

MARINE, RAIL and AIR

SNIPES MAKE GOOD RACING

Redskin and Ishkoodah Finish Within Seventeen Seconds of Each Other

Ripples, Pancho and Redskin were the winners of their respective classes in the Royal Victoria Yacht Club's afternoon regatta, sailed yesterday at Cadboro Bay.

The wind was west and light, although true during the time the boats were under way. The sailing committee for the regatta decided the course should be from the starting line off the clubhouse to Cattle Point, to Jimmy Jones Island, to Flower Island, to beach mark, to finish line, once around, leaving all boats to port. The little craft got away at 3 p.m. the stars leaving on the hour, the dinghies and snipes following at five-minute intervals.

Leading the stars over the line at the start, Ripples had a slight advantage, with Boykin and Aquila close behind. Working out of the bay to Cattle Point, Ripples established a slight lead, which increased considerably by the time the beach mark was reached and she came up to the finish line well ahead of Aquila, which went into second place shortly after the start, leaving Boykin to trail along in third position.

In the dinghy class, Pancho, overcoming a late start, overhauled Falcon and Teal and worked out in front of her rivals to finish in first place, forty-one seconds ahead of Falcon and two minutes and twenty-two seconds in advance of Teal.

Closest finish in the afternoon's events was provided by the leading snipe contestants—Redskin and Ishkoodah. At the start the snipes went over the line in the following order: Klakawa, Redskin, Ishkoodah, Pelican and Kakawis. Working out to Cattle Point, Redskin went into the lead ahead of Klakawa, putting the latter in second position, and maintained the lead around all the other marks, while Ishkoodah moved into second place between Jimmy Jones and Flower Island, a position which she held, and at the same time was closing in on Redskin shortly before the latter went over the line to get the winning gun, 194.17 seconds ahead of Ishkoodah.

FINISHING TIMES
Final times were as follows: Stars, Ripples (Halbott), 3:42:48; Aquila (Gilbert), 3:44:42; Boykin (Blaney), 3:47:52; Dughlas, Pancho (Provd), 4:12:12; Falcon (Hetherington), 4:12:33; Teal (Lamb), 4:14:33; Snipes—Redskin (Hamey), 4:55:46; Ishkoodah (Evans), 4:56:03; Klakawa (Ward), 4:57:08; Pelican (Moran), 4:59:02; Kakawis (Downs), 4:11:22.

Officer of the day was H. McE. Young. B. B. Temple was starter, and Secretary F. Lawrence, time-keeper.

Today the little vessels of the Royal Victoria Yacht Club are sailing the first Discovery Island races of the season for the Discovery Island, Chatham and Harps Cove.

"Your friend, Joe, seemed to be the life of the party."
"Yes, he was the only one who could talk louder than the radio."

Certain Japanese May Be Affected By Recent Order

Japanese following the profession of fishing, as licensed fishermen, must be either Canadian, British born or naturalized, and all licence applications are checked by Royal Canadian Mounted Police before issuance.

NEW CRUISER IS LAUNCHED

Latest United States Navy Vessel Will Have Good Turn of Speed

QUINCY, Miss., July 26 (AP)—The San Diego—one of the fastest cruisers ever built for the United States navy—was launched at the Bethlehem Steel Company's Fore River plant today.

The builders said there were indications that the vessel was one of the Atlanta class would have a speed approaching that of new-type destroyers.

Contracts for the San Diego and the San Juan were awarded to the Fore River plant in April, 1939, at the time contracts were awarded for two other vessels of the same design—the Atlanta and the Juneau—now building at Kearney, N.J.

Since then, Bethlehem has received contracts for four more vessels of the same type to be constructed at its San Francisco yard. To provide speed, the new cruisers are smaller than the light cruisers of the Omaha class built about twenty years ago and in general will bear a resemblance to destroyers.

With a sheer line running from stem to stern, the San Diego and her sister ships will have no raised forecastle. The forward deckhouse is extended to enclose the forward smokestack to create a streamline airflow around the stack, eliminating air pockets that would draw smoke downward.

