



# 7 Appeals Dismissed By Court

Nova Scotia Supreme Court, concluding a special sitting, yesterday dismissed seven appeals against sentences and convictions and received notice of abandonment in an eighth plea, to complete a 15-case docket in which no appeals were granted. Ten of the appeals stemmed from Halifax V-E Day riots.

In addition to upholding all sentences and convictions, some members of the five-man court were of the opinion terms given two men convicted at Kentville of having carnal knowledge should have been increased. Commenting on the two appeals, made separately, Sir Joseph Chisholm, Nova Scotia's Chief Justice, who headed the court, said: "In my own personal opinion the sentences should have been more severe." He said there was dissension among the justices regarding an increase and the original terms of four years for one man and three for the second were to stand.

## Halifax Riot Cases

Sittings of the court, which began at 10 a.m. Tuesday and continued until four p.m. before adjournment for the day, ended at one p.m. yesterday. Sir Joseph presided over the Bench comprising Mr. Justice W. F. Carroll, Mr. Justice W. L. Hall, Mr. Justice M. B. Archibald and Mr. Justice J. S. Smiley.

Three of the seven cases dealt with yesterday arose from the Halifax riots. A fourth appeal slated to be heard was dispensed with when W. C. Dunlop, K.C., filed notice of abandonment on behalf of J. E. Stronski, naval rating of Loreburn, Sask., sentenced to two years in penitentiary for committing damage.

Immediately after court opened yesterday Sir Joseph pointed out that the sentence of five years given Petty Officer Keith Johnson of Saskatoon, Sask., a sentence which was upheld by the justices Tuesday, was on conviction of breaking and entering and theft, rather than theft alone. He termed "misleading" reports the sentence was for theft only.

Sir Joseph then said the appeal of Gerard L. Lajoie of Montreal, on which decision was reserved overnight, had been dismissed. The naval rating was sentenced to two years for committing damage during the disturbances in Halifax.

## Appeals Dismissed

Dismissals were given in the appeals of Matthew LeBlanc of Florence, C.B., a rating serving two years for retaining stolen goods; Douglas MacDonald of Halifax, who received two years on conviction of theft, and H. A. Robinson, who drew two years for breaking and entering a Dartmouth store.

In non-V-E Day cases the Bench dismissed the appeals of Neil Dunn, serving two years for forgery; R. A. Hicks of Dartmouth, serving six months for theft; I. E. Sawler and Arthur Steadman, given four and three years respectively for having carnal knowledge of a 14-year-old girl. The original case was tried at Kentville.

Pleading for LeBlanc, Nathan Green argued the cost value of the goods his client was convicted of retaining, contending this value was "very pertinent" as only six months could be given on conviction of retaining goods worth less than \$25.

Referring to the sentence, he said LeBlanc was found guilty of a crime for which Lawrence Commerford, rating convicted of a similar offence, drew 20 months while LeBlanc was given two years. He termed the sentence "very severe punishment" in view of LeBlanc's youth and the fact he had no criminal record.

LeBlanc, dressed in a brown jacket and his uniform trousers, was in the prisoners' bench and listened closely to the appeal on his behalf. There were no dissenters to the dismissal of the appeal.

Case of Douglas MacDonald was argued by P. C. Henley, who submitted the sentence of two years "could be reduced" as MacDonald was but 18 years of age. He was given two years on conviction.

"The maximum was seven years," said Mr. Justice Smiley, after Mr. Henley had referred to MacDonald's youth and his lack of criminal record.

During hearing of the appeal submitted on behalf of H. A. Robinson, Mr. Justice Carroll termed "audacious" statements by Robinson in his affidavit that the Dartmouth magistrate who tried him was prejudiced because he, Robinson, was a member of the R.C.N. Mr. Justice Carroll added the magistrate in question had "twice offered his life to his country."

M. Ryan, pleading for Robinson, argued his client had a defence in law in that he stepped into a store after a window had been broken.

"That is break and enter," said the Bench.

Appealing conviction and sentence in the case of R. A. Hicks, Counsel G. P. Flavin said "this man in effect did not plead guilty." He added: "I think I should preface my re-

marks by saying this is not V-E Day."

Appeal was dismissed after Sir Joseph read a report of the trial magistrate in which the magistrate said he had explained the law to the accused. Hicks had been charged with stealing and throwing overboard life saving equipment from a Dartmouth ferry.

In the appeal of Neil Dunn, convicted of forgery, Crown Prosecutor R. M. Fielding, K.C., objected that the notice of appeal was not filed within the prescribed 15 days. F. W. Bissett appealed Dunn's two-year sentence for forgery of a \$5 postal note after Dunn had pleaded guilty.

Fact the amount involved was only \$5 did not diminish the severity of the offence, said Mr. Justice Hall, Mr. Justice Carroll agreeing. The appeal then was dismissed with no dissenters.

Two Royal Canadian Mounted Police constables—E. E. Ward and J. A. Andrews, of the Kentville detachment—were called for cross-examination in the appeals of Sawler and Steadman, after affidavits from the two had said they were induced by the constables to plead guilty to the charge without comprehending its meaning.

V. N. Thorpe, counsel for Sawler, 31, told the court Sawler was an epileptic who had twice been discharged from the army on medical grounds. He argued further that Sawler's limited education prevented him from knowing the meaning of the words in the charge to which he pleaded guilty and requested a new trial before a jury.

Mr. Justice Hall suggested the constables who arrested Sawler and Steadman should be cross-examined. Brought to the stand by D. A. MacDonald, Deputy Attorney-General, of Kentville, the prosecutor, the constables denied that either of the accused had been induced to plead guilty or that representations had been made that a guilty plea would bring a shorter sentence.

# Dartmouth Hard Hit By Blasts

DARTMOUTH, July 19—Dartmouth suffered immense property damage and hundreds of casualties, few serious, from the terrific explosions which occurred at the Naval Magazine last night and during the early hours of this morning.

## Remain On Duty

Evacuation of practically the entire population from the town, Tufts Cove, Albro Lake and adjoining areas was forced, while hundreds of members of the armed forces, the entire personnel of Dartmouth Civil Emergency Association, town and Auxiliary firemen and countless others worked heroically to relieve the suffering and distress for well over 10 hours. In fact, the majority of them remained on duty at the town hall, or in patrolling the streets, operating buses, motor trucks and cars, until long after the break of dawn.

## Pitiful Scenes

Pitiful scenes were enacted following the first terrific blast as all the families from the stricken area and beyond it started to leave their homes, mothers carrying infants when other transportation was not available at the start of the second greatest emergency in the history of the town. Following the first blast scores of motor cars sped to the Naval Magazine, arriving before time permitted for any organization to function. Wild confusion reigned for a time until the Mounties, Shore Patrol and other members of the armed services, along with the Dartmouth police, newly organized service police, A.R.P. workers, with the generous co-operation of hundreds of private citizens, got in complete control.

Since 9 p.m., shortly after the explosions at the magazine, the hospital ship Letitia has been standing by to receive casualties. Col. Parnell instructed the men on the wards and in the operating rooms to be ready for any emergency. So far there has been no call for the hospital facilities.

## Wild Confusion

In the wild confusion members of families got lost, some went to one part of an outside area and some to another and it is expected that it will not be until late tonight, if even then, that all families will be reunited and then this will entirely depend upon whether the danger of further explosions has passed. Never before had Dartmouth people or those in adjoining districts been urged to evacuate. It was a new experience for them and followed under terrifying circumstances as explosion after explosion rocked the whole countryside.

More than 2,000 were transported to A-23 where the entire facilities, including the hospital and the nursing staff was placed at their disposal through the kindness of Colonel Meighan.

Within an hour after the first terrific blast the Navy placed all North Dartmouth from Commercial Street at the intersection of Ochterloney Street to Bedford, out of bounds and the order was strictly enforced.

To add to the horror and distress,

# Traffic Is Disrupted By Heavy Explosions

Traffic and communications were disrupted by the Dartmouth magazine explosions.

After arrival of the Maritime Express at 7:30 p.m. all incoming trains were held at Windsor Junction and there was no information when they would be permitted to proceed toward the City. Outgoing trains likewise were cancelled and the D.A.R., scheduled to leave for the Valley at 8:30 p.m., was still in the depot this morning.

Traffic on the Bedford Road was banned to all except official vehicles and the usually well-travelled highway was dark excepting for the occasional stabbing of the blackness by the headlights of speeding ambulances conveyed by motorcycle escorts. The still of the night along the picturesque highway was punctured only by the intermittent dull roars of the continuing explosions and the wail of sirens.

## Cars Called Off

North End tram service was discontinued, early in the evening, although Belt Line and Armdale cars were kept in operation until the usual hour.

Taxi pool switchboard reported a deluge of calls from persons desiring to leave the City. They reported that the 20 cars operating had succeeded in handling every emergency call originating north of North Street, the area ordered cleared by authorities. The pool reported more than 200 calls had been serviced, the cars, filled to capacity, transporting more than a thousand persons to destinations along the St. Margaret's Bay Road.

While telegraph and telephone companies reported no line disturbances, they were unable to handle the rush of business. Long Distance

Telephone officials reported the deluge of calls from people wishing to advise friends and relatives of their safety exceeded the rush of V-E Day.

## Emergency Positions

On orders of authorities, the Canadian National Telegraph Company evacuated all employees from its usual operating positions in the upper floors of the building at George and Barrington streets. The operators took up emergency positions in the basement of the building, installed to provide for just such a situation. They were, however, unable to cope with the terrific increase in traffic, and were able to handle only messages of greatest urgency.

A.R.P. workers and emergency police, assisted by Provost Corpsmen, did traffic duty on corners throughout the North End, heading all traffic southward. The Commons was packed with parked cars, most of them housing persons forced from their homes by the evacuation order.

Among the semi-public buildings which suffered broken glass in the explosions were the Canadian Institute for the Blind on Almon Street and the School for the Deaf on Gottingen Street.

Naval and Army vehicles assisted persons along the Bedford area to leave their homes. At Sunnyside, six large fire fighting trucks of the Naval Service and a number of ambulances were lined up, awaiting further developments.

An additional fire truck was parked outside the Young Street station house for emergency use.

# Eye-Witness Account Of Heavy Blast

Patients in the Royal Canadian Naval Hospital, Rockhead, had a perfect view of the explosion from the time it started until they were evacuated from the area.

According to eye-witnesses Leading Seamen W. D. Glover, Liethbridge, and R. Rogers, Montreal, a fire started on the shore at the South side of the armament depot at about 6:25 p.m. Five minutes later there was a huge explosion, they said, which knocked most of a group of twenty to the ground. Windows were blown out throughout the hospital and doors were torn from their hinges. Several received bad cuts from flying glass.

LAC J. F. Stewart, R.C.A.F., of Toronto, a patient in the hospital, was asleep in bed at the time of the first large explosion. He received bad cuts on his forehead and across his left eye. He said his door was blown shut and it locked and had to be knocked in by orderlies before he could be removed from the room.

# Telephones Out Of Halifax Hum

With 24 operators working all last night, the Halifax Long distance telephone switch boards were, according to the operators, busier than they were on V-E-day. There was a delay of one half hour to an hour on all long distance calls.

Most of the calls, said the operators, were made by Halifax residents who wished to report to relatives and friends that they were safe following the large explosion at the Bedford magazine. They reported that the explosion could be heard as far as 20 miles outside the city.

# Offices Swamped With Messages

Telegraph companies reported that they were receiving as many calls for sending messages as they were on V-E-Day. Most of the telegrams could not be handled, however, because staffs were evacuated early in the evening for safety reasons. It was reported that calls were coming in at the rate of one a minute and sometimes faster.

# Sought Shelter Where They Could

At 1:30 a.m. permission was given by Naval authorities for all ratings to seek shelter wherever they could for the night.

The entire north end of the city has been placed out of bounds by military and civic authorities.

## No Army Deaths

No army deaths in the Halifax or Dartmouth area as a result of the explosions have been reported up to 2 a.m., the Public Relations Office stated.

## Offers Town's Services

Mayor Leaman of Bridgewater has offered the town's services to Halifax, if required, as a result of explosions which rocked this city last night and early today.

# The Scene At 3:30 O'clock

At three-thirty o'clock this morning the street side and public parks were lined with men, women and children wrapped in blankets to escape any injury from flying glass in any further explosions.

Sleeping on car seats, park benches, bare ground and even naval hammocks swung between park trees the majority of the citizens spent the night receiving very little sleep.

At evacuation centres a steady stream of emergency ambulances discharged their loads of people seeking shelter from the blasts.

Orphanages in the city were evacuated, with the children spending the night on the lawns under the watchful eyes of the sisters and the

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"Fires were burning on the jetty and at the magazine when I arrived," said Mr. Benjamin. "The first place I stopped at was John Sawlor's, a quarter of a mile from the scene of the explosion. The interior of his home was a shambles. The whole front was blown in and the verandah was torn off. I saw women and children under a shed in the yard—only their heads were showing.

"At the main entrance to the magazine were navy men placing injured in private cars and getting extinguishers. I saw a lot of people there with injuries but none of them seemed to be seriously hurt.

"I thought a number must have been trapped.

## Acted as Buffer

"A hill rises between the north and south gate which apparently acted as a buffer as the northern section was not damaged; there did not seem to be any windows broken.

