Churchill Says—
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BOMBER HAS CLOSE CALL

Engines Pick Up As Machine Reaches Level Where Enemy Had Range

LONDON, March 10: (CP)—Winter flying raises hazards that call for the greatest skill if the flight is to be carried to its end successfully.

A Royal Air Force coastal command pilot, describing an attack on Brest, told how the engines of his Blenheim bomber iced up and stopped, forcing the plane so close to the ground that men manning anti-aircraft guns could be seen.

When the engines stopped the pilot said he was not worried because he expected they would pick up again when he came down to warmer air. Dodging searchlights and violent fire, the plane came down to 3,000 feet and then a shell tore a hole two feet square in the port wing.

"I called to the observer to get rid of the bombs on something useful, because we hadn't enough height to go round again. By now we were so low we could see almost everything on the ground and in the harbor. The gunner got the dinghy ready in case we came down in the water and later he swore he could see the black shapes of men by the guns on the ground."

At 1,000 feet the plane was caught in a searchlight beam, but at the same time the engines picked up and the pilot raced out of the harbor without further damage to his machine.

Weather Forecast

General Synopsis—The weather has been mostly fair and mild on the coast.

West Coast of Vancouver Island Light to moderate southeast winds, fair and mild.

Prince Rupert and Queen Charlotte Islands—Light to moderate south to southeast winds, part cloudy and mild.

BLACKHEADS
Get two ounces of peroxide powder from your druggist. Sprinkle on a hot, wet cloth and apply to the face gently. Every blackhead will be dissolved. The one safe, sure and simple way to remove blackheads.

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gets a lot of satisfaction out of every purchase they make. If you have an idea as to what good coal should be, try a ton of the kind we sell and you can prove to your own satisfaction that the money you spent was wisely invested. Keep our name and phone number in mind.

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CANADA'S WAR CHIEFS

(Continued from Page One)

sically and spiritually sturdy. He has a square face, light, almost-white hair cut fairly short.

With square fingers he toys with a pair of horn-rimmed spectacles (almost regulation for high officers of the services) and while he sees visitors or works he keeps a flat, gold vest-pocket watch with the lid open on his desk. Only two things are on his office walls, a map of Canada and a map of Australia. They are stuck with colored pins which denote airfields and training schools.

Through curious chance he finds himself again associated with his old comrades in the Royal Naval Air Service of the First Great War. Breadner, McKean and Goble were all lieutenants when they flew in the same squadron.

Breadner fought throughout the war. McKean had the ill luck to be captured early and remained a prisoner. After the war these men were widely separated, one in Canada, one in England and one in Australia.

The air lanes drew them closer from time to time but their paths were separate until the drums of international events and the wisdom of the British democracies raised them to high place, fetched them up in the same office on Bank Street—25 years after.

Many Adventures

Goble, it would seem, was bound to come to join his old associates. When he left Australia with his wife on the steamship Niagara several months ago their vessel struck a mine. All took to the boats and for eight hours floated about on the Pacific. Returning to Australia Goble and his wife took another boat and made the voyage safely.

Goble was 23 when he joined the British air force. He is now 49. But in those old days, he says, it was not as is generally supposed, a sort of knight errant business with a single flier taking off to pick his own opponent and carry on an aerial duel.

"There was quite a lot of formation flying although of course not comparable to what we have today . . . The whole build-up has been a stupendous feat. The standard of flying has improved enormously."

Goble doesn't talk much about what he did in the last war. He recalls with regret the loss of three of his commanders, Canadians, in the first squadron he led. They were Allan Todd of Toronto; Stanley Trapp of New Westminster, and "Nigger" Galbraith, of Carleton Place, Ont. Others he remembers from those days were W. B. Elliott of St. Catharines, Ont., Charles Sproatt and William Cleghorn. "These are a few names that come to my mind," he said "Since coming to Canada I have met many old friends. They are all damned good fellows."

Goble obviously has in eminent degree the qualities the civilian has come to associate with the air force—fortitude, steadiness, modesty—a new sort of outlook acquired by men who have learned to suffer the sudden departure of associates, whose horizons are as limitless as the air, men who have been and seen.

He has been in Malta, Egypt, Palestine, India, Malaya, China and the Dutch East Indies, all over the southern and eastern hemispheres and Europe and now finds a rest for his foot in the new west. In the last 32 years he has never lived under one roof more than 18 months.

Many Decorations

In 1924 he was advanced from the rank of Order of the British Empire to be a Commander of the Order. That was for being the first to circumnavigate the vast continent of Australia. He did it in a seaplane with an officer who has since been killed.

For war services he wears on his tunic the ribbons of the D.S.C., and the D.S.O., the latter having been won as a flight lieutenant at the same time as he received special promotion on the field. The French decorated him with the Croix de Guerre.

Goble studied at the Imperial Staff College in England with Lt. Gen. A. G. L. McNaughton, commander of the Canadian Corps in England. He has been Chief of Air Staff in Australia, deputy director of operations of the Air Ministry and Commander of No. 2 Bomber Group R.A.F. from its inception in the middle of 1926 to the end of 1937.

It might have been expected that a flier and technician of his quality might have lost some of the feel of the earth, the humanity of men in the street, but Goble speaks of homely things like losing his baggage with the same interest as John Doe.

