

Junior Farmers and Junior Club News

The Achievement Day of the Baldwin's Road Junior Poultry Club was held on Sept. 11 at the farm of Peter McKenna...

Shirley Gormely; 4, Thomas Curran; 5, Thomas Kenny. Pullet Class: 1, John McKenna; 2, Gavin Kenny; 3, John Curran; 4, Mary Curran; 5, Merlin Gormely...

representing the Province at Toronto. Mr. C. S. Scranton congratulated the members on the fine showing they made and all the members taking part in the different features of the Achievement Day.

Vernon and Vernon River The Vernon and Vernon River Junior Poultry Club held their Achievement Day September 10, 1.30 in Vernon Hall. There was a very good attendance and the members did very well in their enominations and judging considering it is a first year club.

Battle Of Britain

Continued from page 4.

their share in the victory. Special mention must be made of the radio location (or radar) stations dotted along the English coast. The early warning which they gave of the approach of raiders made it possible for our fighter squadrons to take off in time to intercept the enemy.

Anti-aircraft Command and Balloon Command had their share too in defending the island's vital targets and in bringing about the defeat of the Luftwaffe. Nor should it be forgotten that the worker in the factory, the clerk in his office, the housewife in her kitchen, all the humble men and women who endured the storm of bomb and fire, they too "stood in the breach" and helped to keep the way open to man's vast fu-

The spectacular victories won by Fighter Command have tended to overshadow the fact that the other commands of the Royal Air Force were also engaged in the Battle. While Fighter Command was defending Britain, Bomber and Coastal Commands were carrying the battle to the enemy and by their assault on Nazi-held ports and harbours, on aircraft factories and other war industries helped to defeat Hitler's plan of invasion.

One final comment. It has been called the Battle of Britain. More accurately it was a Battle for Britain (and freedom) in which the people of that island were assisted by the other parts of the Commonwealth and Empire and by contingents from conquered lands of Europe. In the ranks of the Royal Air Force were to be found fighter pilots from Canada and South Africa, coastal crews from Australia, bomber crews from New Zealand, and men from many other branches of Britain's great family. From Czechoslovakia and Poland, from Norway and the Netherlands, from Belgium and France came more trained aircrew to don the blue of the R.A.F. and take their part in the Battle. They too were numbered among the few.

No. 1 (Fighter) Squadron, R.C.A.F. Canada was represented in the Battle of Britain by several hundred officers and airmen who served as aircrew and ground crew in Fighter, Bomber and Coastal Commands. The names of forty-seven are inscribed on the honour roll in the memorial chapel in Westminster Abbey. The great majority of these Canadians who fought in the Battle of Britain were young men who had crossed the Atlantic in pre-war days to enrol in the R.A.F. and served in units of that Force.

There were, however, two fighter squadrons which bore the name Canadian. One was No. 242 (Canadian) Squadron of the R. A. F., composed of Canadian fighter pilots in the R. A. F., the other was No. 1 (Fighter) Squadron of the R.C.A.F. (later designated No. 401) which had arrived in Britain on the eve of the Battle. Air Chief Marshal Sir Hugh C. T. Dowding, G.C.B., G.C.V.O., C.M.G., who was Air Officer Commanding-in-Chief of Fighter Command during the Battle of Britain, in his despatch paid tribute to the two Canadian squadrons. No. 242, he wrote, "became one of the foremost fighting squadrons in the Command... No. 1 (Canadian) Squadron also came into the line and acquitted itself with great distinction."