"At that time there were no more than 10 or 12 men there. Some of the Veterans' Guard personnel were injured, but not seriously.

"From what I heard, a number of workmen may have escaped injury, because of the changing of shifts at that time.

"There did not seem to be enough fire equipment and some extinguishers were pulled off walls and dropped in the excitement.

"The woods in the rear were catching fire and the Dartmouth A.R.P. played water on them.

"Explosions occurred all the time I was there; within a few seconds of each other. There were puffs and the heat hit me just as it would if I were opening the furnace door. The fires seemed scattered and were all small ones.

"Injured workmen were being taken away and no one seemed to know just what happened.

"The R.C.M.P. arrived while I was there, also army trucks from Bedford and navy ambulances. The army trucks went down the street collecting people and taking them towards Dartmouth—they were streaming along the Pretson Road in hundreds.

"I could not see if any one was attempting to cope with the fires at the magazine itself.

## Great Confusion

"There was great confusion. No one had any idea what was going on. The main idea was to get out. No doubt many of these people had vivid memories of the great explosion of 1917.

"Mr. Sawlor told me two boats were tied up to the jetty and as he watched one of them seemed to explode. Whatever was on the dock also went up in following blasts."

Written For The Canadian Press By Lt.-Cmdr. William Selater, R.C.N.V.R.

HALIFAX, July 18—(CP)—At 6.35 P.M. the city of Halifax was rocked by the blast of a tremendous explosion from the direction of Bedford Basin which shook even the solid structure of the Nova Scotian Hotel.

Capt. O. C. S. Robertson, R.C.N.R., who was dining in the hotel at the time left immediately and ordered a speedboat from the Dockyard to take him to the scene of the explosion. I accompanied him.

Approaching Bedford magazine area it was observed that many windows near the narrows were smashed and broken. Rounding Turtle Head it was observed that fires were burning and intermittent explosions were rocking the area at the south east of the magazine. The wooden jetties there had been blown out into the harbor and a stream of naval craft carrying surgeons and sick bay attendants were speeding to the area.

Surgeon Captain D. W. Johnston was among the first to arrive at the scene. At Bedford Magazine we saw H.M.C.S. Moby Dick, the Admiral's barge, had already landed medical officers and supplies ordered out by Capt. C. S. Miles, R.C.N., who swung into action with-

in a few minutes of the first explosion.

Capt. Robertson and I found the pier littered with debris. As we proceeded up the road towards the fire area it was observed that all buildings had been gutted by the blast of the first explosion. Great holes had been torn in the brick buildings, and tumbled debris and ammunition boxes lay scattered in the path taken by the blast.

The road and adjacent areas were littered with exploded shells. Three fire trucks and naval fire fighting parties were already on the scene, endeavoring to confine the fire to the sound end of the magazine area and prevent it spreading to the main magazines.

Surveying the scene, Capt. Robertson issued immediate orders for all fire-fighters to be equipped with steel helmets. As all telephone lines had been put out of commission in the area, the nearest communication point was the naval signal station at Turtle Head.

The firefighter tug "Battle" was ordered to the area immediately after the first blast and Capt. Robertson now ordered the second fire fighting tug "Rouille" to attempt to control the fires from seaward.

Both fireboats attempted to close the land but explosions of developing intensity drove them back as the sea was showered with shells and debris from the exploding magazine.

As the fire was obviously spreading Capt. Miles, acting for Vice-Admiral G. C. Jones, commander-in-chief, Canadian North West Atlantic, ordered all civilian personnel evacuated from the endangered area of Halifax and Dartmouth and all ships in the vicinity to raise steam and proceed down harbor in the lee of St. George's Island. All naval motor vehicles and harbor craft were utilized to aid the civilian population.

The Admiral's barge attempting to reach Bedford magazine where the first landing had been made, was forced back by a shower of falling shells and debris, crashing into the sea more than a quarter of a mile offshore. The blasts shook the naval crews on the barge and launches in the vicinity, blowing the men off their feet.

\* \* \* \*

All craft were ordered clear, while a patrol boat with radio telephone stayed cruising offshore and reporting the spread of the fire to naval authorities.

I witnessed the burning of Brest and many fierce destroyer actions in the English Channel and the Bay of Biscay last year, and can say the intensity of the explosions was worse than anything I have ever seen in battle.

I was especially impressed with the courage and coolness of Capt. Robertson and the naval fire-fighting crews, who pressed forward into the danger area, working directly over the great magazines to fight the explosion-spreading fires. Under Capt. Miles' direction, naval authorities took prompt action to secure the safety of the civilian population.

As this is being written at a half-hour past midnight, the explosions

are continuing. Great flames are lighting up the skies and the blasts of increasing explosions are shaking buildings more than five miles away.

# Escaped Unhurt While Six-Inch Shells Kept Whizzing Around Him

On guard duty 100 yards away when a thunderous blast ripped through the navy arsenal last night, Albert Mackie of Saint John today was counting himself the luckiest man in Canada.

Member of the Veterans' Guard of Canada, Mackie escaped unhurt although six-inch shells whizzed through the air around him as he searched frantically for cover.

A heavy, jagged base plug from a shell plummeted through the roof of the sentry box in which he had been standing but a few minutes earlier, burying itself in the floor.

## All Are Veterans

"I thought I was a goner for sure," Mackie told The Herald as he rested at the Bedford Reinforcement Camp where eight casualties were treated.

Captains F. B. Bird and Jack Woodbury said three of the men treated were stretcher cases but none was considered seriously hurt at first examination. The men, all Veterans Guards stationed about a half-mile from the scene of the explosion, were removed to Cogswell Street Military Hospital.

"I was on duty at No. 3 jetty, about 100 yards from the explosion," Mackie said. "First I heard two or three little explosions and about two minutes later the whole thing went.

## Knocked Flat

"The concussion knocked me flat, but I picked myself up with the idea of getting to a fire alarm. I tried to ring two, but both were knocked out of order.

"By this time shells were going off all over the place. Five-inch shells were whizzing by me, some landing in the asphalt road and others going over my head. Shells landed point first and on their sides in the road-bed, many of them driven practically out of sight.

"I didn't know which way to turn," Mackie continued. "Everywhere I looked were dumps of ammunition and I didn't know when they would go up.

"As I was running and dodging along the road, a big piece of iron shot down in front of me and landed on the road. Then a base plug from another shell drove through the sentry box where I had been standing. If I had been in it I would have been killed for sure.

"All around the place I saw buildings flattened. I remember seeing two sailors running toward the jetty when the first little blasts went off, then I saw them running back. I don't know what happened to them after that.

## Pushed In Building

"The force of the concussion pushed in the end of brick buildings as if they had been hit with a giant sledgehammer. A thick iron door, bolted on with three inch bolts, was driven in and hurled right through the building until it hit the end wall.

"I don't know why I am alive this minute . . . it was far worse than being in the front lines."

# Trains Are Flagged Outside City

Major O. R. Crowell, Director of Civilian Defence, issued an order at 11:20 p.m. last night for all outgoing trains to remain in the city and for all incoming trains to stop at Windsor Junction.

This order was immediately followed by another broadcast over radio stations and sound trucks cruising the Halifax area.

"In order to be on the safe side against the possibility of a further explosion, citizens will continue to evacuate the north-east part of the city, particularly north of North Street. Citizens should not remain in the open anywhere on the eastern slope of the city or Citadel.

"In other parts of the city all windows should be kept open and citizens are advised to remain away from all windows. Air Wardens, police, first aid and rescue squads will continue on duty and other A.R.P. workers will stand by."

Other soldiers, members of No. 21 Company of the Veterans Guards, a New Brunswick unit, told how every building in their camp was wrecked in the first big blast about 6.45. Eight structures housed the men, mess halls, administration building and other quarters.

One recounted how he was standing with his back to a window when the blast was touched off. The glass, in its frame, caved in and crashed over his head, the frame falling to the floor at his feet, but the soldier, a Chamcook, N. B., man, was unhurt.

## Misses Death

Another was taking a shower when windows shattered on his bare body, while an Amherst man had just reached the camp, laid down his kit and relaxed for a rest when the blast occurred. Still others missed probable death by minutes, as they had gone to the camp area shortly after six o'clock from the jetty.

Chimneys were sheared from the roofs of some buildings in the camp, while shells screamed over the huts to burst on rocks behind.

Some 25 men were seated in the recreation hall waiting for a film to be screened when a six-inch shell tore through the building. None of the 25 was hurt.

# Horrors Of Explosion Of '17 Vividly Recalled

As the rolling thunder of blast after blast swept over Halifax and Dartmouth last night from the exploding Bedford Magazine, every lifetime resident over 30 years of age, and scores more who had heard or read of the 1917 disaster were stricken with dread. The similarity of this latest local explosion to what was the greatest explosion of man-made materials in the history of the world caused near-panic in many homes.

## Death Toll of 1,635

Twenty-seven years ago Halifax, Dartmouth and portions of the suburbs were shattered when the Belgian relief ship "Imo" collided with munitions-laden "Mont Blanc" at the Bedford Basin narrows. When a stunned populace recovered from its initial horror it counted a death toll of 1,635. The wounded totalled more than 5,000, property damage was estimated in excess of \$10,000,000, approximately 10,000 persons were rendered homeless and it took a thousand men three months to clear away the debris.

"It's another 'Explosion' was the cry from more than one terrified older resident when the first terrific shock rocked the city last night, shattering windows as far south as the Victoria General Hospital.

Many were able to recall that it was just such a cloud of dense smoke that mushroomed into the sky on that other occasion and which was followed so soon after by a holocaust of death and destruction.

Scenes of 1917 were re-enacted—though with none of the original horror—as families streamed out of their houses carrying bedding and other essentials, obviously prepared for a long period in the open.

## Exodus From City

Within a half-hour after the first big blast last evening, Citadel Hill was black with swarms of spectators, family groups were gathered on the Garrison Grounds, at Gorsebrook, in Grafton Park and in every other available open space where there would be protection from flying glass and debris.

Main thoroughfares, particularly in the North End were practically one-way traffic lanes, the mass movement heading south and requiring little urging from A.R.P. workers and Provost Corps. Truckloads of Wrens from Stadacona and of patients from military and naval hospitals were in the long procession of vehicles.

Within an hour after the explosions started literally thousands had moved out of Halifax North, responding to broadcast appeals.

escaped some damage and the region bounded on the east by the harbor, south by North Street and west by Windsor Street is absolutely devastated. . . . The wounded and homeless are in different institutions and homes over the city. . . . Hundreds of the bodies which were taken from the ruins are unrecognizable and morgues have been opened in different parts of the city. . . . Military and naval patrols are keeping order and superintending the rescue work."

Later reports told how telephone and telegraph companies were swamped with calls, how 40 hours after the explosion a relief train arrived from Boston and how emergency tents were put up on the Commons to shelter the unharmed homeless.

Late last night, the first sharp fright over, citizens were able to breathe more easily, thankful they had been spared a recurrence of that violence and misery.

## Unlike 1917 Disaster

Unlike the 1917 disaster there were no fires in Halifax or Dartmouth to hamper the work of evacuation and no wrecked homes in which victims must be sought, but shopkeepers and householders ruefully checked extensive damage to doors, windows and small furnishings.

The report published in The Halifax Herald, December 7, 1917 says in part: "Fires broke out and became uncontrollable stopping the work of rescue. Not a house in Halifax



**MISSSES DEATH**—Albert Mackie of Saint John, on duty 100 yards away from the scene of the first large explosion yesterday, escaped unhurt although shells screamed past him. Here he holds a base plug from a shell which ripped through the sentry box in which he had been standing a few minutes previously and the nose of another shell which landed on the road in front of him.



**BUILDINGS WRECKED BY BLAST**—Still standing but badly damaged in the Bedford Magazine explosions last night were these buildings on the eastern shore of Halifax Harbor and the Basin. At the left is shown all that remains of a garage located near the Magazine. Centre is a residence also located close to the Magazine. Its occupants, who went outside when the first minor explosions occurred, escaped injuries. At the right, its windows and doors blown in by the blast, is the Magazine staff house.





