

DANGEROUS ROMANCE...IN THE SHADOWS OF PARIS!

Startling, timely picture of France in revolt... of a stranded Yankee flyer and a famed Parisian beauty! Shows 2.30 7 and 9

CENTRAL GUARDIAN

This column is reserved for news of local interest, but advertising of a new nature may be inserted at five cents a word, strictly payable in advance.

CRASWELL for Photographs. CONFEDERATION LIFE INSURANCE

TAXPAYERS are reminded that the second instalment of Civil Taxes is due June 30th. 6-24-61

ENCOURAGE the work of the Bible Society in every way possible for the Bible makes for National Solidarity. 6-26-21.

DO NOT DELAY only a few days remain in which to pay your second instalment of Civil Taxes and avoid the interest charge on overdue payments. 6-24-61.

PLAN TO ATTEND annual meeting of Bible Society Presbyterian Church, Hunter River, Monday evening, June 28th, seven o'clock. 6-26-21.

JUNE 30th is the due date for your second instalment of Civil Taxes. 6-24-61.

DEMOCRACY cannot go on without the support of the people. Show your interest in the work of the Bible Society by attending annual meeting at Hunter River, Monday night, June 28th, seven o'clock. 6-26-21.

CENTRAL ROYALTY W. I. The regular monthly meeting of the Central Royalty Women's Institute was held at the home of Mrs. Preston Beck on Thursday night, June 3rd. The meeting was opened with the institute Ode. A twelve members answers the Roll Call and one visitor was present. The minutes of the last meeting were read and approved and the reports of the different committees were presented. 6-26-21.

Lighter haze shrouds the horizon and out of it four Spitfires drive at us and circle like angry bees. They come so close that we hear the noise of their engines and the sound of the propellers. For a long time they circle us and then go away and others take their place.

Steinbeck Finds Plane's Name Vital Concern of Bomber Crew

Troops Hear Skirl of Bagpipes and Realize That They've Really Arrived at the War. Terrible Experience of Men of the "Mary Ruth"

By JOHN STEINBECK. By Telephone to the Herald Tribune and Charlottetown Guardian. Copyright, 1943

"SOMEWHERE IN ENGLAND"

We are coming close to land. The birds picked up this morning and then started away to report us. There has been no trouble at all, and, if on the bridge the enemy has been reported, we do not know it. The word sits down from the bridge that a garage on our approach are narrow, the danger is greater. The ship swerves and turns constantly. These waters are the most dangerous of all.

The men are reading a little booklet that has been distributed, telling them how to get along with the English. The book explains in simple language. It suggests that in England a closet is not a place in which to have clothing, that the word bloody means ever seen and each man says it looks like some place he knows. One says it looks like California in the springtime of a wet year. Another recognizes Vermont, and the men crowd to the portholes and the rails.

British Is Sighted

In the afternoon land shows through the haze and as we get closer the haze and the sea get together, and the land is seen. The men gaze at it in wonder. It is the first foreign place most of them have ever seen and each man says it looks like some place he knows. One says it looks like California in the springtime of a wet year. Another recognizes Vermont, and the men crowd to the portholes and the rails.

The troopship moves into a harbor and drops her anchor. She is surrounded by the lights of the city and by naval units. The men wait in the portholes, and the night comes on. The men wait in the portholes, and the night comes on. The men wait in the portholes, and the night comes on.

Camouflage Doesn't Work

No attempt is made to camouflage the buildings or the planes; it doesn't work and it's just a lot of work. The air protection and dispersal do work. Barbed wire is strung along the road, coils of it, and in front of the administrative buildings is a sentry box. The bus pulls to a stop near the gate and the men jump down, adjusting their gas masks at their sides. No one is permitted to get out of the bus until the right air protection and dispersal do work.

Lighters Take Them Off

In the morning the lighters come in and hug the sides of the troopship. The big iron doors open and the troops move out and take their places on the all sides of the little boats. The portholes high above are filled with heads looking down. Men for a later debarking. The little boats are piled up in the bay among the tugs and the destroyers and the anchored freighters. The soldiers are self-conscious in a new place. They regard the men and skeptically as one must when he is not sure of himself. The little boat puffs up to the dock, which has mysteriously be-

winter coats and raincoats. Next to it is the rack of rifles and sub-machine guns of the crew. Each bunk is carefully made, and to the foot of each are hung a helmet and a gas mask. On the walls are pin-up girls. But the same girls near each bunk—big-breasted blondes in languorous attitudes, child faces, parted shiny lips and sleepy eyes, which doubtless mean passion, but always the same girls.

