

# The Daily News

PRINCE RUPERT . . .  
BRITISH COLUMBIA.

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### The Battle of Germany . . .

We may assume that the great offensive that is now being inaugurated along the entire western front by the Allied armies is the big drive designed to bring Germany to her knees before winter becomes too deep. It may be the action that determines whether Germany's military defeat is accomplished before this year is over or whether there shall be a bogging down which will extend the battle into a spring campaign.

We remember how rapidly events occurred in the North African, Italian and French campaigns once the great concerted actions started there. We recall how dubious we were about rapid results being achieved and how those results exceeded all our most hopeful expectations. We hark back to the mighty Russian campaign and its tremendous outcome. And, looking back on these things that have gone before, are we not to be excused if we may be optimistic about the Battle of Germany?

If some of our genteel friends knew the etymology of the much-used "snafu" they might not feel so free about employing it.

### Dry Dock Comes Through . . .

We have already congratulated Prince Rupert generally on its splendid showing in the Seventh Victory Loan campaign. It is not inappropriate to commend the Prince Rupert Dry Dock and Shipyard for its outstanding performance in responding to the loan—a performance the details of which are enumerated elsewhere in this paper today.

It was an accomplishment, indeed, for the yard to have the highest quota oversubscribed for all Canadian National units in western Canada and thus won the Devenish Cup. It is a credit not only to the Dry Dock but to the city.

The organizers and workers on the loan at the yard are worthy of highest commendation.

Advocates of an easy peace for Germans should note the Stockholm cable that Berlin has half a million workmen making poison gas.

### British Foreign Trade . . .

Prime Minister Winston Churchill took time out from straight war prosecution business yesterday to remind the House of Commons that it would be essential for Britain to restore her export trade in the economic competition which will follow the war.

Big and all as is the task faced by Canada and the United States to restore activity to a peace-time basis, that which is faced in Britain is even greater.

That is made clear in a statement by Sir Stafford Cripps, Minister of Aircraft Production, who said the other day that Britain must export \$4,500,000,000 worth of goods annually after the war to balance her accounts on the basis of pre-war trade without making any allowance for the increased living standards at which she aims under proposed social security, education, health and other schemes.

Britain's problem is complicated by the fact that she has had to allow her social capital to deteriorate seriously. Houses, schools, factories and transport equipment are five years nearer obsolescence, the greater part of her pre-war export markets have been lost or jeopardized, a large part of foreign investments has been dissipated and large sterling debts have been accumulated abroad.

It is the fact that her foreign investments were reduced to pay for war purchases, that her carrying trade is threatened by the increase of the merchant marine fleets of other countries and that sterling debts are larger that makes an increase in exports necessary. This increase over pre-war exports would be only a 50 percent increase in volume but, because of increased prices, a 125 percent rise in value. Most of the needed expansion would probably be borne by the machinery, cotton, vehicle, iron and steel, coal, wood, chemical, beverage and electrical goods industries.

So far as Canada is concerned, if it hopes to maintain its large export trade to Britain, it will probably have to devise some method to increase its purchases from Britain above the pre-war figure—and that may not be easy.

And the political scene in Prince Rupert appears as obscure as ever. At least we can have a Socialist member if we want one.

**FOR BETTER COOKS**  
LONDON, (C)—To make this a nation of better professional cooks, the first examinations in cookery for hotels and catering establishments are to be held next month by the city and guilds of London Institute.

**NOMINATE LABOR MEN**  
BELFAST, (C)—The labor party is planning to nominate 25 candidates at the first general election for the Northern Ireland parliament after the war. At present the party has only two representatives in the House.

## EXPLOIT OF CANADIANS

Written for the Canadian Press  
By Lt. F. D. MacMillan, R.C.A.F.

WITH THE R.C.A.F. IN THE MIDDLE EAST, Nov. 17 (C)—In the Middle East, along the sandy shores of the Mediterranean Sea, at lonely desert stations, and in cafes and clubs of Egypt, they're telling the story of three young Canadians who were the key men behind one of the biggest trouncings a German convoy has suffered in the Mediterranean theatre in this war.

The principal actors in this drama above the grim and sullen water of the Aegean Sea were "Gus," "Ges" and "Hod"—the pilot FO. Louis Gossen of (4236 Triumph St.) Vancouver; second pilot Elmer Gesener of Moncton, N.B. and navigator WO. Bruce Hodgins of Clendoye, Ont.

The airmen were over the Aegean, on the night of May 31 in a Wellington from a well-known R.A.F. desert squadron in search of an elusive Jerry convoy. This convoy had been the object of intensive search for a long time and English, Australian, New Zealand and South African fliers had all had a "go" at finding it but its whereabouts remained a mystery.

Around midnight, the Canadians and their R.A.F. flying mates noticed some black specks on the moon path on the water below them. They were the phantom convoy.

"We stooged around and counted seven ships," "Gus" remarked. "Then we signalled back to base that we'd found the convoy and gave its position. We decided we wanted a better look so we dropped some flares. They must have been waiting at their guns because they opened up on us then."