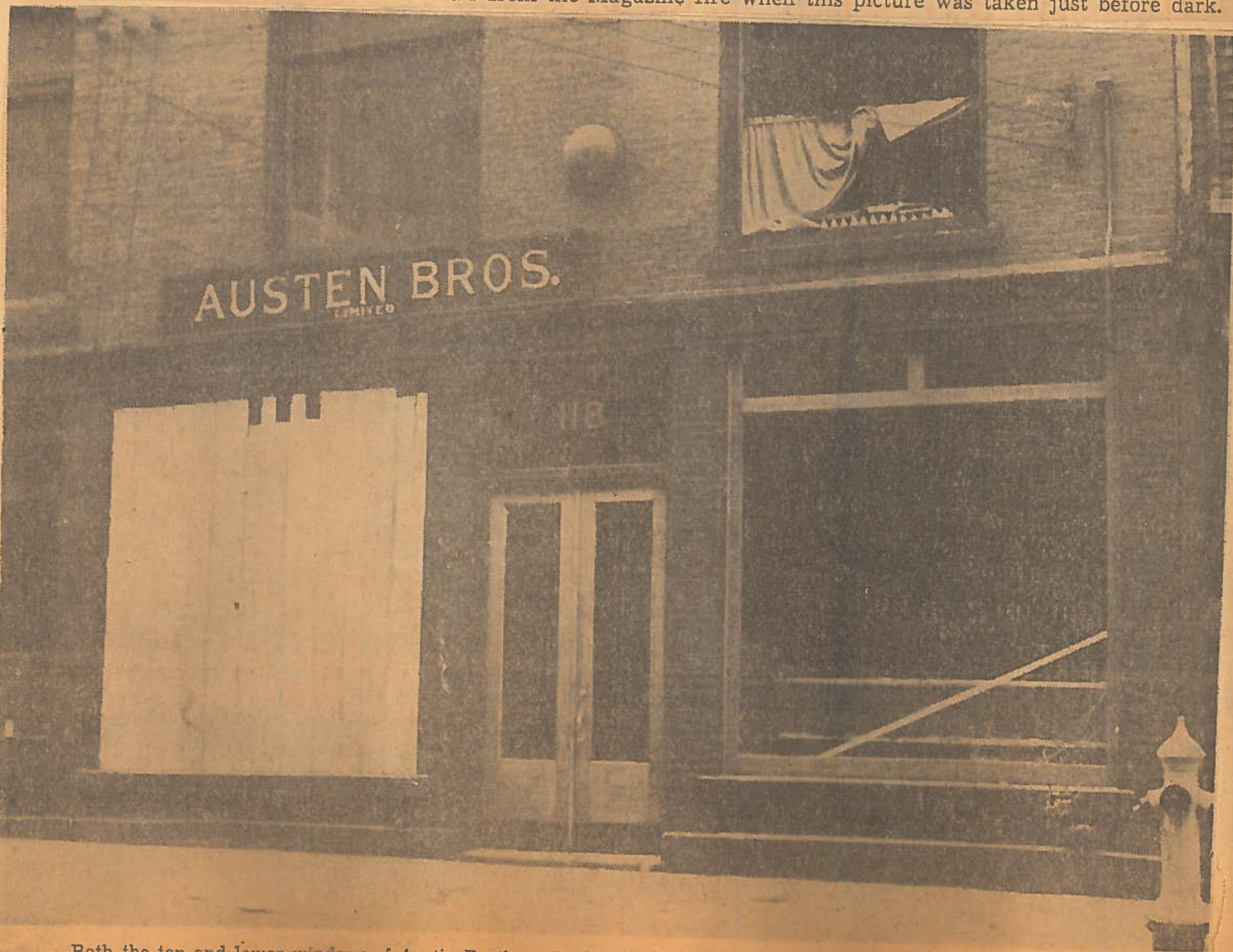
**PREFER OPEN TO HOMES**—Among the countless families who spent last night beneath the stars, away from the danger of flying glass and possible collapsing buildings, were these snapped on the Common. The slopes of Citadel Hill and the grounds of the Commons were black with fearful Haligonians and after the two heavy blasts between midnight and 12.30 hundreds of men, women and children, carrying blankets and bedding with them, moved a way from the city's centre.



**TYPICAL PICTURE** as evacuated families sought open places for shelter.



SMOKE WAS POURING HIGH into the air from the Magazine fire when this picture was taken just before dark.



Both the top and lower windows of Austin Brothers, Hollis Street, (shown above) were damaged by the terrific blasts.



**THE FOUR O'CLOCK BLAST**—The above striking picture shows a night scene of the Halifax-Dartmouth area just as the great explosion a few minutes before four o'clock rent the early morning air. The picture was taken from an elevation on the Halifax side of the Harbor and shows the smoke and flame rising from the Bedford Basin Magazine.

## Describe Scene At Bedford Magazine Fire

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Surveying the scene, Capt. Robertson issued immediate orders for all fire-fighters to be equipped with steel helmets. As all telephone lines had been put out of commission in the area, the nearest communication point was the naval signal station at Turtle Head.

The firefighter tug "Battle" was ordered to the area immediately after the first blast and Capt. Robertson now ordered the second fire fighting tug "Rouille" to attempt to control the fires from seaward.

Both fireboats attempted to close the land but explosions of developing intensity drove them back as the sea was showered with shells and debris from the exploding magazine.

As the fire was obviously spreading Capt. Miles, acting for Vice-Admiral G. C. Jones, commander-in-chief, Canadian North West Atlantic, ordered all civilian personnel evacuated from the endangered area of Halifax and Dartmouth and all ships in the vicinity to raise steam and proceed down harbor in the lee of St. George's Island. All naval motor vehicles and harbor craft were utilized to aid the civilian population.

The Admiral's barge attempting to reach Bedford magazine where the first landing had been made, was forced back by a shower of falling shells and debris, crashing into the sea more than a quarter of a mile offshore. The blasts shook the naval crews on the barge and launches

in the vicinity, blowing the men off their feet. \* \* \* \*

All craft were ordered clear, while a patrol boat with radio telephone stayed cruising offshore and reporting the spread of the fire to naval authorities.

I witnessed the burning of Brest and many fierce destroyer actions in the English Channel and the Bay of Biscay last year, and can say the intensity of the explosions was worse than anything I have ever seen in battle.

I was especially impressed with the courage and coolness of Capt. Robertson and the naval fire-fighting crews, who pressed forward into the danger area, working directly over the great magazines to fight the explosion-spreading fires. Under Capt. Miles' direction, naval authorities took prompt action to secure the safety of the civilian population.

As this is being written at a half-hour past midnight, the explosions are continuing. Great flames are lighting up the skies and the blasts of increasing explosions are shaking buildings more than five miles away.

Navymen who were sent to the scene in the first group told of the close calls experienced in the area of the blast. Ontario Stokers Ross Darrieu, Toronto; Frank Collins, Hamilton, barely escaped death when a big shell landed immediately behind them. "Luckily it didn't explode," said Darrieu.

## Offices Swamped With Messages

Telegraph companies reported that they were receiving as

many calls for sending messages as they were on V-E-Day. Most of the telegrams could not be handled, however, because staffs were evacuated early in the evening for safety reasons. It was reported that calls were coming in at the rate of one a minute and sometimes faster.

## Every House For Miles Evacuated

Every house for miles around the magazine area was ordered to be evacuated, as military and police took action to avert a greater disaster should the larger ammunition dumps blow up. Hundreds of service personnel were assigned the job, together with members of the R.C.M.P. Whole families were rushed from the area in trucks. Most of them were taken to the Bedford and south Dartmouth areas.

Some people refused to leave their homes and had to be forced by the military authorities.

Bedford immediately became the scene of the greatest military activity ever witnessed in that area. Sunnyside, popular dine-dance centre, was taken over by the Army.

The telephone connections between the city and Bedford were suspended for civilian use. The only line through was held by the military. Ambulances and fire trucks from the navy were lined up along the highway, loaded with medical officers, nursing sisters and fire-fighting personnel, who stood by, pending orders to proceed to the scene.

The first group of men rushed to the scene were later cleared from the area, when fear was held that more and greater explosions would occur. They were assembled at Bedford, where hundreds more stood by.

### Great Confusion

"There was great confusion. No one had any idea what was going on. The main idea was to get out. No doubt many of these people had vivid memories of the great explosion of 1917.

"Mr. Sawlor told me two boats were tied up to the jetty and as he watched one of them seemed to explode. Whatever was on the dock also went up in following blasts."

Written For The Canadian Press By Lt.-Cmdr. William Sclater, R.C.N.V.R.

HALIFAX, July 18—(CP)—At 6.35 P.M. the city of Halifax was rocked by the blast of a tremendous explosion from the direction of Bedford Basin which shook even the solid structure of the Nova Scotian Hotel.

Capt. O. C. S. Robertson, R.C.N.R., who was dining in the hotel at the time left immediately and ordered a speedboat from the Dockyard to take him to the scene of the explosion. I accompanied him.

Approaching Bedford magazine area it was observed that many windows near the narrows were smashed and broken. Rounding Turtle Head it was observed that fires were burning and intermittent explosions were rocking the area at the south east of the magazine. The wooden jetties there had been blown out into the harbor and a stream of naval craft carrying surgeons and sick bay attendants were speeding to the area.

Surgeon Captain D. W. Johnston was among the first to arrive at the

# Four Huge Explosions at Muniton Depot Rock Wide Area--12 Hurt--Fire Abates Near 50,000 Depth Charges



(AP Wirephoto)

FLAMES REACHING HUNDREDS OF FEET INTO THE AIR from the explosion-wrecked Royal Canadian naval ammunition dump reflect across waters of nearby Bedford Basin.



(AP Wirephoto)

CIVILIANS LEAVE EXPLOSION AREA—On foot and by automobile residents leave area of Halifax nearest Bedford Basin last night as flames threatened to spread to the main naval magazine across the narrows.

**HALIFAX, N. S., July 19 (AP)**—Canadian Navy munitions at nearby Dartmouth munitions depot, set off by a jetty fire, rocked the Halifax area overnight with four huge explosions and a series of lesser discharges which ended only after dawn today. The civilian population of Dartmouth, 17,000 persons, and others living in the north end of Halifax were evacuated.

Damaging and crippling blasts persisted for more than 13 hours at the depot. One was felt in Saint John, N. B., 125 miles away.

Fear had been expressed that the main magazine, containing 50,000 depth charges, would go up but the explosions dwindled and the flames died down this morning. A dull thud about 8 A. M. (Eastern War Time) appeared to be the last of the series.

Four tremendous blasts shook the region overnight. One was felt at Saint John, N. B., 125 miles away. In between came the staccato of lesser discharges at the depot, in nearby Dartmouth.

There were 13 known casualties, 12 persons were injured and one was missing.

Fireworks dotted the sky. Window glass was shattered. Buildings were rocked on their foundations. A veteran naval officer said the intensity of the explosion was worse than anything he had ever seen in battle.

The first of the major explosions occurred at 5:35 p. m. Eastern war time (6:35 p. m. Atlantic daylight time). Others followed at 11:20 p. m., 2:55 a. m. and 3:02 a. m. (E. W. T.)

Halifax

Continued on Page 5





(AP Wirephoto)

RESIDENTS OF HALIFAX who took refuge on Citadel Hill, overlooking harbor area, last night to escape flying glass from windows shattered by naval dump explosions.

# HALIFAX TORN BY BLAST, 13 DIE

## Terrific Explosions in Naval Depot--- 10,000 Flee Homes---Fire Races Toward Main Magazines

### "Worse Than Anything in War," Says Witness

HALIFAX, July 18 (AP)—An eyewitness to the Halifax explosion said:

"I witnessed the burning of Brest and many fierce destroyer actions in the English Channel and the Bay of Biscay last year, and can say the intensity of the explosions was worse than anything I have ever seen in battle."

HALIFAX, Thursday, July 19 (AP)—At least 13 persons were killed and 12 injured last evening in a series of explosions which wrecked the Royal Canadian Naval Armament Depot near here and started a raging fire that threatened early this morning to spread to the main magazine.

A naval headquarters spokesman at Ottawa said at 1 a. m., Eastern War Time today, that from reports reaching him from Halifax he believed fires would not reach and explode the main magazine.

The blasts, beginning with a great concussion which shook the Halifax area for miles around at 6:35 p. m., forced the evacuation of about 10,000 people from the danger area.

Continued on Page 9—Sixth Col.

### HALIFAX TORN BY EXPLOSION, 13 DEAD

Continued From First Page

The total number of casualties still was uncertain, but a Canadian naval officer, Lt. Comdr. William Sclater, said he believed that no one in the magazine area in the immediate vicinity of the first blast could have survived.

Figures on how many were working in the magazine at the time were unavailable.

Blasts continued to rock the naval depot at intervals, with a terrific detonation at 12:20 a. m., which was even louder than the first explosion.

Every truck, military and civilian, was pressed into service in the Dartmouth area, across the harbor from here, to move people from the danger zone. The north end of Dartmouth is close to the magazine.

Fire boats were rushed to the scene, but were withdrawn when it was found the blaze was uncontrollable.

From the Bedford side of the basin flames could be seen reaching 150 feet into the air.

#### Believe Barge Fire Start

There was no official explanation of the cause of the initial blast, which was said to have consumed hundreds of tons of explosives. An unconfirmed report, however, said it was touched off when a barge unloading at the naval magazine caught fire.

The scenes recalled the 1917 disaster here, when an ammunition ship exploded in the harbor, killing 1600 persons.

As each explosion occurred projectiles were hurled into the air over Bedford Basin. Some of them were snowflake rockets used for illuminating targets during the war at sea.

A duty officer at headquarters of Military District No. 6 said the first blast was in the main magazine, and added that three large fires and two small ones were burning at the depot.

Ambulances rushed to the scene, and an army public relations officer said the first casualties had been taken to the hospital of the Army Anti-aircraft Training Camp at Bedford, about five miles around Bedford Basin from the magazine. He said he was unable to say how many there were.