No complete figures are available for Canadian participation in the Battle, but taking the ratio of casualties as an indication it would appear that approximately three out of every hundred aircrew were from this Dominion. G/C E.A. "Ernie" McNab, a veteran of the Battle of Britain, was the first R.C.A.F. officer to shoot down an enemy aircraft and the first to be decorated in the Second World War, being awarded the D.F.C. G/C McNab was named to command the R.C.A.F.'s No. 1 Fighter Squadron for operational training and arrived in England in June, 1940. Before leading the Canadians into battle he flew with an R. A. F. squadron to obtain combat experience. On his first operational flight, August 15, 1940, "Ernie" McNab attacked two enemy bombers, shooting one of them down in flames. In November of that same year he was transferred to Headquarters with a record of four enemy planes destroyed, one probably destroyed and three damaged. He also shared in the destruction of another enemy aircraft. He was recalled to Canada after the fury of the Battle of Britain had subsided in the autumn of 1941 and was employed in training student pilots. He commanded a Service Flying School, but later was appointed Liaison Officer, (at Seattle, Washington) between the R. C. A. F. and the U. S. Coastal Command. In 1942 he was back overseas for another tour of duty commanding the R.C.A.F. station at Digby. He was born at Rosthern, Sask. His father was a former Lieutenant Governor of Saskatchewan. G/C McNab is presently serving as Director of Personnel Administration at Air Force Headquarters, in Ottawa.

Battle Of Britain Recalled



Commemorating the historic Battle of Britain and honouring those who took part in the "last-ditch stand" to save Britain from invasion by the Nazis in the summer of 1940, the RCAF will hold its annual Battle of Britain Sunday this week-end (16 September). The day will be marked by church parades and special services at RCAF units across Canada. The above composite photo will recall the exploits of the "famous few" fighter pilots who, with maintenance men and ground defenders, turned back the Luftwaffe's bid to gain air supremacy over Britain. (1) A ground crew waves bon voyage to a flight of Spitfires en route to intercept the enemy. (2) Mute testimony to the effectiveness of Allied aircraft is this "dead" German fighter. (3) Shrouded in black smoke during a heavy German bombardment, the dome of St. Paul's Cathedral in London stands as a symbol of Allied faith that democracy would triumph over Nazism. (4) Members of No. 1 Canadian Fighter Squadron prepare for a sortie against enemy installations on the coast of France. (5) Group Captain E. A. "Ernie" McNab, now a staff officer at Air Force Headquarters, who led No. 1 Canadian Fighter Squadron into battle and compiled a record of 4 enemy planes destroyed, 1 probable and 3 damaged. (6) Not to be overlooked are the air raid wardens whose contribution formed no small part of the over-all defence picture. (7) The Allies' first-line fighter in the Battle of Britain—the Spitfire. (8) Early warning of an impending air attack, sent out by the radar units along the English coast enabled pilots to get into the air in plenty of time to intercept the enemy. Such a warning resulted in a "scramble" as pilots sped to the aircraft. (9) The unsung heroes of the Air Force, the ground crew whose expert craftsmanship kept 'em flying. (10) As in the case of this crashed German aircraft, the Luftwaffe's efforts came to nought and David, once again, triumphed over Goliath. (National Defence Photos)

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Men's Work Pants No. 450, reg. 5.25, pair \$4.25
Men's Work Pants No. 300, reg 5.25, pair \$4.25
Men's Ray, Gab. Pants No. 5001, reg 8.50, pair \$7.25
Men's Wool Pants No. 970, reg. 7.25, pair \$6.25
Boys' Pleated Pants No. 3015, reg 5.50, pair, \$4.50
Men's Dress Shirts, reg 4.25, each \$3.50
Men's Dress Hose No. 120, reg. 1.25, pair 95c
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SOUTH MELVILLE W. I.

Mrs. Emmett Gorman was hostess for the South Melville Women's Institute. The meeting opened with "O Canada" and repeating the "Creed" in unison, followed by roll call. Minutes of previous meeting were read and approved and correspondence read and discussed. The secretary thanked the members for remembering her in her sad bereavement, and a letter from the Kelly's Cross Women's Institute was read inviting the members to visit them at their September meeting. It was decided that a pantry

DANGEROUS GAS

Firedamp, the most common mine gas, is colorless, odorless and tasteless but causes suffocation owing to absence of oxygen. sale be held in the very near future. It was moved and seconded that a gas lantern be purchased for school. Committees appointed were: Lunch: Everybody to take sandwiches or cake; sick; re-appointed. Collection of meeting 60 cents. Meeting adjourned with "The King", after which a delicious lunch was served by hostess, assisted by committee in charge.

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