Old Country Asks British Columbia Ship More Lumber

VANCOUVER, July 26 (CP)—Vancouver lumber exporters were advised by cable today that the British Timber Council wants British Columbia to continue shipping lumber on a large scale, via rail routes to Atlantic ports.

This month will show a big increase in B.C. lumber shipments to the British market, the total being fifty to sixty million board feet.

In August the buyers want a similar amount and latest advice is that another fifty-five million feet.

Another Corvette Launched on West Coast



H.M.C.S. Dundas, latest vessel built for the Royal Canadian Navy, was launched under happy auspices from the ways of a West Coast shipbuilding plant during the past week. The launching party sponsoring the craft included (left to right), Squadron Leader Sydney Anderson, Mrs. Sydney Anderson, Flying Officer E. V. Finland, H. S. Hammill, Mrs. H. S. Hammill, Mrs. E. V. Finland (sponsor), Lieut.-Col. Hugh Allan, Mrs. Hugh Allan, Engineer Captain A. D. M. Curry.

some of it representing new business, will be required in September.

Mail to Soldiers Overseas Giving Service Trouble

OTTAWA, July 26 (CP)—Pleading for care in addressing mail to Canadians overseas, Postmaster-General Mulock said today that during June 18,339 pieces of mail passed through the directory section of the Canadian Postal Corps overseas, and this required five members of the corps being kept from more important military duties to search rolls and military records.

Col. Mulock said mail for troops should be addressed with the regimental number, rank and name; the name and details of the unit, that is company, section, squadron and so forth, and the name of the regiment or branch of the service, with the final words "Canadian Army Overseas."

For troops in Canada the same procedure is used except that "Canadian Army Overseas" is left out, and the name of the place where the soldier's unit is stationed must be given.

HAS SPLENDID NAVAL CAREER

Commodore G. C. Jones Joined Royal Canadian Navy in 1911



Commodore George Clarence Jones, one of Canada's finest "Sea Dogs," has been appointed as of February 12, 1941, Officer Commanding the Atlantic Command. The first two years of his war have been a brilliant chapter in the Commander.

As "Captain D" he commanded the destroyer flotilla operating on the Atlantic Coast, and has been responsible for the safe conveyance of merchant and troop ships out of Atlantic ports in conjunction with the British Navy across the Atlantic to all Allied ports. This is the biggest transport and shipping operation system ever seen in the world's history.

Canada was in great luck to have such a man in her decorated navy when war broke out. For long as it takes to build a war ship in time of need, it takes even longer to produce officers capable of handling it.

Jones is a Blenheim, as his parents and all his grandparents were before him, born in Halifax forty-five years ago. He was the first class that entered Canada's Royal Naval College when it opened in Halifax in 1911.

With twenty-one cadets he went from there in 1913 to H.M.S. Berwick of the British Fleet. When war broke out, seven of them went to H.M.S. Suffolk, flagship of Admiral Caddock, among them Jones. That Fall he suffered an acute disappointment that probably saved his life. He lost the draw for four out of the seven Canadians to transfer to the Admiral's flag to H.M.S. Good Hope. Shortly after, the Good Hope was sunk in naval battle off the coast of Chile and the four Canadian cadets who won the draw were the first Canadian officers to appear on the casualty list of the war.

Aboard the Suffolk Jones found himself in cold and prison for his patrol off New York Harbor, learning from his captain the severe lesson of how not to complain about the food. When he received his commission as sub-lieutenant in 1916, he transferred to the Pelican of the Battle Fleet. His captain, moved on in 1918 to command H.M.S. Vancouver of the Twentieth Mine Laying Flotilla, amazed and delighted Jones by choosing him as his first lieutenant, which means executive officer of the ship. He found the North Sea a "picnic" after the Atlantic and he and his fellow officers, young enough to have not a nerve in their bodies, would take any risk on earth with acute joy. There were a good few "stickey parties" stealing

PLANT IS NOW IN OPERATION

Boat Owners and Fishermen Processing Fish Livers At Northern Port

PRINCE RUPERT, July 26 (CP)—The plant established by Prince Rupert halibut boat owners and fishermen for the processing of halibut livers into halibut liver oil went into production here toward the end of July.