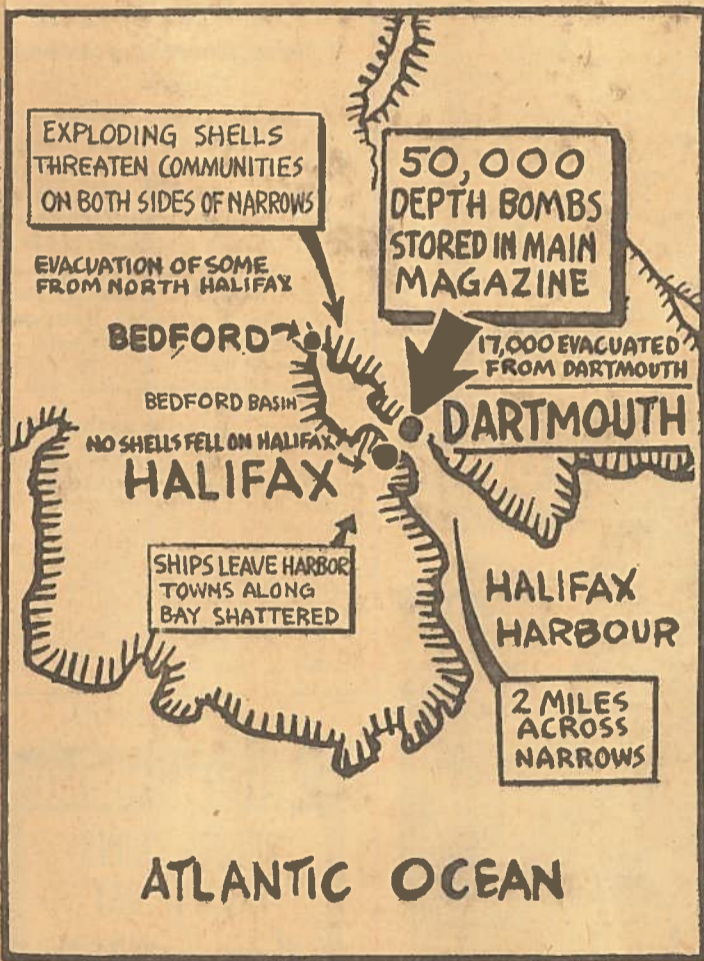
#### Heavy Smoke Pall

The armament depot is made up of small, isolated brick buildings in which depth charges, shells and propellants for the navy are kept. Large mounds of earth surround most of the buildings containing explosives.

A heavy pall of smoke covered Bedford basin, partially obscuring the scene from watchers who gathered on hills in Halifax's north end.

The shock of the blast could be felt throughout metropolitan Halifax, but damage appeared to be confined to shattered windows, broken plaster and torn window screens. The main part of this damage occurred in the northern sections of the city. Police said they had no reports of casualties in the city.

Many citizens immediately recalled the last time a blast struck the city in 1917 when more than 1600 were killed after an ammunition ship blew up in the harbor.



EXPLOSION AREA NEAR HALIFAX

### Boston Vividly Recalls Halifax 1917 Disaster

Bostonians still vividly remember the Halifax disaster of Dec. 6, 1917, when the French ammunition ship *Mont Blanc* collided with a Belgian relief ship in the harbor and set off a series of blasts that leveled half the city and killed more than 1200 people.

With thousands of residents of this area coming from the provinces and still closely united in sentiment by ties of memory or relatives living there, Boston's response to the 1917 news was warm-hearted and immediate.

Gov. Samuel McCall issued an immediate call for volunteers in rescue work. Within 24 hours of the first explosion a special train set out from North Station carrying doctors, nurses, workers; loaded with medical supplies, blanket quickly gathered by Bostonians. A. C. Ratschky was leader of the Halifax relief expedition. Robert Winsor, in Boston as treasurer, in 10 days had raised \$700,000 relief funds. Henry P. Endicott, executive manager of the Massachusetts Public Safety Committee, organized the collection and shipment of relief supplies.

Terrible hardships and heavy casualties of the 1917 disaster are fortunately not included in today's explosion. In 1917 the December weather, with a blizzard adding huge snow drifts number the victims and fire robbed survivors of shelter.

About 4000 dwellings were destroyed in the 1917 disaster at Halifax, and thousands injured, besides the death toll of more than 1200.

The Boston doctor who was in charge of the band of surgeons

volunteering for the 1917 relief expedition was Dr. Harold G. Giddings of Newton and Commonwealth av. Today Dr. Giddings' son, himself a graduate of Harvard Medical School, is a Major with long months overseas service in Army hospitals in North Africa and Italy.

The American Red Cross, the United States Navy and Army also sent relief expeditions to the 1917 disaster, but Boston, nearest geographically, was first to mobilize and start for the scene.

# Declares Halifax Living Under Threat Six Years

"This is the threat under which Halifax has been living for the last six years—and living without complaint or protest," E. L. Cousins, Administrator of Canadian Atlantic Ports, said last night. He had been asked by the Dominion Government to survey the results of the explosion at Bedford Magazine which rocked the city doing damage to an extent which cannot even be estimated at this time.

"This has been a most unfortunate experience for everybody but nevertheless the people of Canada, as a result of this explosion, may now realize, perhaps more clearly than they have in the past, the strain under which the citizens of Halifax have been carrying on since the war began almost six years ago.

"They knew what the storage and transportation of explosives meant; they never forgot that in 1917 a large section of the city and many hundreds of lives had been swept away in an instant by the explosion of an amount of high explosives no larger than was being handled in Halifax in single months since 1939."

Mr. Cousins, General Manager of the Toronto Harbor Commission since its inception and associated with many engineering enterprises for years, has been in Halifax as Port Administrator since 1942.

## Ever Present Danger

"In a single month as much as 5,000 tons of high explosives—that's an entirely different and more dangerous thing than ammunition—was handled over the docks in Halifax because it was the only Canadian port at which they could be handled. It was the only high explosives export centre for Canada and the supply depot for stocks going to Britain and more lately to the European continent.

"Thousands of Halifax citizens were aware of this and they did not know from night to night, how soon or how late a great catastrophe might occur. The danger was continuous and there was no averting it, but the city, as a national port, took this in its stride. There was no complaining nor any demand that the shipments of high explosives be handled at some other, isolated and less congested port. It was looked upon as a part of the war effort and that Halifax, as a naval and export base, which must make this contribution to the efficiency of ships and munitions movements."

"But let me emphasize again," Mr. Cousins said, "the people of this city realized exactly the risk they were running. They saw each day the scars of the last explosion. They accepted the risk unprotestingly and as a man who comes from another part of Canada and who has had an opportunity to see the way in which Halifax citizens have stood up to the strain, I think Canadians elsewhere should know the situation. The explosion, fortunately, was not as ser-

ious as it might have been; there has been small loss of life; but there is no assurance that when high explosives are moved in quantities through this port, as they always will be in a national emergency, disaster may not occur. But Halifax, as a city with a military tradition, carries on."

## V-E Day Damage Claims Top Million

Claims for V-E Day riot damage filed to date totalled \$1,250,000, it was learned last night.

Meantime Halifax businessmen are eagerly awaiting announcement that the report of the Royal Commission which investigated the cause of the riots had been filed at Ottawa. Rumors had been current that the report was already in the hands of the Federal Cabinet but these have not been confirmed.

## Losses Will Be Paid From War Risk Fund

Losses sustained by businessmen and householders from the Bedford Magazine explosions will be paid by the Federal Government from its War Risk Insurance fund, it was announced last night.

### Adjusting Committee Named

Every householder is protected to the extent of \$3,000 whether or not he or she had ever paid war risk insurance premiums, under the Free Compensation provisions of the Act. Businessmen who had carried the insurance in the past are still protected under the Act, despite the fact no premiums had been collected in the past year.

An Ottawa despatch last night said machinery had been set up in Halifax to receive and adjust claims for damages. E. L. Cousins, Port Administrator, who also dealt with damages in the V-E Day riots, will act.

The statement, made by Finance Minister J. L. Ilesley, said all claimants should communicate with Mr. Cousins' office in the Nova Scotian Hotel to lay their claims.

Insurance officials said last night that the bulk of War Risk Insurance policies written in Nova Scotia had been in Halifax, and that a large number of business establishments were covered.

Preliminary estimates placed damage in Dartmouth at \$100,000 and in Halifax at around \$250,000.

Officials of the Reardon Glass Company said last night that because of the labor costs of replacing small panes, loss would about equal that of the V-E Day deprecations. Glass was available for

immediate replacements, but the usual difficulty of obtaining sufficient experienced glaziers obtained, he said.

## All That Was Left



ENTRANCE TO MAGAZINE—Here you see what is left of the gate of the Bedford Magazine property after the explosions.

### —AWAIT COMMISSION REPORT—

## V-E Day Damage Claims Total Over \$1,000,000

Claims for V-E Day riot damage filed to date totalled \$1,250,000, it was learned last night.

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**ANNOUNCEMENT THAT THE MAJOR HAZARD WAS UNDER CONTROL** and citizens could return to their homes was made following an inspection of the Bedford magazine area yesterday. Top picture shows the inspection party including Vice-Admiral, G. C. Jones, Mayor A. M. Butler, Captain O. C. S. Robertson and Major O. R. Crowell, Director of Halifax Civil Defence. Below is the Bedford magazine area as photographed from the air.

## *First Picture Inside Magazine Area*



This is what the inside of the Bedford Magazine area looked like after the devastating blasts.





**FIRST PICTURE**—What the explosions did to strong buffers built to withstand blasts and protect other ammunition stores.



**ASSURED OF NO FURTHER DANGER** of explosions from the smouldering Bedford Basin Magazine, Halifax and Dartmouth residents last night counted the toll of damage and loss caused to their homes, business establishments, schools, churches and other buildings. The above picture of St. Mark's Anglican Church, Russell Street, in the North End, is typical of the damage caused by the explosions.



These Halifax Mail photos are the first taken inside the Bedford Magazine area after the explosions. Top picture shows the rubble left where buildings disappeared and below is a general view of the destruction.



**PLAY WATER ON FLAMES**—Firefighters of the Navy this morning continued to pour water on the brush fires that started as a result of the Bedford Basin magazine explosions. Above, three of the firefighters are shown at the site of the staff house near what was the main gate of the magazine. (Photo by R. Allen Benjamin.)



**CREW AND FIREMEN OF THE FIREBOAT JAMES BATTLE**, who distinguished themselves fighting the fires at the Bedford magazine, are shown above beside their ship at Pier 19. **BACK ROW**, left to right: J. Bonan, Captain John Zong, Rufus Ward, G. Westlake, G. DeMone, Chief Engineer J. Gunn, Captain Cody (holding) a piece of shrapnel which landed on the ship) and Captain Howard Verge. **FRONT ROW**, left to right: E. Landry, J. G. Ranson, B. Boudreau, and Lew Terrio.

\* \* \* \* \*

Praise of the courage and devotion to duty of crew members of the fire patrol vessels James Battle and Rouille, who approached the Bedford Magazine area and combatted the flames at close quarters soon after the first explosion on Wednesday evening, was voiced yesterday by Chief James M. Cody of the Harbor Fire Patrol. All on board, he said, proceeded to the scene at great personal risk.

Chief Cody emphasized that he was not on hand at the time of the explosions at the Bedford Magazine.

At approximately 6.35 p.m., he stated, the fire patrol of the National Harbors Board attached to the James Battle was on duty at Pier 19, under the command of Captain John Zong. They heard an explosion and looking north observed the heavy cloud that arose in the sky.

At approximately 6.50 p.m., Captain Robertson, King's harbor master, arrived at Pier 19. He asked Zong if he had any word of a fire in the Basin. At that time the phone rang and the navy ordered the James Battle to proceed to the Basin.

Captain Robertson, the fire crew under Captain Zong, and Captain Howard Verge, 422 Oxford Street, navigating captain on duty, proceeded to the scene. Fire crew consisted of Patrolmen George DeMone, 146 Albert Street; George Westlake, Kline Heights; Rufus Ward, 6 Bauer Street; and John Bonan, fire headquarters of the National Harbors Board. Ship's crew consisted of Joseph G. Ranson, Bert Boudreau, Stoker H. G. Holmes, CPO. Fred Barkley and Chief Engineer John Gunn.

At approximately 7 p.m. the Battle proceeded to the scene with Robertson aboard. On the way up the harbor, a speed boat came alongside and Robertson boarded the speedboat and proceeded ahead of the Battle. On arriving at the Basin, Captain Robertson ordered the Battle to proceed in close to the scene of the fire which was at that time close to the beach. The Battle moved in and did effective work in that particular area. At this time, a large explosion occurred, covering the ship with debris, breaking several windows, and inflicting a cut on Captain Verge's left arm. Patrolman Westlake, manning the front gun with patrolman Ward, sustained a grazing blow. A piece of metal weighing 10 pounds, eight ounces struck the aft deck.

The position at that time became untenable and the Battle withdrew. During the night, both boats withdrew offshore and stood by to render any assistance required.

I feel very proud to be privileged to command a crew of men who showed so much devotion to duty and who, at great personal risk went into that inferno. I am thankful to Almighty God that they came out again.

**Urges Recognition**

Knowing fireboats and having had conversation with crews of some of the best in the world, I feel that none of them would have done any better or showed any more courage than was displayed on this occasion. Knowing quite well that in manning those boats as fire fighters that that is what they are getting paid for and at the same time I feel that special recognition should be given them. This not only applies to the fire fighters, but great praise should be given to Captain Verge of the James Battle and Captain George Scott of the Rouille. The Rouille, controlled by the city fire department, is manned by the following men: C. Keefe, acting captain; Hosemen M. Boutilier (a veteran of the fire boat service and one who distinguished himself when the Trongate was sunk in the harbor a few years ago), Albert Tillbury, Henry Landry and Ivan Kendall.

