

Civic Fire Inspector Says Govt. Buildings Need Closer Control

The ministers of national defence—army, navy and air—each is to be asked by the Board of Control to nominate an officer of his respective service who will be held responsible for co-operation with civic fire prevention authorities in the matter of regular inspections and recommendations of buildings owned or occupied by them here.

It will be suggested that these officers will comprise a fire prevention co-operation committee to work closely with Acting Fire Chief Gray Burnett.

The decision to ask the National Defence Department for this co-operation was made yesterday by the Board of Control following the reading of a report, requested by Mayor Stanley Lewis, concerning fire prevention inspections in military buildings. The report was prepared by Fire Department Inspector Donald Dear, and submitted by the acting fire chief, Mayor Lewis' request followed the tragic fire at the Regal building last Friday morning which took the life of Lt. Col. F. B. Inkster.

"Back Passing" Claimed.

"Passing the buck," was one of the difficulties confronted by the fire prevention officers in their inspections of such buildings, according to Inspector Dear's report.

"The chief difficulty we encounter," said the inspector, "is in buildings where several units are housed, each passes its responsibility of fire hazards, etc., on to the other, then again usually the watchman is from another unit, and is not under any control from officers in the building."

Red tape and delay are other difficulties faced by the inspectors, according to Inspector Dear.

"Alterations in these buildings also give us some concern," he wrote, "as we have found that after a building has been approved by our fire inspectors, partitions have been erected, and in some cases cutting off egress to the fire escape. Fire doors have been removed. These matters have been brought to the attention of the proper authorities, but in many cases quite a time elapses before these conditions are remedied."

"I would strongly urge that some department be set up where more direct action could be taken on fire hazards, fire exits, etc., in the government buildings in this city, as the procedure at the present time in some cases is that we report to the authorities in Ottawa, from here it is forwarded to Kingston, and thus we have delay in action very often for minor requests."

Civil government buildings are controlled by the R.C.M.P., and the inspector said he had the very best co-operation from this organization. Recommendations are made through them to the Public Works Department.

Con. Dr. G. M. Geldert felt the report indicated that the city was not getting the cooperation it should get in the matter of fire prevention from the military authorities.

There had always been a lot of contention in the set-up of Military District No. 2, said Con. Grenville Goodwin. Recommendations are sent from Ottawa

American Flier Tells "How We Bombed Tokyo." None of Doolittle's Men Expected To Return

Here's what it was like to bomb Tokyo! This is the first of two stories, written for The Evening Citizen and NEA Service, in which Buffalo-born, 27-year-old Captain Harold F. Watson describes his hazardous experience as pilot of one of the 16 American bombers that struck terror into the heart of Japan.

By Capt. Harold E. Watson

We sat up playing cards aboard the Hornet most of the night of April 17, 1942. Everybody tried to act nonchalant.

Even back at Eglin Field, Florida, we had guessed that the secret mission for which we were training—"to bomb industrial sections of a foreign country"—would take us to Tokyo. And Col. Doolittle had confirmed our guess when we were two days out at sea. But you could feel a growing tension just the same as Saturday approached.

Our 16 B-25's had been loaded with gasoline and their four 500-pound bombs on Friday. And we pilots had spent most of the day in what the navy calls the "ready room," in case an emergency should force us to take off before the scheduled time of dusk the following day. Col. Doolittle had personally inspected every ship and its equipment.

We were up an hour before dawn on Saturday. At breakfast the engineer came down to tell me that, in the final checkup, he had found some bad plugs in my right engine and that he was going to put in some new ones. He had all the plugs out of the front bank when the emergency we were prepared for happened.

"Man Your Ships."

I was sitting in my quarters when the boatswain's whistle piped over the carrier's loud speakers, and a voice said: "Army crews, man your ships."