Boat owners and fishermen built their own processing plant at the start of this season when they failed to obtain satisfactory bids from the pharmaceutical firms for the livers of their fish. Since then machinery has been obtained and the plant installed in the east end of the Government wharf.

Under the direction of Kenneth Harding, formerly of the scientific staff of the Prince Rupert Fisheries Experimental Station, the plant has been operating at full speed with ample supplies of raw material, consisting of livers which have been brought in since the opening of the 1941 halibut season.

Trade Minister MacKinnon, in announcing Thursday completion of the agreement with Great Britain, said "It is expected that the total quantity of canned salmon which will be supplied to the United Kingdom will be in excess of 1,000,000 cases."

"This will be a very much larger quantity than has ever been supplied to the United Kingdom from Canada in the past," he added.

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Boy—Ain't I your caddie?

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Only Two Vessels Reported Lost in Week of July 26

The blackout on news of the war at sea continued in the week ended July 26, with only two vessels, the 3,174-ton British ship Malvernian and the 4,765-ton Norwegian steamship Virgild, reported sunk.

Maritime circles in New York listed a group of six ships totalling 53,234 tons, including the 16,082-ton Netherlands liner Penland, as sunk in April in the evacuation of Greece. It was the first information as to specific ships sunk in that battle, but the total tonnage was included in the British Admiralty's official summary for April.

BACK TO CANADA

The war over Canada did not get back to Canada fast enough. His big moment came in 1919, when he was given his first command, H.M.C.S. Patricia, and he has never felt so perfect and important since.

In 1922 when Canada paid off her cruisers and virtually abandoned her navy altogether, Jones stuck doggedly in the service, along with Admiral Nelles and the small nucleus of officers upon whom Canada leans today as literally life savers of the Empire.

During the hull Jones went back to England for a spot of real hard work at the Staff College, and served later on the Resolution under Admiral Lord Cork, of Narvik fame. After two years in Ottawa as naval staff officer under Commodore Howe, he went back to England aboard the Iron Duke on general service. He stepped up to commander in rank and attended the Imperial Defence College, then returned to Canada as Commanding Officer Halifax Station.

After two years in command of the Skeena, he was given the West Coast Station Command, and in 1932 married the daughter of British Columbia's then Lieutenant-Governor.

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CONDITIONS IRONED OUT

Purse Seine Fishermen Expected to Be Operating Tomorrow Morning

VANCOUVER, July 26 (CP)—British Columbia's salmon purse seine fleet is expected to be in full operation Monday morning, supplying canneries with salmon, two-thirds of which will find its way to Great Britain under an agreement between the British Food Ministry and the Canadian Department of Trade and Commerce.

Rolph Bremen, secretary of the Fishing Vessel Owners' Association, announced today that his organization and the salmon canneries operating committee had "ironed out" certain conditions between vessel owners and cannery operators, "and that final arrangements were being made for the boats to leave for the fishing grounds tonight."

The association is comprised of forty-five independent seine boat owners—half of Vancouver's fleet of ninety boats.

The other half of the fleet began preparing yesterday for work after the United Fishermen's Federal Union and the canneries reached an agreement on share basis and prices.

Under the agreement, four-elevenths of the season's catch will go to the boat, while the crew will receive seven-elevenths of the catch.

Settlement of the dispute, which also included the price to be paid by the canneries for fish, ended a deadlock which had tied up the Vancouver fleet since the fishing season opened July 1.

Some ninety cannery-owned and Indian-operated boats have been working out of other ports farther north since the season opened, however. These boats were unaffected by the dispute here, a separate agreement having been reached between the Indian fishermen and the canneries.

Trade Minister MacKinnon, in announcing Thursday completion of the agreement with Great Britain, said "It is expected that the total quantity of canned salmon which will be supplied to the United Kingdom will be in excess of 1,000,000 cases."

"This will be a very much larger quantity than has ever been supplied to the United Kingdom from Canada in the past," he added.