Acting Captain Keefe and Miles Boutilier made a landing and surveyed the premises looking for possible victims of the disaster. Both boats were ordered to stand by at jetty 3 at the Dockyard, where they stayed all night. At 9.30 a.m. next day, the Rouille returned to the fire to relay water

to supplement mains ruptured by the explosion.

During the afternoon, the Battle moved up and with her long range guns moved in close and extinguished a considerable amount of fire in front of the magazine, moving from place to place until the fire all along the shore was put out. The James Battle returned later with her fire-fighting crew, commanded by Captain W. Brown, and her ship's crew, commanded by James Schmeisser. The Battle was on the scene from 1.30 to 4.30 Thursday afternoon.

# Halifax's War Role Is Praised In Newspaper Comment On Explosions

OTTAWA, ONT., July 20 — In contrast to the rather critical tone adopted by certain Central Canadian newspapers in connection with the Halifax V-E Day riots some of which showed a complete lack of understanding and appreciation of the vital part played by the port and city in two great wars, editorial comment in this section on Wednesday evening's near disaster, is kindly, generous and warmly sympathetic.

"Halifax," says the Ottawa Journal this morning, "deserves well of this country — its contribution to victory in Europe is literally beyond computation. For its people, suffering this new blow, there will be widespread sympathy, and a desire to help them in every possible way." "For whatever damage was done," it goes on, "the government is responsible, and no doubt the government will put its great resources immediately at the disposal of the harassed citizens of the Atlantic port."

Under the heading "Honor is due," the Montreal Gazette, picturing "the anxieties and suffering experienced at this time in Halifax," suggests that this new misadventure brings forcefully to mind what the people of Halifax have endured, it two world wars.

It points out that the situation of Halifax as a great ocean port had inevitably made it one of the chief concentration centres for Allied shipping, and at the same time a main storage point for dangerous munitions of war.

In the first war, the risk of such service has become "a matter of painful memory." Although in the latest conflict the continent has escaped being blitzed, Halifax could share with the war-broken cities across the Atlantic, "the experience of the sudden tragedy of death and ruin," it continues:

Halifax's service in two wars have not been performed without costs to its loyal people. For these costs it deserves the sympathy of all Canadians. More than this, the citizens of Halifax deserve to share in the honor and the praise which are justly extended to the citizens of Great Britain. For they have shared war's penalties, and for the same high purposes.

The Ottawa Citizen, expressing thankfulness that the casualties occurred by the naval magazine explosions had been so few, and visualizing what must have been for the inhabitants "a most unpleasant night," expresses the hope that Halifax "which has come in for some rough usage at the hand of fate in recent years," may henceforth be spared.

The Globe and Mail, Toronto, notes that "the ancient city of Halifax has some reason to count itself a child of misfortune, considering the recent V-E day goings-on, as well as the great tragedy which took place in 1917. It is inclined to believe that bad judgment or administrative errors on the part of the responsible authorities may be to blame for the near disaster on Wednesday night, as it has been suggested of the victory riots, may have been true the official verdict on which has not yet been released."

"Even if the worst danger is past," the editorial concludes, "the sudden dislocation of the life of an important city is a grave matter warrants for the pertinent question, why were ammunition dumps containing explosives of terrible power, such as 50,000 depth charges, located in an area involving tremendous risks for the surrounding population? Indeed it is surprising that enemy saboteurs did not long ago take advantage of this unique opportunity to wreck the country's chief naval base on the Atlantic coast.

The motive of convenience to naval vessels, which uses Bedford Basin as an anchorage, may have operated in the choice of a site for the depot, but surely some consideration should have been given for the possibility of a second devastating explosion with the same disastrous consequences as the earlier one.

Presumably the government will order an investigation, and if any officers or officials are proved guilty of errors of judgment or failure to take proper precautions against sabotage or fires they should be punished appropriately. But by this time the people of Halifax and Dartmouth must be thinking that freedom from direct hostile attack does not give them immunity from official carelessness.

## Gaping Craters Show Mighty Blast Force

By JOHN LeBLANC, Halifax Daily Star Staff Writer

Torn by mighty upheavals, the explosion-rent south area of the Burnside naval magazine stands today as a waste of devastation and ruin, gashed by gaping craters and stripped, for acre upon barren acre, of every vestige of vegetation or product of human hands.

Where millions of dollars worth of buildings and munitions of war stood before Wednesday night's colossal blasts, there remain only faint traces amid a desolation of battered and scorched terrain. The earth is scarred, flame-blackened and dead.

On a strictly unofficial tour of the devastated area yesterday as one of the first newsmen to get into the magazine since the blasts began, I saw many buildings damaged or completely wrecked by concussion, ammunition still half-buried under wreckage, unexploded shells that had been tossed hundreds of yards, trees picked up by their roots and stripped of foliage and a litter of debris that had been flung helter skelter by the fury of the detonations.

But of the buildings that had stood in the ravaged south end, there was nothing to be seen. Literally nothing. Only deep pits that pock the hillsides tell the observer that here stood buildings. Occasionally, a few seared bricks lie in the bottom of a crater, where they dropped back after the blasts, but mostly the craters yawn empty.

The indentation gouged out by the greatest blast of them all—the detonation that rocked the district at 4 a.m. Thursday morning—goes down a good 30 feet and covers a diameter of around 50 yards. Hundreds of tons of earth must have been flung aside as thought by a giant's shovel in this massive upheaval.

Around this grandfather of craters lies a series of smaller ones marking the spots where other storehouses clustered. The whole section for hundreds of yards is bare, brown ground, denuded of virtually all vegetation and of almost every sign of human occupancy.

Here and there, bits of twisted and burned metal lie about. Of the trees that still stand, there remain only stumps, stripped to the inner wood. Uprooted trees, big and little, have been tossed to one side.

As the distance from the scene of these blasts increases, the trees still stand, but their greenery has been cleaned off completely, and they stand stark against the skyline.

Here and there along the roadside, and in the surrounding shrubbery, are unexploded four and 4.7-inch shells, star shells with parachutes attached—used for illuminating night targets—battered shell cases whose ammunition had detonated, twisted and warped

strips of metal roofing and other debris.

The observer treads warily, for some touchy bits of explosive are believed to be still lying around hidden in the scrub-covered roadsides, some of them buried.

One exhibit that displays graphically the strength of the explosive blows is a six-foot length of a railway rail that has been twisted into a crude S-shape.

Some of the buildings housing ammunition have been reduced to little more than matchwood and jagged chunks of concrete, though their destructive contents remained intact. The specially-built walls cushioned the blows that might have set off their enclosed high explosive.

You run across building after building that has been wrecked in this fashion. Their quotas of ammunition, piled high, is covered with a litter of splintered wood and other wreckage, for workmen have not yet had time to do more than a fraction of the big clean-up job that faces them.

In some of the older buildings nearest to the spot of the explosions, thick walls stood the wall-ops but the roofs were caved in as though by the press of a huge hand. In others, walls and roofs tumbled in together.

Roads winding through the magazine are scarred every few feet with deep grooves made by the impact of shells landing from high altitude and failing to explode. One shell for a ship's gun lies almost buried in the macadam.

Alongside the road at one spot, hundreds of depth charges have been piled up by salvagers who removed them from wrecked buildings. Other piles of explosives of various kinds await disposition in roadside dumps.

Travelling northward away from the areas of the chief destruction, where mostly old buildings were located, you find newer buildings erected in this war battered and gashed open but their contents unharmed.

Constructed especially to nullify the force of nearby explosions and protect their contents, these buildings behaved as their builders expected, but in a way that appears freakish to the layman.

Continued on Page 7, Col. 3

## GAPING CRATERS

Continued from Page 3

Their sidewalks and roofs are undamaged, but both ends have been ripped out almost completely. The press of blast air evidently entered one end and rushed out the other. Special baffles of secret design, outside the buildings contributed to the cushioning effect.

One building not of this design, but of heavy reinforced concrete, had one of its side walls swung out as though it were hinged at the top. This structure was almost a half mile from the nearest explosion.

Further along to the north, the storehouses are comparatively undamaged. The main magazine, where the greatest of all detonations was feared Wednesday night, remains flooded as a precautionary measure, though naval authorities state all danger has been averted.

A shambles of wreckage is all that remains of the south jetty of the magazine, where the explosions originated in ammunition awaiting dispatch overseas. A few charred piles sticking out of the water give the only indication of the jetty's existence.



THE WEATHER  
Scattered Showers

# The Moncton Daily Times

TEMPERATURE  
At 4 A.M.—59 Above

VOL. 68

EIGHT PAGES

MONCTON, N. B., THURSDAY MORNING, JULY 19, 1945

PRICE FOUR CENTS

NO. 287

# HALIFAX ROCKED BY BLASTS

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## Allied Assault Turned Toward Tokyo Bay

### Series Of Explosions In Navy Magazine Near City

Number Injured Placed At 13; No Deaths Reported

By MEL SUFRIN

HALIFAX, July 19—(Thursday)—(CP)—A naval officer said early this morning that flames, started by a blast last night, were steadily eating their way toward the main storage of high explosives in the Royal Canadian Navy's magazine near here.

#### DEATH TOLL UNKNOWN

The known casualties in the series of blasts were set at 14 including 13 injured and one missing. But a naval officer, Lieut. Cmdr. William Sclater, said he believed that no one who was at the magazine in the immediate area of the first blast would be likely to survive. Naval officials were unable to say how many were working in the magazine area at the time.

The blasts, beginning with a great concussion which shook the Halifax area for miles around at 6.35 p.m. A.D.T. last night, forced the evacuation of about 10,000 people from the danger area.

#### NAMES NOT RELEASED

The names of the injured and missing were not released. But army officials said that twelve members of the Veterans Guard of Canada on guard duty at the magazine were hurt, eight of them requiring treatment.

### Officer Tells Of Blasts

Written for The Canadian Press by LT.-CMDR. WILLIAM SCLATER, R.C.N.V.R.

HALIFAX, July 18 — (CP)—At 6.35 p.m. the city of Halifax was rocked by the blast of a tremendous explosion from the direction of Bedford Basin which shook even the solid structure of the Nova Scotian Hotel, more than five miles away.

Capt. O.C.S. Robertson, R.C.N.R., who was dining in the hotel at the time left immediately and ordered a speedboat from the dockyard to take him to the scene of the explosion. I accompanied him.

Approaching Bedford magazine area it was observed that many windows near the Narrows were smashed and broken. Rounding Turtle Head it was observed that fires were burning and intermittent explosions were rocking the area at the south east of the magazine. The wooden jetties there had been blown out into the harbor and a

### FEELS FIRES WILL NOT REACH MAIN MAGAZINE

OTTAWA, July 19—(Thursday)—(CP)—A naval headquarters spokesman said at 1 a.m., E.D.T., today that as a result of reports reaching him from Halifax he felt that fires would not reach and explode the main naval magazine in Halifax harbor.

Late reports reaching headquarters here indicated that the fire was being brought under control, said the spokesman. If the fire should spread further it could not possibly blow up more than one small depot of ammunition at any one time.

He said the first explosion was at a navy jetty where ammunition was stored for shipment. Further explosions were from the fire spreading to other scattered stores of explosives in the neighborhood.

Cause of the explosions would be investigated but it was thought the cause would most likely prove accidental.

### OCCUPATION OF REICH STUDIED BY "BIG THREE"

#### LEADERS CONSIDERING 10 TO 20-YEAR RULE OF CONQUERED GERMAN NATION

By MERRIMAN SMITH

POTSDAM, July 18—(BUP)—Prime Minister Churchill, President Truman and Premier Josef Stalin are discussing a 10 to 20-year occupation regime for Germany, it was reported unofficially tonight after the Allied Big Three had held their second plenary meeting in the heavily guarded, secrecy-shrouded Potsdam compound.

It was understood that the Big Three were still discussing, in their plenary meetings, the sweeping program they are to consider at what promised to be a long conference, lasting anywhere up to three weeks. Relations of the three leaders were said to be cooperative and cordial.

Only the tiniest bits of real news seeped out of the strict censorship imposed and up to 10 p.m. it had not even been admitted that the Big Three had met for the first time. Truman set a conference record

### Okinawa Based Bombers Blast Jap Homeland

By HUGH CRUMPLER

MANILA, July 19—(BUP)—More than 350 bombers and fighters blasted airfields and industrial targets on Kyushu Monday, Gen. Douglas MacArthur announced today as ground troops on western Borneo penetrated 30 miles inland to capture the river port of Marudi without opposition.

The assault on Kyushu included the first major attacks against the Japanese home islands by A-26 invader attack bomber planes, which also are the first planes redeployed from the European theatre to see action in the Pacific.

The invaders took off from the air force bases on Okinawa to smash targets on the south-east coast of Kyushu and the major airfield network around Kiyazaki, damaging four or five of the enemy's remaining serviceable planes still parked on the fields.

Other heavy, medium and fighter bombers joined with the invaders to blast targets from the northern to the southern tip of Kyushu, with a force of more than 30 liberators raining explosives on factories in the Nabecoka area, halfway up the island's east coast.