I grabbed my helmet, goggles and cigarettes, and ran up the ladder. Just as I came out of the hatch I saw on the port side the silhouette of a ship on the horizon. There was a curtain of water around it, and as the mist settled I could see black smoke. One of our destroyers had just laid down four shells.

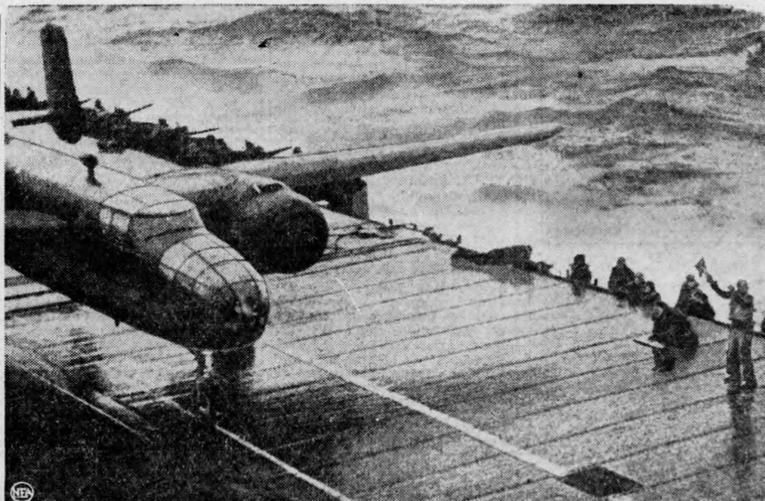
By this time most of the crew members were on deck. There was what you might call a well-ordered excitement, but no confusion. You'd pass somebody and pat him on the back, shake hands quickly.

I hurried to my ship and found that the plugs hadn't been put in yet. But the engineer and his buddy now had five other extra crew members helping them. It was a question of either getting the ship ready on time or rolling it over so that the ship behind it could get on the runway.

We were 800 miles from Tokyo when the task force sighted and sank the enemy ship instead of the 400 miles we had planned on. Col. Doolittle had figured the gasoline to the last pint and had concluded that 600 miles was the absolute maximum distance from which we could bomb Tokyo and then reach unoccupied China.

We talked the situation over quickly and there was no question in anybody's mind as to what we should do, even though none of us ever expected to get to China.

Col. Doolittle took off about 8:20 a.m. We had made some noise when we learned definitely that we were headed for Tokyo.



"The waves were running about 20 feet high . . . and the deck officer started me down as the ship went into the trough of a wave. We reached the end of the runway as the ship

reached the crest . . . and started off." This picture shows one of the bombers moving along the flight deck of the U.S.S. Hornet.

But the yells then were nothing like the roar the went up when he got his ship down the runway and safely into the air. You could hear that cheer above the din of all the motors warming up.

My ship was the ninth to go. They were still working furiously on the engine, and gave it the final touches just as the plane ahead of ours taxied into takeoff position.

Tough Takeoff.

I probably should have thought of something memorable or dramatic while I waited for the signal that would start us for Tokyo. But I only had one thought in mind. I had to release the two brakes absolutely evenly.

With a tricycle landing gear it's easy to angle off if you don't release your brakes exactly together. You can't afford not to get in a B-25 off a carrier. My right wing cleared the ship's "island" superstructure by four feet while the left wing hung two or three feet out over the water.

None of us had ever taken off from a carrier before, but we had been given the routine instruction. The waves were running about 20 feet high, although it was a beautiful clear morning, and the deck officer started me down as the ship went into the trough of a wave. We reached the end of the runway as the ship reached the crest, circled the carrier once for compass check, and started off.

We had worked and planned every part of this trip so long that, once we were started, it seemed almost routine. The engineer checked the rear gun and the navigator constantly checked the sun as we cruised along at 300 feet.

Dodged Waves.

Soon we saw a large surface ship and I went straight down to the water and stayed there all the rest of the way in. It was tiring, nerve-wearing flying, trying to dodge the crests of the big waves, and keeping a lookout for enemy ships.