"We kept hanging around and then decided to try a bombing attack. I don't think we scored any direct hits. But I'll bet we shook them. Anyway, we stuck around until our gas got low. Then we sent a final fix and hit for home."

So accurate were the signals sent back that, at dawn, Baltimore, Beaufighters and other aircraft took off and arrived over the convoy at the precise spot were "Gus," "Ges" and "Hod" said it would be.

What happened then made Mediterranean history and, right in the thick of things were two more Canadians—FO. Ted MacIntosh of Lumsden, Sask., and PO. Hiram (Steve) Stevenson of Chipman, B.C.

The attack on the convoy was spectacular and successful and when the smoke cleared, there just wasn't any convoy worthy of the name.

High praise and decorations have been given for the effort on the convoy, but an R.A.F. wing commander who has been in the desert practically since the war began summed things up when he remarked: "The actual attack on the convoy was so spectacular that it would be very easy to overlook the fact that if it hadn't been for Gossen and his crew there wouldn't have been any attack."

### British Midlands Home to Air Aces

WITH THE TACTICAL AIR FORCE IN BELGIUM, Nov. 17 (C)—There are two Johnny Johnsons in Tactical Air Force and both of them are top-notchers.

One of them is the famous wing commander from Leicester who commands a Canadian Spitfire wing and has 38 German aircraft to his credit. The other is Sqdn. Ldr. Johnny Johnson, D.F.C., of Northampton, commander of a rocket Typhoon squadron which has a reputation as ace squadron for shipping strikes. He is credited with destruction of 5½ German aircraft and four probables. The squadron leader is the son of Ron Johnson, widely known in English sporting circles as groundsman at Northampton County ground, home of the Northamptonshire County Cricket Club and Northampton Town Football Club.

**WOODEN REFRIGERATORS**  
JOHANNESBURG, (C)—"Austerity" refrigerators constructed mostly of wood are being manufactured by several Johannesburg firms. It is expected that these refrigerators will help to bring down the high prices now ruling for second-hand coolers.

**ODD BUT TRUE**  
Venice, Italy, is 150 miles farther north than Vladivostok, Siberia.

## THIS AND THAT



"It's gorgeous. Now what was that surprise you mentioned on the phone?"

## LOCAL LADS RECEIVE CIGARETTES

Many Letters of Appreciation Received by Women's Auxiliary

The Women's Auxiliary, Coast Regiment, continuing to supply local boys overseas with cigarettes and parcels has received many letters showing how much appreciated are these gifts from the home town.

Sgt. Frank V. Comadina, in Italy, writes:

"Please thank all the ladies of the W. A. for the cigarettes received. They say a cigarette soothes the nerves and a good cigarette (Canadian brand) is the tops. Thanks a million."

L/Bdr. J. MacIvor, Canadian Army overseas, writes:

"I am very much afraid that I have neglected my writing to you and others. For that matter I have been away on a couple of courses that don't leave one much time for writing. I also had my leave sandwiched in between—the first one for seven months. I sure made the best of it, away up in the wilds of Scotland one can pretty near lose oneself and I felt like it for the weather was really beautiful. I was up there at the beginning of September when things are at their best up there. About all I did was hike and fish, eat and sleep so you can see that I had a quiet time. But it was a change from the buzz bombs. Well the boys over in France are having a tough fight but they are doing very well. Although progress may be slow at times they will soon have Jerry where they want him right in the bag."

"I want to thank you and the W.A. for the cigarettes which I have just received. They saved my life for I had been out for a while and I sure appreciate them. I really don't know what I should have done but for your kindness in sending me these many cigarettes. Some day I hope to thank you in person. My regards to the W.A."

From Don Norton in Belgium with the First Canadian Army:

"Again I have received your cigarettes and as always they are appreciated very much. I can also appreciate the time and effort you ladies put in to keep us happy with smokes. Thanks a million."

From Sgt. D. Inman, in Italy:

"I don't think I acknowledged the last letter I had from you and I haven't thanked you for cigarettes so decided to write and thank you for them and give you the latest news of the boys. We have had some real stiff fighting here in the last few weeks and the casualties are quite high. Wilf Beeman was killed, Trefrey and Red (my brother) were wounded. It was a tough break to lose Wilf. He was a swell guy and everyone liked him. The tank he was driving got a direct hit and the whole crew were killed. They were in my troop and it's pretty hard to lose five guys you have lived with for two or three years. Both Red and Trefrey were hit with shrapnel and (although I haven't seen them since, I don't believe either of them are seriously wounded. Our Col. was killed and Col. Angle is back with the regiment as C.O. He is the officer who swore us fellows into the army back in '39. Dick Winder has quit tanks and gone into the reinforcement unit. Claims his nerves were getting him as I suppose they were because he had some tough fighting. Must close now as I'm out of paper. Thanks again for the cigarettes. From Clarence Saunders of the First Canadian Paratroopers

## DISTRICT MEN ARE CASUALTIES

Four men from central and northern British Columbia are included in latest Canadian Army casualty lists. They are:

Seriously Wounded—Cpl. Jack Kenneth Powell, Canadian Armored Corps; mother, Mrs. Evelyn Powell, Fort St. John.