There was no Japanese aerial opposition to the attacks and ground fire was light to moderate, a spokesman said. None of the bombers was lost.

### Believed Blasting Major Hiding Base Of Japanese Fleet

Carry Out Attack Within 50 Miles Of Tokyo

By WILLIAM F. TYREE

GUAM, Thursday, July 19 — (BUP) — Allied warships poured hundreds of tons of shells into defenses guarding the entrance to Tokyo Bay last night and early today.

And Admiral Chester W. Nimitz in his daily war bulletin indicated his fleets of carrier planes had found and were attacking a major hiding place of the remains of the Japanese fleet.

Steaming within 50 miles of Tokyo itself to deliver the fourth naval bombardment on Japan in five days, a force of cruisers and destroyers headed by Rear Adm. Carl F. Holden wrecked coastal defenses on Nojima Cape, on the east side of the entrance to the bay.

#### NIGHT ASSAULT

The flotilla struck at 11 p.m. (Japanese time) and continued the bombardment until early this morning, hitting while American carrier planes were making a heavy attack on the naval base of Yokosuka, on the west shore of Tokyo Bay. Adm. Chester W. Nimitz's daily war bulletin said the carrier planes went down through accurate and intense anti-aircraft fire to attack "combustant shipping"—thus indicating a concentration of Japanese warships near Yokosuka. The daily war bulletin described the attack as heavy, despite the weather.

### CCF Leader States Case Against Drew

TORONTO, July 18—(CP)—Mario G.C.F. Leader J. B. J. J. arguing on his own behalf before the royal commission probing

MAP OF ASIA  
PICTURES IN

Officials said that twelve members of the Veterans Guard of Canada on guard duty at the magazine were hurt, eight of them requiring treatment in hospital. The missing man was a naval shore patrolman who was on duty at a jetty at the magazine at the time of the first blast.

The veterans were members of the 21st Company, Veterans Guard, a New Brunswick unit.

#### BLASTS CONTINUE

Blasts continued to rock the area, with a detonation at 12.20 a.m. which was even louder than the first one. It was thought at first that this was the main explosives storage going off, but naval officers said it was not.

The intermittent blasts, accompanied by great gusts of flames from the magazine area, caused officials in Dartmouth, across the Harbor from here, to begin evacuation of persons in the danger area. The North end of Dartmouth is close to the magazine.

Every truck, military and civilian, in Dartmouth was pressed into service to move people from the danger areas surrounding the magazine.

About 2,000 residents of North Dartmouth were moved to the army's artillery training centre at Eastern Passage, on the East shore of Halifax Harbor South of Dartmouth. Brig. D. A. White, D.S.O., Officer Commanding Military District No. 6, ordered food to be sent in so that the evacuees could have breakfast in the morning.

#### Will Remain at Camp

Blankets were supplied to the people and it was understood they would remain at the camp until all danger from further blasts was past.

Between 4,000 and 5,000 people were moved to the Cole Harbor District, and police said they would remain in the open fields there until it was safe to return home.

In the preston road district of Dartmouth also in the South end, almost 4,000 more Dartmouth people were staying in the open.

There were no signs of panic anywhere in the blast area, as soon after the first terrific explosion people began filing from their homes.

From a distance about two miles from the depot small explosions sounded with the rapidity of machine gun fire.

Every few minutes the air was split with a loud blast and the earth for miles around shuddered under the concussion.

Military Police, A.R.P. Wardens, R.C.M.P. and Civilian Police rushed to the explosion district soon after the first blast and co-operated in blocking off all roads into the areas.

#### Withdrawn Fire Boats

Fire boats which were rushed to the scene early tonight were withdrawn when it was found that the blaze was uncontrollable.

In clear view of the Bedford side of the basin the flames, stretching for hundred of yards could be seen reaching 150 feet into the air. Periodically, pillars of flames shot high into the air as new explosions were set off.

There was no official indication as to the cause of the blast which is said to have consumed hundreds of tons of explosives. One unconfirmed report was that it started when a barge loading at the naval magazine caught fire and the

(Continued on Page 3, Col. 3)

## May Recommend Compromise On Repatriation Plan

By ROSS MUNRO

UTRECHT, Holland, July 18—(CP)—Hon Ian Mackenzie, Canadian Minister of Veterans' Affairs, probably will recommend on his return to Ottawa a compromise between the point-priority and the unit systems of repatriation of Canadian troops in Europe.

In an interview today following a tour of 1st Canadian Army units in Holland, the minister said he found a "sense of grievance among the troops that the government is not carrying out its promise that the policy of 'first in, first out' would be followed," and added that among those he had spoken to there was a 50-50 split on the question of repatriation by units as opposed to the point-priority system.

"It is my personal view that a soldier who has a definite right to priority for repatriation on points should be given an opportunity to assert his right and return home or waive his right and volunteer to go with a unit . . . when I return to Ottawa I will probably make this recommendation."

#### Coming To End

Last week Canadian Army Headquarters told troops in Holland that repatriation on the point - priority system was coming to an end, and the balance—and bulk—of the army would be moved home almost entirely by units and sub-units remunerated territorially as far as possible.

(Continued on Page 3, Col. 2)

## Mayor Says Ship Will Not Arrive At Quebec Port

QUEBEC, July 18—(CP)—Mayor Lucien Borne said here tonight that the French liner Pasteur, carrying service personnel back to Canada, will not dock at Quebec July 22 as had been previously announced.

Mayor Borne said the newly-established reception committee for returning war veterans had come to the conclusion that the passenger and freight sheds at Wolfe's Cove in the Quebec harbor will not be ready for Sunday when the Pasteur was previously scheduled to arrive.

Mayor Borne said that the harbor would be ready however for the ships that will follow. He said the new Amsterdam would be the first vessel to dock here with 9,000 to 10,000 repatriated veterans, of which more than 800 are from Quebec province.

blown out into the harbor and a steam of naval craft carrying 250 men and sick bay attendants were speeding to the area.

Surgeon Captain D. W. Johnston was among the first to arrive at the scene.

Coming alongside the main pier at Bedford magazine, we saw H. M. C. S. Moby Dick, the admiral's barge, had already landed medical officers and supplies ordered out by Capt. C. S. Miles, R.C.N. who swung into action within a few minutes of the first explosion.

#### Littered With Debris

Capt. Robertson and I found the pier littered with debris. As we proceeded up the road towards the first area it was observed that all buildings had been gutted by the blast of the first explosion. Great holes had been torn in the brick buildings, and tumbled debris and ammunition boxes lay scattered in the path taken by the blast.

The road and adjacent areas were littered with exploded shells. Three firetrucks and naval firefighting parties were already on the scene, endeavoring to confine the fire to the south end of the magazine area and prevent it spreading to the main magazines.

Surveying the scene, Capt. Robertson issued immediate orders for all firefighters to be equipped with steel helmets. As all telephone lines had been put out of commission in the area, the nearest communication point was the naval signal station at Turtle Head, the entrance to Bedford Basin.

Capt. Robertson decided it would be advisable to evacuate all civilian and naval personnel in the north end areas of Halifax and Dartmouth if the fire developed in intensity as a precautionary measure.

The firefighter tug "Battle" was (Continued on Page 3, Col. 7)

## Quebec Superior Court Grants Wife's Petition

MONTREAL, July 18—(CP)—Mr. Justice Alfred Forest in Superior Court today annulled the marriage of Patricia Bernier of Montreal and Denis Philippe Venoit. Annulment proceedings were filed by the wife on the grounds that the marriage had not been consummated.

Mr. Justice Forest said his ruling was on the same grounds that were upheld in a recent marriage annulment case in England.

"The evidence establishes that the wife realized at the outset that her husband was amoral and vicious," His Judgment said. "She was subjected by him to all sorts of brutalities, and his contraceptive conduct was in violation alike of the dispositions of the civil code and the Canon law. The testimony of the priest who is charged with the defence of the marriage bond in the Diocese of Montreal, furnishes sufficient reason for plaintiff's demand for annulment of this marriage."

The wedding took place in June 1942 at the Church of the Immaculate Conception, Conners, N. B., before Rev. Ernest Lang.

been admitted that the Big Three got together for their secret meeting.

Truman set a conference record by eating two lunches—the first as the guest of Churchill, the second as the guest of Stalin with caviar, meat and fish on the second menu.

Churchill and Truman lunched in the conference compound. Truman walked to the lunch.

Churchill accompanied by his daughter, Mary, and other members of his party, went out to meet the President.

Truman inspected a guard of honor of the 2nd Battalion of the famous Scots Guards and a Royal Marine band which played the Star Spangled Banner in his honor. The President talked with several of the troops as they stood at the lakeside and shook hands with the band leader.

#### Introduced To Staff

Inside Churchill's house, the president (Continued on Page 3, Col. 1)

## 85 Witnesses Give Evidence At Petain Trial

By HERBERT K. KING

PARIS, July 18.—(BUP) — State prosecutor Andre Mornet today arrayed an imposing list of at least 85 witnesses who will testify against 89-year-old Henri-Phillippe Petain when the victor of Verdun goes on trial for his life Monday, charged with treason.

Four former Premiers were among the witnesses — Paul Reynaud, Edouard Daladier, Leon Blum and Edouard Herriot.

Fernand De Brinon, Petain's Ambassador to German authorities in Paris during the occupation, will be called to testify that Petain offered French troops to the Germans to help repel any Allied invasion.

Other charges include toleration of Anti-American and Anti-British propaganda in the Vichy zone of France; countenancing Nazi drafts of French labor for work in Germany; supporting the Vichy Militia and preventing the French Fleet from joining the Allied fleet after the fall of France.

In addition to these general charges, Petain is specifically charged with signing a separate peace with Germany in violation of France's pledged word.

## Duke and Duchess of Windsor Return U. S.

CAMPBELLTON, July 17— The Duke and Duchess of Windsor have returned to the United States after an enjoyable holiday spent in the Restigouche River district. They were guests of I. W. Killam, Montreal financier, and Mrs. Killam, at lodges of the Restigouche Salmon Club.

The Duke and Duchess left Downs Gulch by motorboat for Kedgwick Landing and motorboat from there to Van Buren, Me. At Vanburen they boarded a train for Boston (Continued on Page 3, Col. 6)

## MAP OF ASIA FIGURES IN DISCUSSIONS

### Indications That Measures To Knock Out Japan Being Studied At Potsdam

By DANIEL DE LUCE

BERLIN, July 18—(AP) — There are strong indications that the blood-stained map of Asia is dominating the Potsdam Conference tonight and that measures to knock out Japan hold top priority in discussions among Prime Minister Churchill, President Truman and Premier Stalin.

Allied officials have long discouraged speculation as to what role the Soviet Union might ultimately take against a power which Premier Stalin publicly singled out last winter as "aggressive" and a partner of Germany.

Among Americans in Moscow the view has been held by a majority that the Soviet Union will, at the moment its leaders choose, launch a smashing blow against its traditional Asiatic enemy.

The Japanese war falls into three main divisions:

The sea war against communications, which the British and American navies have already largely decided.

The war against the home islands, for which American and British planes and battleships are carrying on the preparatory phase.

The mop-up of Japanese strongholds on the Asiatic mainland, the nerve centre being Manchuria, half fringed by the frontier with the Soviet Union.

Manchuria is, in some respects, the Poland of Asia and of vital importance in Soviet Policy.

#### Deal With Understanding

Premier Stalin's talks last week (Continued on Page 2 Col. 5)

## Jap Casualties In Battles Now Total 1,500,000

WASHINGTON, July 18—(AP)—British and American forces have killed or taken prisoner some 1,500,000 Japanese to clear the way for what Admiral Nimitz calls the "Pre-Invasion Stage," official figures indicated today.

An estimated 600,000 others have been cut off or by-passed on Pacific Islands. Still thousands of others have perished in China.

(President Chiang Kai-Shek reported recently that 1,203,067 Japanese either have been killed or captured in eight years of fighting in China.)

Reports of the United States Army and Navy show that land fighting and transport sinkings in (Continued on Page 3, Col. 6)

ground fire was light to moderate, a spokesman said. None of the planes was lost.

## King Leopold Is Exiled By Belgian Govt.

BRUSSELS, July 18—(AP)—Belgium's parliament today legally exiled King Leopold and barred him from returning to Belgian soil without parliamentary consent.

The senate, by a vote of 77 to 58, approved the measure previously adopted by the Chamber of Deputies. It becomes law with the signature of the regent, Prince Charles, a mere formality.

The act continues the regency under Prince Charles who has been serving in that capacity while his brother, the King, has been pondering steps to return to the throne at his St. Wolfgang, Bavaria, villa.

King Leopold, refusing to abdicate voluntarily, had informed parliament that he was willing to bow to the people's will but wished that it be determined in a general election.

The next election, normally, will not be called until 1946.

## Says Anti-Soviet Poles Blamed For Giving False Idea

LONDON, July 18. — (BUP)— Marshal Josef Stalin was quoted today as charging that Anti-Soviet Poles were responsible for giving the Allies a false idea early in the war that Russian's military forces were weak.

The Very Rev. Hewlett Johnson, Dean of Canterbury, who recently returned from a visit to Russia, quoted Stalin in an article in the News Chronicle as making the statement.