Capt. Harold F. Watson

light ground haze for a better look.

More and more surface craft appeared, and people waved at us from sampans and smaller boats. We didn't wave back. With our tremendous load of bombs and gasoline, our speed was quite slow. We were an excellent target, and we were very much on edge.

Outside Tokyo we passed over an airfield where twin-engine bombers were lined up and pursuit planes were warming up on the runways. Bissell, our bombardier, wanted to drop an egg on them, but we had strict orders to stick to our specified targets.

Shortly afterward we saw a formation of five planes and thought we were in for it. But they turned out to be training planes.

About 20 miles east of Tokyo Bay the AA batteries started firing at us. The flak was very heavy but very inaccurate. They seemed, slow in getting the range. I dropped to 2,000 feet and deviated the course up and down, and to right and left.

When I could see our target, a tank factory, very clearly. The ground was very dark, and Parker, the co-pilot,

First Chance Is Given Veterans For C.S. Jobs

A letter from Charles H. Bland, chairman of the Civil Service Commission, dated April 21 last, which said that the appointment had approved on April 6 the categories in which permanent appointments may be made at the present time, was read last night at the convention of the Professional Institute of the Civil Service of Canada by W. N. Keenan, chairman of the new legislation committee.

List of Categories.

According to Mr. Bland, civil servants coming within the categories approved for permanency are:

- (1) Those who served in the war of 1914-1918 or the present war and who are entitled to the disability or overseas preference.
- (2) Males and females who have been employed since prior to the outbreak of the present war and who qualified for appointment prior to the war, irrespective of whether males are of military age or not.
- (3) Males who have qualified and have been employed since the war started, where special

skills are possessed or where the duties involved or circumstances are such as to warrant an exception being made, such appointments to be specifically authorized by the commission.

(4) Former permanent employees who were laid off owing to the abolition of positions, whose records were satisfactory and who are reached for permanent appointment.

(5) Persons with whom a contract regarding permanency is considered to have been made.

(6) Cases in which the commission considers that permanent appointment is necessary in the public interest.

(7) Postmasters in those cases where competitions were advertised prior to January 7th, subject to the decision of the commission as to the desirability of proceeding with the permanent appointment; also postmasters in those cases advertised since January 7th where the successful candidate is a returned soldier.

In all cases, the letter concludes, the name of the person concerned must be reached on the eligible list for permanent appointment.

Berlin Boasting About Propaganda

BERNE, April 27.—(A.P.)—Berlin spokesmen smiled at press conferences today and on behalf of Nazi Germany willingly accepted credit for the break in Russian-Polish relations, it was reported here tonight.

Rome joined Berlin in the celebration with a comment by the "Giornale d'Italia" that here was a case of conflict between the Allies "even before the end of the war."

Completed Cargo Vessel Launched At Canadian Yard

A CANADIAN SEAPORT, April 27.—(C.P.)—A record in Canadian shipbuilding was set today when the 10,000-ton cargo vessel Fort Carillon was launched fully equipped and with steam up.

As the vessel slid down the ways her whistle was blowing, guns were mounted on her deck and she was ready in every detail for the test run. This was the first time a fully-equipped vessel has been launched from a Canadian shipyard and may establish a British Empire record, shipbuilders said.

Was in B.C. Cabinet

VICTORIA, April 27.—(C.P.)—Alex Stewart, 78, finance minister in the short-lived Bower British Columbia government of 1916 and who as mayor of Victoria in the

First Great War had to read the riot act to quell civil disturbances following sinking of the Lusitania, died today.

Suicide Mission Leader Awarded Posthumous V.C.

LONDON, April 28.—(C.P. Cable)—The Victoria Cross has been awarded posthumously to Wing Cmdr. Hugh Gordon Malcolm, 25-year-old Scotsman, for daring exploits as commander of a British light bomber squadron in North Africa, it was announced today.

