

Navy Planes Set Fire to Three Jap Carriers in 10 Minutes At Midway

Anglo-Russ Pact

F.D.R.'S HAND SEEN IN PLAN

By E. T. ELSON
Special Correspondent of The Daily
Province and Associated Southern
Newspapers.

WASHINGTON, June 13.— President Roosevelt is being credited by American observers with having directly intervened to influence the terms and form in which the Anglo-Russian mutual assistance pact was drafted. Whether this is true—and it emanates from what appear to be high sources—it sets in perspective American foreign policy, which is to see that the nations come to the peace table without prior commitments and prepared to lay the foundations for a broad settlement.

Russia, according to observers, sought commitments from Britain in respect to the Baltic States in negotiations begun when Rt. Hon. Anthony Eden went to Moscow at the same time Churchill visited Roosevelt in Washington. The Russians wished to keep these states within the U. S. S. R. and sought Britain's approval.

A DEFINITE STAND

Roosevelt is said to have definitely taken a stand against such an agreement and so instructed Ambassador Winant to inform the British cabinet. Shortly after that Winant did return for a series of talks in the capitol here.

The President's counter-proposal was for a treaty upon broad lines, such as was eventually written, in order to limit prior commitments before the eventual peace conference, and preserve in spirit the ideals and objectives of the Atlantic Charter.

At Roosevelt's insistence, and also because of Mr. Churchill's reluctance to deal in precise terms with post-war subjects, Russia's territorial projects were abandoned, it is said.

Mr. Krook, in the New York Times, says Mr. Eden proposed instead a mutual assistance pact be concluded, together with a "pledge for a second front in 1942 that would be underwritten by the United States."

DISCUSS SECOND FRONT

The Clapper version varies here, but says that 80 per cent. of the discussions between Molotov and Roosevelt were devoted to the problem of a "second front."

Britain and Russia gain mutual strength from this treaty which provides for one of the most important shifts in the balance of forces in Europe since the war began.

Meanwhile Mr. Roosevelt always the careful pilot—is changing course slowly, swinging the American ship of state over from her solitary course into one parallel with that of her Allies.

The signing of the master "Lend-Lease" agreements with Britain, China and now Russia does link the United States closely beyond the life of the war, Mr. Eden indicated at his press conference yesterday he regards this as particularly important. He said, moreover, further conversations would be carried on seeking new measures for obtaining economic adjustment designed to provide the foundations of new world understanding. He sets great store upon such measures.

U. S. ROADS HEAD TESTIFIES

Present Alaska Route Upheld As Best to Service Air Bases

By E. T. ELSON
Special Correspondent of The Daily
Province and Associated Southern
Newspapers.

WASHINGTON, June 13.—The highway to Alaska now being built by United States engineers and the Federal Works Agency follows a route best suited to be a service road for air line operations and for the latter purpose much safer than alternative routes farther west.

This was the testimony of United States Commissioner of Public Roads T. H. McDonald before the sub-committee of the Senate foreign relations committee which has been investigating the selection of the present route.

At the same time, Senator Bennett Champ Clark, sub-committee chairman, said Mayor Fiorella LaGuardia, chairman of the Canadian-American joint defense commission, had asked him to say for the record that the commission had recommended the present road at the direct instance of the United States war department.

This testimony is the first official rebuttal of the critical offensive launched against the project by Representative Warren G. Magnuson and other members of the U. S. Alaska Highway Commission who have contended "a grave mistake" was made in following the inland route.

Insinuations have been made that the present route was chosen at the instance of the Canadian Pacific Railway—a charge directly denied by Senator Clark's statement.

"NO MISTAKE."

Both the U. S. army and the Bureau of Public Roads, of which he is the executive officer, said McDonald, assured themselves "no mistake was being made" in using the route east of the mountains.

In support of this contention he quoted a letter from Cecil Hunter, the president of Northwest Airlines, whom McDonald says "hopes to engage in the

business of airplane travel over this route."

(Northwest Air Lines have engaged in public relation to support the firm's application to the Canadian and American governments for permission to establish a route over the inland airway from Minneapolis to Fairbanks. An incident was created earlier this year when a Northwest Air-liner flew without Canadian permission to Edmonton to make reconnaissance flights.)

According to Hunter's letter to McDonald, filed as evidence, there is only one completely satisfactory route for an air line to Alaska and that is the great circle which is in almost a direct line from Minneapolis and St. Paul to Fairbanks. Thus, said the commissioner, "the route we are now following is the shortest distance between two points."

It was also ideal for year-round operations.

WEATHER BETTER.

McDonald also presented a report compiled by the U. S. weather bureau indicating that the weather conditions were better east of the Rockies than in the Coast zone.

The present highway does not follow the flat areas of muskeg, which critics have charged impede construction, but has been located on higher ground farther west, he said. There is less than 1 per cent. muskeg in the first 80 miles and perhaps 3 1/2 per cent. on subsequent ground.