According to Johnson, Stalin told him:

"Mr. Churchill asked Gen. Gamelin (Gen. Maurice Gamelin, Allied Generalissimo on the western front) what was Russia's strength. Gamelin said: 'Russia is empty. Russia has no strength.' Gamelin and the French relied for this information on Poles who were hostile to Russia."

Johnson quoted Stalin as saying that it was easy for Britain and Russia to keep together when they were fighting Germany side by side but that now, with Germany beaten, it was less easy to avoid friction.

"But we want to do it," Stalin was quoted as saying. "We want to keep firm our union not only in words but in deeds. We have no wish whatsoever to hurt England or hinder England. We want to be friends with England and friends in deeds as well as words. If your politicians will do it we will."

buant shipping"—thus indicating a concentration of Japanese warships. Their bulletin described Allied attacks as heavy, despite bad weather which prevented observation. Results. Yukosuka is on the west side of Tokyo Bay, 30 miles south of the rubbled capital. "Combatant shipping" could only mean warships, it was said, but the term did not indicate large units or small ships such as destroyers.

It was possible the Japanese were attempting to protect crippled war- (Continued on Page 3 Col. 5)

## British Meeting Stiff Opposition In Burma Drive

CALCUTTA, July 18—(BUP) — British forces, advancing on the newly-cleared communication lane between Heho and Taunggyi, 117 miles east of Meiktila, have encountered stubborn enemy resistance from units previously driven into the jungle, it was announced today.

Adm. Lord Louis Mountbatten's communique said his troops drew "sustained fire" from Japanese 75 millimeter guns located west of Taunggyi.

The brief war bulletin said there was nothing to report on the lower Sittang river front, but that further support was given ground forces in that area Monday by Spitfires and Thunderbolt planes which strafed and bombed troop concentrations and enemy installations.

Japanese troops fired sporadically on British units on the Toungoo-Mawchi road at a point 17 miles east of Toungoo but without result, the communique said.

More than 26 Japanese were killed when they jumped over a cliff during an attack on their positions 44 miles east of Yamethin, on the main Mandalay-Rangoon road and railway, the communique said.

Liberator bombers, flying a round trip flight of 2,500 miles for the second time in three days, bombed a warehouse area in southern Siam yesterday, destroying many buildings, starting fires and hitting a beached ship.

Mosquito bombers also were active, bombing gasoline and supply dumps at Paungzeik, southeast of Toungoo. A road transport also, was hit.

## William Pirie, Father Of Sen. F. W. Pirie, Passes Away At Grand Falls

GRAND FALLS, N. B., July 18—(CP)—William Pirie, 82, father of Senator F. W. Pirie died at his home here late last night. He took a prominent part in community affairs and was widely known in the business life of the province.

Surviving are his wife, three sons, Senator Pirie, Harold J. Pirie, Parth, N. B., and Charles Pirie of Vancouver as well as four daughters, Mrs. F. W. Mitchell, Woodstock; Mrs. F. W. Benson, Saint John; Mrs. Robert Percival Portland, Maine and Mrs. Harold White, Grand Falls.

TORONTO, July 18.—(CP)—ario C.C.F. Leader J. B. J. arguing on his own behalf before the royal commission probe—charge that the Drew government set up a "political gestapo," today maintained that evidence of 13 witnesses in the inquiry "directly or indirectly, in one way or another" connected operations of the Provincial Police "Special Branch" with Premier Drew or the Premier's office.

Speaking as the commission resumed after an eight-day adjournment, the C.C.F. leader at the same time contended that a government minister could not escape responsibility for practices under his administration. This principle, founded in British tradition, must apply to Premier Drew even if there were no evidence to link him personally with the special branch — alleged gestapo headquarters operated by Capt. William J. Osborne-Dempster.

"I am replying on both grounds—evidence to which I shall refer and the well-established doctrine of cabinet responsibility," Mr. Jolliffe declared.

Reviewing evidence to support his claim of the Premier's association with the special branch, he cited first the testimony of Ple. R. G. Hall, former assistant to M. A. Sanderson, Toronto insect exterminator alleged to have used Osborne-Dempster's files in preparation of anti-C.C.F. propaganda. Hall quoted Sanderson as saying on one occasion that Osborne-Dempster wished to make "a personal report to Premier Drew" on a trip he and Sanderson had made to Kitchener, Ont.

Arthur Nicol, secretary to the attorney-general, had testified that reports by D208 (Osborne-Dempster's code signature) were the only Provincial Police reports to go to Mr. Blackwell's desk, said Mr. Jolliffe. "It was natural that they should, they were so political."

## Chinese Troops Re-Take Site Of Former U.S. Base

CHUNGKING, July 18—(BUP)—Triumphant Chinese troops Tuesday recaptured Kanhsien, site of a former American air base in Kiangsi province, overcoming fanatical resistance in a five-day street battle, a communique announced today.

Fall of the city came as other Chinese forces converged on Kweilin, another major air base and communications center, from three directions. The main force was driving up from the southwest and besieging Yungfu, only 32 miles away. Another column was attacking from Liangkiang, 14 miles west of the Kwangsi province capital, while a third was aimed at Hsinganhhsien, 32 miles northeast of Kweilin.

The capture of Kweilin would leave the Japanese only four of the 11 American air bases they captured during their offensive last fall. The status of Suichwan, 290 miles north of Hong Kong, has been somewhat obscure but two Japanese prisoners said the city now was in Chinese hands, the communique said.

# Acute Shortage Of Labor In Canada Is Forecast

## ROUNDUP OF MANPOWER SITUATION IS RELEASED BY LABOR DEPARTMENT

Reveals That As Of July 6, 128,000 Jobs Open With Less Than 50,000 Applicants Registered For Employment — Breakdown By Provinces Given

OTTAWA, July 18.—(BUP)—Canada's widespread labor shortage will become increasingly acute during "the weeks immediately ahead", the Labor Department said here tonight in a statement rounding up the Dominion's current manpower picture. As of July 6, the department said, there were 128,000 jobs to be filled throughout the nation with less than 50,000 applicants registered for employment. More than 49,000 of these jobs are located in Ontario, where only 11,500 applicants for employment are registered, while in Quebec there are almost 41,000 jobs available, and slightly more than 18,000 applicants.

### SHORTAGE IS ACUTE

The labor shortage is acute, the department said, in 15 odd particular types of industries. These include farming, construction, pulpwood cutting, lumbering, mining, shipbuilding, textile industries, tobacco, food processing, rubber and meat packing and war plants, paper mills, foundries and hospitals.

Although 2,000 western farmers have arrived in Ontario during the past 10 days to help harvest the hay crop, help still is needed to reap this year's crop of 20,000 acres of sugar beets. The military hospital program and house construction under the Veterans Land Act is progressing, the Labor Department said, but "from every part of the country comes the story of a critical dearth of skilled building tradesmen and general laborers".

The department said the transfer of men from less urgent lower priority construction to these high priority projects has done little as yet to relieve the acute manpower situation. It added however that the plan to release civilian and armed service personnel to construction should be of material assistance in solving the contractors labor problems. Hundreds of men are needed for pulpwood cutting in northern New Brunswick, Quebec and Ontario. Several thousand lumberjacks could be used by lumber companies in Quebec.

**Miners Despair**  
"Mining operators throughout Canada despair of any encouraging response to their help wanted pleas until workers from war plants and discharges from the armed forces are available", the department said. Shipyards on the Atlantic and Pacific coasts are still seriously short-handed. At Halifax, an additional 600 workers of all types could be utilized, if living quarters were available, the department said. There is also no abatement in the demand for skilled workers for ship-

## PETAINE TRIAL JUDGE



M. Montgibeaux, the president of the court at the trial of Marshal Petain which will open in Paris, July 19.

villa is next to Churchill's Church-ill, Truman, Eden and Byrnes talked in the garden for a few minutes and the President and Byrnes left together.

Then the President went to Stalin's headquarters at 3 p.m. to eat his second lunch.

Guests included Byrnes, Ross, Vaughan, Vardaman, Charles E. Bohlen, assistant to the Secretary of State who is serving as the President's interpreter, Foreign Commissar Viacheslav Molotov, Andrei Gromyko, Russian ambassador to the United States, and V. N. Pavlov, Stalin's interpreter.

While the Big Three were meeting, the new Allied "Kommandatur" for Berlin held a meeting of its own. It was understood that plans for

## Valiant War Duty Rendered By Canadian Ships

C.P.S. Fleet Sailed 2,700,000 Miles in Admiralty Service — Carried 750,000 Troops and Civilians Since 1939

MONTREAL, July 16.—(Special)—Two and three-quarter million miles in Admiralty service — with two million of those miles as troop transports is the proud record of the Canadian Pacific fleet in the German war it has been revealed here in a review of the sea miles steamed for Canada and the United Nations up to V-E Day.

These wartime voyagings represent the transportation through enemy-infested waters of three-quarters of a million service personnel and civilians and of three and one-half million tons of war material and food.

The 40 million meals served troops and other government passengers during transport service alone outlines the magnitude of Canadian Pacific sea operations until now cloaked by secrecy.

Special movements have included Arabian kings and high dignitaries for Mediterranean conferences 59,000 German and Italian prisoners of war for Canada 23,000 native troops halfway round Africa at the critical point of that campaign and Newfoundland lumberjacks for a war job in Britain.

The toll among seagoing personnel was 272 known killed and 155 missing or prisoners of war. Eleven vessels of 193,000 tonnage were sunk by the enemy while one other the Beaverhill was victim of a marine accident in 1944.

Vessels lost represented more than half the 336,000 gross tons made available to the Admiralty in 20 Canadian Pacific ships from Atlantic and Pacific oceans and British Columbia coast services.

Still serving in the battle of supply from that original allotment of 20 ships are three Empresses Australia one of three Canadian Pacific ships which shared the movement of the First Division from Halifax in December of 1939. Scotland (renamed from Japan) flagship of all peacetime services on the Pacific Russia which also served in World War I. Two Duchesses Richmond and Bedford. The Princess Kathleen Two Monts Montcalm now converted into a fleet auxiliary repair ship might well be in a "supply train" in the mounting battle of the Pacific and Montclare both under direct Admiralty operation.

Ships sent to the bottom by German U-boats in the Pacific were the 42,500-ton Empress of Britain

## Chain Gang Clears Away Berlin Rubble



A long line of Berlin women pass pails of rubble along a human chain in a bombed street of the German capital from wrecked buildings to rubble dump at the other end of the line. Those who are willing to work, eat well. They are paid for working, and there is plenty of this kind of work to be done in the battered city.

from the area surrounding the magazine were blocked as civilians living in the area were evacuated. Cars loaded with men, women, children, and household goods streamed by.

A canteen at Bedford remained open or some time selling cold drinks and cigarettes to the workers, but at the danger of another serious blast grew greater, officials ordered it closed.

The first blast shock the area surrounding the magazine for miles. In Halifax and Dartmouth, windows were shattered and plaster was knocked down. A few minor casualties, due to broken glass, were caused among civilians in Dartmouth and Halifax.

The naval magazine lies on the northeast shore of Bedford Basin, about four miles in a straight line from the northern tip of the city of Halifax. It is contiguous to North Dartmouth, across the harbor from the city. The magazine was destroyed by a large explosion from the 1944-45 Halifax Fire Dept. scrapbook provided by Halifax Municipal Archives.

## Belvied Blasting Major Base

(Continued From Page One)

ships under repair. It had been known that many damaged Japanese ships got back home from crippling naval engagements last October and were hidden under camouflage. The U. S. Fleet has been searching for them.

**Lost 25 Ships**  
In the Philippines sea battle the Japanese lost 25 ships sunk, including three battleships, and 33 were damaged, in March, American carrier planes damaged 15 to 17 warships undergoing repairs in the inland sea. Among them were one to two battleships and two to three carriers.

On April 7, carrier planes sank the battleship Yamato in the Ryukyus. Supporting the belief that a major prize had been uncovered, the U.S. Navy sent its carrier planes despite

tacked Honshu and Hokkaido five times in 10 days. Warships have bombarded the homeland coast four times in five days.

Nimitz said the force which bombarded Nojima Cape included the Cruisers Topeka, Oklahoma City, Atlanta, and Dayton and the destroyers adult and weeks. They had to steam probably as close as three or four miles to the coast in order for their guns to reach the target area.

One large explosion was seen but complete reports on the damage still have not been received, Nimitz said.

Identification of some of the attack units for the first time raised to 46 the number of a British and American ships Nimitz has named in Halsey's gigantic Armada. Identification of attack units constituted an unprecedented announcement and almost daily revelation of new warships presumably meant Nimitz lured the Japanese into a fight.

## Fear Apple Crop In N.B. Will Be Small This Year

FREDERICTON, July 18.—(BUP)—The weather man, who has been held accountable for a great many ills already this year is now being blamed for what now appears will be a disappointing apple crop in New Brunswick.

All signs pointed to this being one of the bumper crop years for orchardists in this province especially when there were anticipated yield reductions in other provinces—but the early warm spell and frosts and cold rains later did greater damage than had been generally thought. Scab also is appearing in advanced stages now.

It was learned today in a survey of central New Brunswick orchards that an estimated reduction of more than 50 percent has been assessed for 1945, apples. A good bloom had given early indications of a very promising crop.