Wounded—Cpl. John Jacob Wilson, British Columbia regiment; father, George Wilson, Prince George.

Slightly Wounded—Cpl. Edward Fraser Rowland, British Columbia regiment; wife, Mrs. Mary K. Rowland, Rose Lake.

Slightly Wounded—Pte. David Benoit, British Columbia regiment; cousin, Duncan Sam, Fort St. James.

## Coast Regiment Having Tag Day

Tagging in aid of funds for overseas parcels and cigarettes for local boys will be conducted from Canadian Legion Headquarters by the Women's Auxiliary of the Seventeenth Coast Regiment with Mrs. William Brass, president in general charge and with Mrs. E. P. Smith convening. Assisting will be Mrs. Vic Houston, Mrs. Ronald Roberts, Mrs. R. Woods, Mrs. P. L. Petersen and Mrs. A. Norton. Taggers will be: Mrs. W. Rothwell, Mrs. Frank Ellison, Mrs. R. Woods, Ken Laurie, Sandy and Dick Ormiston, Mary Strachan, Betty and Margaret Wide, Lenora and Edna Gardner, Everett and Burns Pierce, Donna and Ann Petroff, Gerd Lien, Marie Skalmerude, Joan Thain, Deska Penoff, Penio Penoff, Carol Moorehouse, Arthur Parent, Tommy Graham, Alan Hartwig, Helen Hibbard, Ronnie Rothwell, Larry Moore, George Gillis, William Blackaby.

Dick Smith, Marjorie Thornton Marian Shenton, Donna Petroff, Billy Macdonald, Nellie Pavich, Madeleine Youngman, Jacqueline Ratchford, Margaret Dunnington, Alfred Blackaby, Dolores Christopherson, Janet Budinich, Norma Perry, Marie Lavigne, Joan Bird, Glen Saunders, Joyce Perry, Stewart Hills, Margaret Johnson, Alice Killas, Ross Ingram, Billy Allison, Margaret Hilton and Glen Doane.

## Invested \$212,200 In Victory—

## LOCAL DRY DOCK AND SHIPYARD WINS CUP FOR BUYING OF BONDS

Final tabulations of bond sales in the Seventh Victory Loan Campaign at the Prince Rupert Drydock and Shipyard have been completed and they indicate that the employees have done about everything that could have been hoped for. First of all they exceeded their high objective of \$160,000 by no less

than \$52,200, the final total being \$212,200. Then every one of the twenty-nine departments in the yard exceeded its quota. Last but not least, the Dry Dock won the Devenish Cup.

The final standing of the various departments is as follows, the number being the percentage quota reached:

1—Yard Labor	258%
2—Blacksmiths	237%
3—Foundry and Pattern Shop	186%
4—Steel Checkers	176%
5—Enginefitters	166%
6—Mott Electric	157%
7—Pipefitters	143%
8—Painters	142%
9—Dockmen, Sheetmetal, each	138%
11—Staff	135%
12—Power House, Chinese Labor, each	130%
14—Joiners	127%
15—Welders, Commissary, each	126%
17—Stores	122%
18—Platers	120%
19—Machinists	118%
20—Riveters	117%
21—Composition Layers, Electricians, each	111%
23—Cranes, Steel Caulkers, each	110%
25—Slabman	104%
26—Staff Houses, Riggers, each	105%
23—Punchers	104%
29—Shipwrights	102%

## LETTERBOX

### ON RUM RATION

Editor, Daily News:  
Reading your editorial of November 1, I note the Navy officer's statement that soft drink can take the place of Navy rum on a cold night or in the tropics. I do not think this navy officer has done much sailing in bad weather. When a sailor in the good old days got his four ounces of good old navy rum, he could feel it down to his toes. At the present time, rum is more like a soft drink than rum. Ask some of your fishermen what they would prefer on a cold, wet wintry night. Of course, the captain has authority to substitute for lime juice which is done on many a ship for the benefit of the officers.

### AN OLD SALT.

**WINTERTIME ANYTIME**  
In certain parts of Norway the snow may fall during any month of the year.

**IN THE SUPREME COURT OF BRITISH COLUMBIA IN THE MATTER OF THE "ADMINISTRATION ACT"**

**IN THE MATTER OF THE ESTATE OF ARTHUR ALEXANDER McEWEN, DECEASED, INTERSTATE**  
TAKE NOTICE that by Order of His Honor Judge Fisher, Local Judge of the Supreme Court of British Columbia, I was on the 3rd day of November, A.D. 1944 appointed Administrator of the estate of Arthur Alexander McEwen, who died on the 22nd day of September, 1944. All persons indebted to the said estate are required to pay the amount of their indebtedness to me forthwith and all persons having claims against the said estate are required to file them with me properly verified on or before the 15th day of December, 1944, failing which distribution will be made having regard only to such claims of which I shall have been notified.

Dated at Prince Rupert, B.C. this 4th day of November, A.D. 1944.  
NORMAN A. WATTS,  
Official Administrator,  
Prince Rupert, B.C.

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