Earlier, Donald McDonald, one of the members of the U. S. Alaska Highway Commission, attacked the road's location because under no circumstances would it be a satisfactory "supply route to the territory." Canadian engineers agreed with him, he testified, and Hon. Charles Stewart, the Canadian chairman, telephoned to ask him to stop Americans from making "this mistake."

"The C. P. R. would be the chief beneficiary," he said, "because the C. P. R. has a monopoly over the route—so far as flying is concerned."

Throughout B. C.

Kootenay Asks Ban on Fishing By Young Japs

NELSON, June 13.—(CP)— Seeking to prevent Japanese youths fishing in Kootenay waters the West Kootenay Rod and Gun Club Association Friday sent the following telegram to Hon. R. L. Maitland, attorney-general:

"Are any steps being taken to prevent fishing by Japanese 18 and under? Sportsmen of entire Kootenay district strongly urge this action to protect sport fish. If nothing contemplated please advise what must be done to bring about legislation necessary."

Cariboo Pioneer Dead

KAMLOOPS, June 13.—George Forbes, 79, resident of the Cariboo for 53 years, is dead here. His old home is at 122 Mile House, Lac La Hache, but he had been living in Kamloops for nearly two years.

Born in Aberdeenshire, Scotland, June 16, 1863, he came to Canada in 1889. Surviving are his widow, three sons and three daughters.

Jail Doukhobors

NELSON, June 13.—(CP)—Five Doukhobors of Krestova pleaded guilty Friday to charges of failing to register by national regulations and were sentenced to jail for three months terms.

Chilliwack Air Cadets

CHILLIWACK, June 13.—(CP)—The Chilliwack Rotary Club has decided to sponsor an air cadet corps here in conjunction with the Chilliwack Junior-Senior High School.

Rubber Salvage Parade

NELSON, June 13.—(CP)—A block long parade of 400 central public school children loaded with old car tires, inner tubes, old hose, etc., Friday paraded to the salvage depot here.

From 2500 to 3000 pounds of rubber has been turned into the depot in recent weeks.

AIRMEN WERE NERVOUS

King and Queen Meet B.C. Flyers Who Raided Cologne

By LOUIS V. HUNTER,
Canadian Press Staff Writer.

WITH THE R.C.A.F. SOMEWHERE IN ENGLAND, June 13.—The King and Queen today met Canadian airmen who took part in the mass aerial attack on Cologne and some of the Canadians said afterwards their experience in shaking hands and chatting with their Majesties was tougher than any raid.

Their Majesties spent an hour with a squadron commanded by John J. Fulton, D.F.C., A.F.C., a wing commander from Kamloops, B.C. They inspected the air crew, lined up in a big hangar in front of Fulton's Wellington which was damaged in a recent raid on Germany.

OTHERS INTRODUCED.

Fulton introduced his flight commanders, Sqdn. ldrs. F. W. S. (Roscoe) Turner, 28, of Ganges, B.C., and D. L. Wolfe, 27, of Regina. They escorted Their Majesties on a tour of the post during which the royal couple shook hands and talked with more than 60 Canadians, including a number of French-Canadians.

Turner, who was on the first raid of the war, that on the German naval air base on the island of Sylt in the North Sea, had

returned from an operational flight just before the inspection began.

The Queen chatted at length with Ft. Lt. Bob O'Callaghan of Salt Spring Island, B.C., and Calgary. This pilot of 23 stood rigidly at attention while he told Her Majesty he had been in England two and one-half years. When she asked if he had been here that long without leave in Canada he replied: "Yes, Your Majesty, without leave."

TALES WITH KING.

Farther along the line the King talked with Ft. Sgt. Artold Harris, 24, of Milner, B.C.

Airmen Their Majesties met included PO. Stuart Fillmore, 23, of Alma, B.C.; Ft. Sgt. E. S. Alexander, D.F.M., 22, of Montreal and Vancouver, all pilots; PO. E. D. McCormack, 24, of Estevan, Sask.; PO. Jerry Bell, 23, of Victoria; Sgt. Norm Costigan, 25, of Edmonton, navigator, and Sgt. Norman Dewar, 24, of Vancouver.

WANTED!

2 FIRST CLASS RADIO SERVICE MEN

For large reliable city firm. Excellent salary.

Must be military exempt or over 45. Any man now engaged in war work need not apply.

Farm Help Needed

CALGARY, June 13.—(CP)—Farmers in southern Alberta are offering up to \$50 a month and room and board for farm help but the local employment office of the Unemployment and Insurance Commission has been unable to fill the demand, W. Harry Ross, manager, said.