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GOING EAST? TAKE A BOAT TRIPE!

At No Extra Cost... you can add a cruise on the Great Lakes to your trip for automobile owners. You enrich your trip with a real experience. You see these magnificent lakes—all the while living luxuriously on board C.S.L. cruise liners. You have all kinds of fun too. Dinners, deck games, free meals. A favourite "sea-decor" with national motifs!

Autobility Carried at Moderate Rates

Further information from any C.N.R. or C.P.R. agent or from Northern Navigation Division

CANADA STEAMSHIP LINES

C. F. EARLE, District Passenger Agent, C.N.R., 911 Government Street

One-Day Excursion to VANCOUVER

Tuesday, July 29—Ss. Pr. Adelaide

GOING: Lv. Victoria -- 7:30 a.m. P.S.T. Ar. Vancouver -- 12:15 p.m. P.S.T.

RETURNING: Lv. Vancouver -- 5:00 p.m. P.S.T. Ar. Victoria -- 9:45 p.m. P.S.T.

\$2.00 ADULTS RETURN

Children Half Fare

Government Tax Extra

ALL TIMES SHOWN ARE PACIFIC STANDARD

Canadian Pacific

Agents on Vancouver Island for United Air Lines

Canadians Learn Anti-Tank Tactics

An important part of the training of artillery troops in the Canadian Army is given over to anti-tank tactics. Here, as in all phases of modern warfare, speed and mobility are essential. Photo at the top shows soldiers of the R.C.A. at Petawawa Camp training the sights of an anti-tank gun on a moving target. Bottom photo illustrates mobility of this weapon and the speed with which it can be moved from one place to another, then mounted and dismounted in a few seconds.

8:00 a.m.	9:30 a.m.
10:00 a.m.	10:30 a.m.
11:00 a.m.	11:30 a.m.
12:00 noon	12:30 p.m.
1:00 p.m.	1:30 p.m.
2:00 p.m.	2:30 p.m.
3:00 p.m.	3:30 p.m.
4:00 p.m.	4:30 p.m.
5:00 p.m.	5:30 p.m.
6:00 p.m.	6:30 p.m.

Gulf Islands Cruise, Wednesday, July 30

Enjoy a delightful cruise through the Gulf Islands, with stops at the following ports of call:

PORT WASHINGTON 6 1/2 hours' stopover
MAYNE ISLAND 4 1/2 hours' stopover
GALIANO ISLAND 4 hours' stopover

Lunch and Tea available at any of the ports of call, or picnic lunches may be taken.

Boats leave Dept at 9 a.m. Ferry leaves Swartz Bay at 10 a.m. Arrive back in Victoria about 7:30 p.m.—Daylight Saving Time.

Parking Space Available at Swartz Bay.

RETURN FARES \$1.25 Ferry Only
Bus and Ferry Plus War Tax 75c

NOTE: Accommodation Limited. Buy Your Tickets Early.

For Further Information and Motor Coach Connections Phone E 1177

GULF ISLANDS FERRY CO. LTD.

SPECIAL Day Cruise

By Bus to Cowichan Bay and by Boat Through the Gulf Islands

Gulf Islands Monday, July 28

Enjoy a delightful day's outing by bus and cruiser from Victoria to Cowichan Bay and through the Gulf Islands—calling at Beaver Point, Port Washington and Pender Island. Lunch and tea may be obtained at the above ports of call, or picnic facilities may be obtained.

SCHEDULE—DAYLIGHT SAVING TIME

Bus Leaves Depot 9:00 A.M.
Bus Leaves Cowichan Bay 10:30 A.M.
Arrive Back in Victoria 7:45 P.M.

FARES: (Bus and Boat)—\$2.00 - Children \$1.25
Dominion War Tax Additional

NOTE—Accommodation is limited. Buy your tickets now.

V.I. Coach Lines provides bus transportation between Victoria and Cowichan Bay only, and is acting as agents for Road & Peck for bus transportation on this cruise.

Vancouver Island Coach Lines Ltd.

DEPOT: BROUGHTON and BROAD PHONE E 1177 - E 1178