and McGill University. From 1923 to the outbreak of the war Mr. McGregor was with the Bell Telephone Company at Montreal, Ottawa and Kingston. He took up flying in 1932 with the Kingston flying club and won the Webster trophy awarded by Dr. J. E. Webster, C.M.G., of Shediac, N.B., in memory of his son to improve the quality of amateur flying—three times in the years 1935, 1936 and 1938. He was runner-up in 1937.

A year before war broke out Mr. McGregor was with No. 115 Auxiliary Squadron, R.C.A.F., and in 1939 he left his position as district manager for the Bell Telephone Company, Montreal, to go on active service. Posted to No. 1 Fighter Squadron he served at Dartmouth, N.S., until the end of the year when he returned to Montreal as second in command of No. 115. This was amalgamated with No. 1 Canadian Squadron in May, 1940, and he went overseas in June as second in command with the rank of flight lieutenant. Stationed at Northolt on the western outskirts of London, Flight Lieutenant McGregor fought in the Battle of Britain and ran up a score of five and a half enemy aircraft destroyed, seven probables and eight damaged. In October, 1940, the squadron was moved to Prestwick, Scotland, now the eastern terminus of the trans-Atlantic service operated by T.C.A. McGregor took command of the squadron in November with the rank of squadron leader.

In the following January he was appointed to the command of the Second Canadian Fighter Squadron then formed and in April he became wing commander flying at Digby, England. He took part in wing sweeps over France mainly with the Second Squadron until October when he came home to Canada on a month's leave. Returning over-

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seas in December he began a three-months tour of duty in the tactics branch of the air ministry. Later he was made director of air staff, R.C.A.F. headquarters.

Back in Canada in May, 1942, he was posted to Alaska as commanding officer on the Canadian wing sent there at the time of Dutch Harbor and served at Anchorage and in the Aleutians. He took command of the R.C.A.F. station at Patricia Bay, B.C., in March, 1943.

Returning overseas in February, 1944, he was posted to the command of 126 wing, 83 group, Second Tactical Air Force in July. He was repatriated last October.

Mr. McGregor was awarded the D.F.C. in 1939 and the O.B.E. in 1943.

LIGHT WAVE LENGTHS
Red is red to the eye because it is composed of light ray vibrations of one wave length. Yellow comes from vibrations of a different wave length, and so around the spectrum.

EARLY NEWS IS WELCOME

Local news items, to ensure publication, should be in the office by 10 a.m. Contributors are asked to bear this in mind. Items of social and personal interest are always welcome.



LONDON GIRL GUIDES IN BBC OVERSEAS PROGRAM. Three London Girl Guides (left to right) Lydia Haddon, Margaret Gray and Shellagh Owens, who recently broadcast British Broadcasting Corporation overseas program "Roundabout." They told BBC overseas "listeners of the good deeds" they do in connection with the food difficulties. These three girls have adopted an old lady lives near them and, in their spare time, they buy all her food for her and carry the shopping home, together with tables and other heavy goods.

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