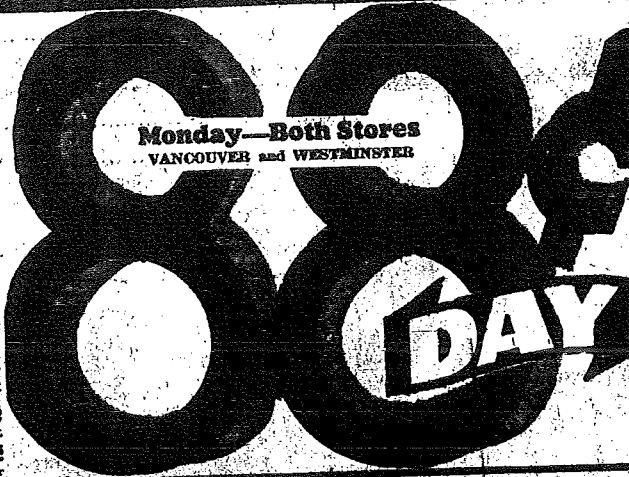
Teachers Volunteer

TORONTO, June 13.—(CP)—Dr. Duncan McArthur, minister of education, Friday announced that 1000 Ontario secondary school teachers have volunteered to take a summer course to qualify as instructors in a defense training program for 50,000 boys and girls.

BOX 1589 PROVINCE

ARMY & NAVY DEPT. STORES

- 88c Day in Drygoods**
- BATH TOWELS—Plain or striped on white ground, 20"x40". Reg. to 65c. **2 for 88c**
 - FLANNETTE—Novelty flowered and striped pattern. 36" wide. **3 yds. 88c**
 - FILLOW SLIPS—Fine white cotton, plain or hemstitched. 42 inches wide. **3 for 88c**
 - TEA TOWELLING—Cotton crash, white with red stripe; 16 inches wide. **3 1/2 yds. 88c**
 - ENGLISH PERRY TOWELS—Reg or blue stripes on cream ground. 22"x42". Reg. 23c. Special **4 for 88c**
 - Reg. 20c PRINT—Flowered, stripes and checks. 6 inches wide. **3 1/2 yds. 88c**
 - "KINGOOT" FLANNETTE SHEETS—Pink or blue borders. 72"x84". Reg. 2.29. Special. each **2.88**
 - Reg. 85c TABLECLOTHS—Plain checked pattern in red, yellow, blue or green. Size 52"x52". Special. each **88c**
 - Reg. 1.10 PILLOW CASES—Feather-filled. 18" x 26". Special. each **88c**
 - TARTAN FABRICS—In all popular plaids. 36" wide. Special **2 yds. 88c**
- Third Floor



MEN'S SPORT JACKETS

See this group. Look at the low prices. 100% wool, double-breasted lounge models and 2-1/2 button jackets tailored from medium weight tweeds in quiet, or noisy patterns for men and young men.

Size 34 to 42. In the lot. Special **11.88**

Men's Straw and Soft Mesh Pick 'em up. Get 'em before they are gone. Pay the lowest price of the season. Assorted colors and sizes. Special **88c**

- Grand 88c Day Values On Second Floor**
- Reg. to 1.48 LADIES COATS—Fiber fabrics used in the making. Styles regularly marked at dollars more. Taken from higher priced ready made, loose-fitting dresses and dressy coats in the lot. Broken sizes. Monday. Special **88c**
 - Second Floor
 - LADIES DRESSES—For every daytime occasion. In beautiful new prints, for street wear and office wear. Sizes 12 to 20 and 18 to 32. **2.88**
 - Monday, special **2.88**
 - Second Floor
 - Reg. to 14.95 LADIES REVERSIBLE Raincoats—Wool plaids and herringbone weaves in popular, smart styles. Semifitted styles lined with water-repellent gabardine. Sizes 12 to 20. **8.88**
 - Special **8.88**
 - Reg. 5.48 SLACK SUITS—Sanforized against shrinkage. Well-cut from good quality materials. All **88c**

Ladies' Play Shoes

1.88

MEN'S SOCKS

- Reg. 1.50 BUCKLE SOCKS—Heavy 100% wool. marine knots and 3-1/2 inch. **5 pairs. 88c**
- Reg. 1.00 BUCKLE SOCKS—Heavy ribbed worsted. **3 pairs. 88c**
- Reg. 45c WOOL SOCKS—Wool. 100% wool. **3 pairs. 88c**
- Reg. 50c WOOL SOCKS—Wool. 100% wool. **3 pairs. 88c**

MEN'S DRESS SOCKS—Flannel. **5 pairs. 88c**

Dozens of 45c and 55c grades. Defects in patterns, but first quality construction. **3 for 88c**

Reg. 1.00 CASHMERE SOCKS—Piled. **3 pairs. 88c**

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LEATHER WORK GLOVES

Wool-lined and quilted styles. **Reg. 1.50. Special. pair. 88c**

BARGAIN TABLE

GOING