Malcolm lost his life when his whole squadron was shot down on a suicide mission without fighter escort during an attack on an airfield near Cheigui last Dec. 12 while supporting the British 1st Army.

Malcolm who had repeatedly led intrepid attacks on six airfields in Tunisia in the teeth of tremendous opposition, undertook to raid the airfield without fighter escort which could not be arranged in time.

He knew he was courting disaster. He reached the target unmolested but after a successful attack his squadron was intercepted by an overwhelming force of enemy fighters. Malcolm fought back, controlling his hard-pressed squadron and attempting to maintain formation. One by one his aircraft were shot down until only his remained, and in the end he too went down in flames.

The citation which recorded other outstanding achievements said his last exploit was "the finest example of the valor and unswerving devotion to duty which he constantly displayed."

Malcolm's home was in Sussex.

Spare dollars can be obtained from spare rooms when they are advertised in Citizen Classified Ads. An ad taker will write your ad if you call 2-2441 and tell her about your room.

Japanese Attacks In Burma Sector Are Beaten Back

NEW DELHI, April 27.—(C.P.)—Repulse of a Japanese attack on British forces south of Buthe-daung was reported today in a communique which said considerable casualties have been inflicted on the enemy.

Patrols were active on both sides in the Arakan area, but the "general situation was unchanged," the communique said.

In the same vicinity R.A.F. Hurricane fighters attacked targets in the battle area while Birmah bombers raided two Japanese-occupied villages on the coast.

Other fighters damaged factory buildings and river boats on the Irrawaddy near Thayemyo and medium bombers bombed runways on the airport at Schwebo in central Burma last night. The communique said also that a long-range bombing raid on the Tavoy airfield in central Burma last Sunday resulted in hits on repair installations and hangars.

All British planes returned.

Survivors of Sinking Reach Canada; 30 Lost

AN EAST COAST CANADIAN PORT, April 27.—(C.P.)—Thirty-six survivors of a merchant ship sunk off the Irish coast—including Canadians, Britons and Chinese—have been landed here.

Many of the men had suffered frozen feet while awaiting rescue. They reported more than 30 of their shipmates were lost in the sinking.

The men left here by train tonight for an unannounced destination. Names of the Canadians in the group were not available.

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W. K. Whiteford President Of British American Oil

TORONTO, April 27.—(C.P.)—W. K. Whiteford, director, was elected president of British American Oil Company, Limited, at a meeting of the re-elected board of directors following the annual meeting here today. He succeeds A. L. Ellsworth who was chosen chairman of board of directors.

Read Citizen Classified Ads and head the bargain news in them.

Tailored Suits, Jackets, etc. Sportswear you'll be looking for this spring—is now on display in our Sportswear Dept.

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90 inch white sheeting in a nice quality, free from filling and extra wide for larger beds. Yard **89c**

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TERRY TOWELS
White with colored borders. Good quality and will give the best of wear. 22 x 44. Each **59c**

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Marbleum quality in plain marbled effects. Green, rose, black, fawn and blue. Square yard **\$1.64**

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Gold Seal Congoelum bordered rugs, 4 1/2 x 9 ft. A grand variety of attractive patterns in blue, rose, fawn and mauve colors. Each **\$3.84**

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Fully bound felt rug cushions. Soft springy cushions that will lengthen the life of your carpet rug.
4'6" x 7'6", each **\$3.24** 6'9" x 9", each **\$4.94**

STAIR TREADS
Black stair treads, 9 inches x 18 inches. Limited quantity in ribbed style. Special, each **15c**

BAROLEUM FLOOR RUGS
Bordered style floor rugs. These rugs insure long wear and their fresh vivid colors help brighten up the home. Specialty priced.
6' x 9', each **\$4.28** 7'6" x 9', each **\$5.28**
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22 1/2 inches wide 27 inches wide 36 inches wide
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