## Officer Tells Of Blasts

(Continued from Page One)

ordered to the area immediately after the first blast and Capt. Robertson now ordered the second fire fighting tug "Rouille" to attempt the control of the fires from seaward.

Both fireboats attempted to close the land but explosions of developing intensity drove them back as the sea was showered with shells and debris from the exploding magazine.

As the fire was obviously spreading, Capt. Miles, acting for Vice-Admiral G. C. Jones, commander-in-chief, Canadian North West Atlantic, ordered all civilian personnel evacuated from the endangered area of the cities of Halifax and Dartmouth and all ships in the vicinity to raise steam and proceed down harbor in the lee of George's Island. All naval motor vehicles and harbor craft were utilized to aid the civilian population.

The admiral's barge, attempting to close the same pier at Bedford magazine where the first landings had been made, was forced back by a shower of falling shells and debris, crashing into the sea more than a shook the naval crews on the barge quarter of a mile offshore. The blasts and launches in the vicinity, blowing men off with their feet.

All craft were ordered clear, while a patrol boat with radio telephone stayed cruising offshore and reporting the spread of the fire to naval authorities.

I witnessed the burning of Brest and many fierce destroyer actions in the English Channel and the Bay of Biscay last year, and can say the intensity of the explosions was worse than anything I have ever seen in battle.

I was especially impressed with

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crews who pressed forward into the danger area, working directly over the great magazines to fight the explosion-spreading fires. Under Capt. Miles' direction, naval authorities

could be utilized, if living quarters were available, the department said. There is also no abatement in the demand for skilled workers for ship-building operations in Prince Rupert, Vancouver and Victoria.

A slight decline in orders for women workers has followed the closing of some factories for summer vacation. However, the department said, the primary and secondary textile industries, especially in Ontario and Quebec, are in need of female help. Tobacco manufacturers also face a shortage of adequate womanpower.

"Of some 268,800 female workers currently required in the 17 largest Employment and Selective Service Offices across Canada, the greater number are needed for understaffed textile mills, clothing factories, hosiery, food processing and rubber plants", the department said. "There are also orders for women helpers in hospitals and sanatoria, as well as other services which have suffered for several years as a result of the exodus of workers to war plants."

Hundreds of men are needed in Toronto and Montreal for heavy labor for foundries, packing houses and paper mills, as well as war plants and the construction industry.

### Occupation of Reich Being Studied By "Big Three"

(Continued From Page One)

ident was introduced to members of the Prime Minister's staff. He and Churchill talked on the terrace for a while, went in alone to lunch, and continued their conference afterward. It was believed they spent two to three hours together.

Afterward Churchill and Truman walked the few dozen yards to the house of Foreign Secretary Eden, who was luncheon host to Secretary of State James F. Byrnes. Eden's

While the Big Three were meeting, the new Allied "Kommandatur" for Berlin held a meeting of its own. It was understood that plans for delivery of food and fuel from the British occupation area for Berlin were discussed.

### May Recommend Compromise

(Continued From Page One)

(A soldier receives three points for each month of overseas service and two points for each month of service in Canada, plus 20 per cent of the total if he is married or 20 per cent if he is either a widowed or divorced with dependent children. If a man is a widower or divorced without dependent children, or has been married since last March 31—date from which point-totals are calculated—he does not qualify for a 20-per-cent bonus.)

The minister said the government had an "obligation of honor" to fulfill its promise that the "first in, first out" policy would guide repatriation. He was not, however, being critical of the army, for he realized the necessity of applying the unit principle in many cases.

Canada's housing shortage was the greatest problem now faced by the Department of Veterans' Affairs, he said, but he believed it would be overcome within 18 months.

### WHICH

After the family had increased to three it was decided to employ a girl as nursemaid.

"My husband is very particular whom we engage," said the mistress to the girl who applied for the job.

"Are you faithful? Have you a kind and loving disposition? Will you—"

"Excuse me, madam," said the girl, "but am I to take care of the baby or your husband?"

Ships sent to the bottom by German Japs or Italians were in 1940 the 42,500-ton Empress of Britain largest merchant ship sunk during the war.

Montrose sailing as H.M.S. Forfar an armed merchant cruiser at her death. Beaverford, which took up the immortal Jervis Bays fight in the convoy attacked by the Admiral Scheer and Beaverburn. 1941—Beaverdale and Beaverbrae.

1942—Princess Marguerite seagoing "Troop Taxi" in helping line up troop dispositions for Montgomerys Alamein push. Duchess of Atholl and Empress of Asia. 1943—Duchess of York sunk by Focke-Wulf bombers off Spain and Empress of Canada. Conspicuous service in these actions by Canadian Pacific officers and men had resulted in the award of 74 decorations when the report was made.

### Series of Explosions In Navy Magazine

(Continued from Page One)

flames spread to the sheds.

In North Dartmouth, two army officers worked tirelessly to help residents leave the area. Maj. B. Snow, and R.C.O.C. Officer from Toronto and Capt. L. M. Schram, of the R.C.E.M.E. from Ponoka, Alta., warned hundreds of people to move and helped get them loaded into army and Red Cross trucks which took them from the danger area.

Near one house a couple of miles from the magazine Maj. Snow said he found 18 people hiding in a gravel pit. They were soon evacuated.

### Reminiscent of Riots

In both Dartmouth and Halifax, there were scenes reminiscent of the Ve-Day riots as smashed panes of glass numbered in the hundreds.

A Dartmouth man, Charles F. Kimball, was standing in front of a downtown store when the blast occurred. The window blew out onto the street and he said "afterward it looked like somebody had come around and picked out every piece around the edges."

Veterans' Guard eye witness to the explosion could give little information on what happened. They said the concussion was terrific and the barracks, mess halls, and administration office within the magazine area were completely wiped out.

Naval personnel, headed by Cmdr. R. J. G. Johnson were placed in charge of rescue and fire-fighting operations in the danger area. They were assisted by army and civilian fire-fighters.

Fire-boats which were rushed to the scene earlier tonight were withdrawn and all personnel, with the exception of Cmdr. Johnson's party were ordered away.

First story of heroism to come out of the danger zone was that of Lt. Col. H. F. C. Cocks, senior protestant chaplain of M.D. 6, who went onto the magazine area after all personnel had been evacuated, and brought out an injured seaman.

### Name Not Released

The man was removed to hospital by ambulance, and his name has not yet been released.

Early this evening roads leading

Halifax, across the harbor from here.

### Storage Depot

Since 1942, it has been the storage place for naval ammunition, shells, propellants and depth charges. The explosives were housed in small brick buildings, most of these surrounded by walls of earth to localize any possible explosion.

The area of the magazine is a huge one, stretching for more than a mile along the shores of the basin and back into the scrub country to the northeast. In addition to storage sheds for explosives, there are laboratories, shops, administration buildings and quarters.

The great blast and the recurring minor explosions set a chill through the hearts of Halifaxians who saw their city almost wiped out by an explosion 28 years ago. That was on Dec. 6, 1917, when an ammunition ship blew up in the harbor, causing more than 1,600 deaths and thousands of injured. Many residents of Halifax still bear scars from that blast in 1917 which has always been referred to here as 'The Great Halifax Disaster.'

## BARCLAY ON BRIDGE

By Shepard Barclay

"The Authority on Authorities"

### FLARING UP IS FUTILE

THERE IS no point in flaring up because your partner has taken you out of what you consider a profitable business double. Blowing off steam in expressing your disapproval cannot help you on the next hand. It probably will only get you more upset yourself, and in addition can destroy his equilibrium, so that on ensuing hands your entire pair is less clear-thinking and efficient. And then, suppose it develops that his takeout provided your side with a handsome profit:

♠ K 10 5 2  
♥ K 8 7 6 4  
♦ 9 7  
♣ A Q

♠ A 7 6  
♥ A J 10 9  
♦ 5 2  
♣ A K 3

♠ 4  
♥ None  
♦ 6 4 2  
♣ K J 10 8  
7 6 5 3 2

♠ Q J 9 8 3  
♥ Q 3  
♦ Q J 10 8 5  
♣ 4

(Dealer: South. North-South vulnerable.)

South	West	North	East
Pass	1♥	Dbl	2♣
2♠	3♥	Dbl	4♣
Pass	Pass	4♠	5♣
5♦	Dbl	5♠	Pass
Pass	Dbl	Pass	6♣
Pass	Pass	Dbl	

West was infuriated when East took out the double of 5-Spades into 6-Clubs, and showed it by his mumbblings and glares. When North doubled the 6-Clubs, he was madder still, and made what he considered a few choice remarks about taking out business doubles.

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Supporting the belief that a major prize had been uncovered at Yokosuka was the fact that Halsey sent in his carrier planes despite atrocious weather.

Some 1,500 British and American carrier planes intensified a series of devastating attacks which already had cost the enemy 446 planes and 391 ships. And from their Okinawa bases, more than 350 bombers and fighters of Gen. Douglas MacArthur's Air Forces blasted targets on the home island of Kyushu. Some of the planes were flown by the First American Airmen redeployed from the European Theatre to see action in the Pacific Theatre.

### For Tenth Day

Adm. William F. Halsey's gigantic third fleet augmented by the British Pacific Fleet was in Japanese home waters for the 10th successive day, continuing attacks which began July 10 with a carrier plane raid on Tokyo.

Nimitz' bulletin again made no mention of opposition beyond the Anti-Aircraft fire encountered over Yugosuka—the first major attempt by the Japanese to stop the fleets of carrier planes which have at-

East paid no attention at all, but waited, and then sawed wood on his own woodpile.

South led the spade Q, which was won by the A in dummy. The club 9 was led, North playing the Q and East the K. Another club lead took out North's A—only trick the defense got. The heart A provided for discard of one of East's diamonds, so he made his doubled slam contract.

West apologized all over the place during the post-mortem, for thinking East's bid had cost the side points. Actually, it provided a terrific profit, for the 5-Spades stood to be set only about three tricks. West could have taken his two diamond tops and his heart A, then could have led to East for a ruff of a heart, and ultimately would have had a trick also with his trump A. The club slam paid much better dividends.

### Tomorrow's Problem

♠ K 10 5  
♥ J 8 5  
♦ Q 6 3  
♣ A 9 5 3

♠ J 6 3  
♥ A 4 2  
♦ A K 7 2  
♣ Q 8 6

♠ Q 7  
♥ 10 9 6 1  
♦ J 9 5  
♣ J 7 4 2

♠ A 9 8 4 2  
♥ K Q 7  
♦ 10 8 4  
♣ K 10

(Dealer: South. East-West vulnerable.)

What is correct defense against South's 4-Spades on this duplicate deal, if neither East nor West had made a bid?

unprecedented announcement and almost daily revelation of new warships presumably meant Nimitz and his commanders were trying to lure the Japanese into a fight.

### 50 Miles South Tokyo

The area assailed by the six and five cruiser and destroyer guns is about 50 miles south of Tokyo. Cape Nojima is at the tip of the Bosco Peninsula along the shore of eight-mile wide Uraga Strait which forms the entrance to Tokyo Bay. Yukosuka lies 20 miles to the northwest.

The attack followed a gigantic 2,000-ton bombardment of a 50-mile stretch of the Japanese coast north of Tokyo late Tuesday night and early Wednesday which turned the area into "a fourth of July in hell." Last Saturday the fleet had bombarded Kamaishi on the northwest Honshu coast and Sunday it bombarded Muroran of southern Hokkaido.

Nimitz disclosed that in Tuesday's sweeps against Honshu the British and American airmen destroyed or damaged 22 Japanese planes and 13 ships. That raised the enemy's losses to 446 planes and 391 ships in the assaults which began July 10.

The carrier attacks continued throughout yesterday, despite bad visibility which prevented reconnaissance planes from obtaining complete information on the results.

The Japanese meanwhile said the third fleet was searching the Japanese coast for a beachhead suitable for future Allied amphibious operations.

### Jap Casualties Now Total 1,500,000

(Continued From Page One)

The Anglo-American operations areas have accounted for 1,141,500 Japanese. The most recent estimate of Japanese Naval losses add 262,000 men to that figure.

Despite these losses, the Japanese are still estimated to have 5,000,000 to 10,000,000 men, including the cream of the army, for the defence of the empire. Little else is left, however. The Air Force has been whittled down to a first-line combat organization of probably 4,000 planes and the navy virtually has ceased to exist as a real combatant force.

### Provincial Convention Of CCF To Be Held On July 18 and 19 At Fredericton

FREDERICTON, July 18—(BUP)—A provincial convention of the Co-operative Commonwealth Federation party has been called in this city for July 18 and 19. It was announced here tonight.

The convention, which will be presided over by Provincial C.C.F. President C. P. Milton, will see representatives of every branch of the organization in attendance, as well as delegates from affiliated trade unions.

Applicant: "And if I take the job, am I to get a rise in salary every year?"

Employer: "Yes, if your work is satisfactory."

Applicant: "Ah, I thought there was a catch in it somewhere."

last year, and can say the intensity of the explosions was worse than anything I have ever seen in battle.

I was especially impressed with the courage and coolness of Capt. Robertson and the naval firefighting crews who pressed forward into the danger area, working directly over the great magazines to fight the explosion-spreading fires. Under Capt. Miles' direction, naval authorities took prompt action to secure the safety of the civilian population.



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