The Vice-Marshal's wife is in Ottawa with him. He has three sons, one a midshipman in the Royal Australian Navy and two in boarding schools in Melbourne.

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26 oz. $2.00
13 oz. $1.25

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PHONE GREEN 446

Not So Good Then But May Be Better Now

According to a statement of war savings pledges covering the period up to February 28 the number in Prince Rupert amounted to 103. Other points in this part of the country had pledges as follows:

Ocean Falls 453.
Queen Charlotte 80.
Smithers 130.
McBride 109.
Prince George 79.

These figures, evidently, do not take into account the intensive drive here which is still under way.

CLASSIFIED

WANTED

WANTED—1, 2 or 3 light housekeeping room or rooms. Box 78, Daily News. (tf)

WANTED—Boy to work in daytime, helping in bakery, apply Chriss Mill. (60)

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YOUNG Man wants work. Will do anything. Phone 358. (60)

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LOST—Anyone finding pair of spectacles, browned rimmed, near Dyer Apts., please return to Daily News. Reward. (59)

FOR SALE

FOR SALE—Kitchen oil burner, heater, bed, mattress, table, chairs, dishes, linoleum, dresser, etc. Snap for cash. 512 8th Ave. W. (64)

OFFER WANTED—House 24x16, 2 rooms, pantry with enamel sink with back, wash basin, W-C, shower bath and hot water tank. Building to be removed. Collart & McCaffery Ltd., Phone 11 (tf)

IN THE SUPREME COURT OF BRITISH COLUMBIA IN PROBATE
In the Matter of the "Administration Act"
And
In the Matter of the Estate of John Wilson, deceased, who died at Bella Bella, B. C. on the 5th day of January, 1941

TAKE NOTICE that by order of His Honor, W. E. Fisher, made the 28th day of February, A. D. 1941, I was appointed Administrator, with Will annexed, of the estate of John Wilson, deceased, and all parties having claims against the said estate are hereby required to furnish same, properly verified, to me on or before the 4th day of April A. D. 1941, and all parties indebted to the estate are required to pay the amount of their indebtedness to me forthwith.

DATED the 4th day of March, A. D. 1941.

NORMAN A. WATT
Official Administrator,
Prince Rupert, B.C.

"GOVERNMENT LIQUOR ACT"
(Section 26)
Notice of Application for a Club Licence

NOTICE IS HEREBY GIVEN that on the 31st day of March 1941 next the undersigned EMPRESS SOCIAL CLUB LIMITED intends to apply to the Liquor Control Board for a Club Licence in respect of premises situated on the top floor of the Empress Block at the corner of Second Avenue and Sixth Street upon lands described as Lots 11 and 12 of Block 23 of Section 1, Map 923, in the City of Prince Rupert, Prince Rupert Land Registration District, in the Province of British Columbia, to entitle each member of the said Club to keep on the premises a reasonable quantity of liquor for personal consumption on the premises in accordance with the provisions of the Government Liquor Act and the Regulations promulgated thereunder.

DATED this 26th day of February 1941.

EMPRESS SOCIAL CLUB LIMITED
By J. G. Moody, President.

Mrs. James Clark
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High Quality Latest Patterns
All British Woollens
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Come in and choose the cloth for your spring suit.
Ling the Tailor
Sixth Street Phone 659

Canada At War 25 Years Ago

March 11, 1916—German troops gained ground in surprise attack near Reims. Russians occupied Kermind, Persia. British drove Turks from advance post on River Tigris, Mesopotamia. Germans dislodged from Kitovo Hills near Taveta, East Africa.

USING OF SHIPYARD

The possibility of having the local dry dock shipbuilding plant put to greater use in the building of vessels in the war emergency was again discussed by the Prince Rupert Chamber of Commerce at a meeting yesterday afternoon. Olof Hanson, M. P. for Skeena, had a communication before the Chamber stating that the matter had been discussed with T. J. Boulter and Alan Cormack in Prince Rupert; W. T. Moodie, general superintendent, Canadian National Railways, Vancouver, and W. E. Devenish, general manager for western lines, Winnipeg. Mr. Hanson said he had not yet been at Montreal but would be following the matter up.

It came out at the meeting that boilers for the mine sweepers being built at the local yard had arrived and more men would be taken on during their installation.

G. W. Nickerson suggested the possibility of overhauling corvettes and such craft at the local yard should be looked into. He had heard that small patrol vessels were being sent from northern waters to yards in the south for reconditioning.

CAPITOL
TONIGHT and WEDNESDAY
2 Shows Nightly, 7:00 & 9:25
Feature at 7:23 & 9:48

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HERBERT MARSHALL
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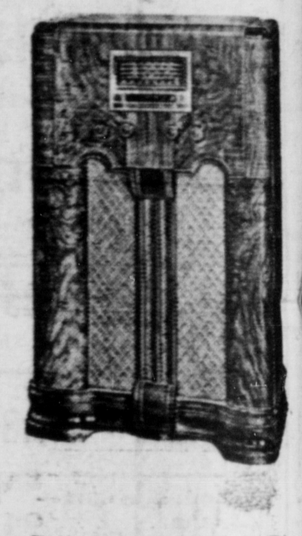

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