Replaced Missing Crew

The crew of the Mary Ruth have their bunks on the right-hand side of the room. They have had these bunks only a few weeks. A Fortress was shot down and the bunks were emptied. It is strange to sleep in the bed of a man who was at breakfast with you and now is dead or a prisoner hundreds of miles away. It is strange and necessary. His clothes are in the locker to be locked up and put away. His helmet is to be taken off the foot of the bunk and yours put there. You leave his pin-up girls where they are. Why change them? Yours would be the same girls.

This crew did not name or come over in the Mary Ruth. On the nose of the ship her name is written, and under it Memories of Mobile. But this crew does not know who Mary Ruth was, nor what memories are celebrated. She was named when they got her, and they would not think of changing her name. In some way it would be changed.

A rumor has swept through the airfields that some powerful group in America has protested about the names of the ships and that an attempt would be made to remove these names and substituting the names of towns and rivers. It is to be hoped that this is not true. Some of the best writing of the war has been on the noses of bombers. The names are highly personal things. The ships grow to be people. Change the name of Bomb Boogie to St. Louis, or Mary Ruth of Mobile Memories to Wichita, or the Volga Virgin to Davenport, and you will have injured the ship. Sometimes the crew will wait a long time before naming a ship. The name must be perfect and must be approved by every member of the crew. The name will be changed. There is enough dullness in the war as it is.

Bomb Boogie's Hard Luck

Mary Ruth's crew sit on their bunks and discuss the hard luck of Bomb Boogie. Bomb Boogie is a bomber. Every mission is an abortion. They bring her in and go over her and test her and take her on test runs. She never gets to her target. It is something no one can understand. Four days ago she started out and never got as far as the coast of England before one of her engines conked out and she had to return. One of the waist gunners strolls out but he is back in a minute. "We're alerted tomorrow," he says. "I hope it isn't Kiel. There was a hell of a lot of red flak at Kiel."

The guy with the red beard is there, says Brown, the tall gunner. "He looked right at me. I drew down on him and my gun jammed." "Let's go eat," the turret gunner says.

Crew of the Mary Ruth

This is the crew of the Mary Ruth. The skipper is Captain Kenneth L. Brown, of Hodgenville, Ky., and he is referred to by the crew as "a helluva piece of man." The co-pilot is Lieutenant James Quinn, of Fort Smith, Ark. Quinn played baseball at Arkansas A and M, and did so well as a pitcher that he was signed by Cleveland when the war broke out. He had the highest rating in his cadet class. The navigator is Lieutenant Vincent J. Biley, of Ottumwa, Iowa, where, before the war, he worked on the local paper. James P. Feerick, of Washington Heights, New York City, is the

bombardier. These are the officers and they live in the officers' quarters at the bomber station. The enlisted men live in the barracks and each of these men has two jobs. James O. Akers, from Minnesota, is the engineer and also operates the guns in the turret. Richard Maculley, the radio operator, comes from Chester, Pa. He worked in the ship yards for a while after he got out of high school. He is only nine years old, but maybe his gunner man and a veteran now. He can take whole messages in his head.

Operates a Waist Gun

Raymond Litzo, of Denver, Col., is armor-gunner. He operates a waist gun in action and overseas all the other guns, too. William Allen, of Athens, Ga., is the other waist gunner, and he is also assistant to the engineer. Litzo and Allen have bought bicycles and they probably know more about the countryside near their station than any other Americans. Litzo is an athlete. He played football in high school and is a golfer. The tall gunner is William R. Brown of Eldorado, Ill. He has four brothers in the Army. His is the loneliest job on the Mary Ruth—way back in the tail with no one near him. On the under side of the Mary Ruth there is a ball turret where Henry Maurice Crain of New York and formerly of Texas, lies on his back, sighting the guns between his knees.

From this position he protects the whole under side of the ship. It is a cramped position, but a very necessary one. Three days ago Crain shot down his first plane. "I was wrong with him," Crain said. "He bobbed up at me and I could see his guns, but there were no flashes. Maybe his guns jammed or maybe he was out of ammunition. I poured it on him and followed him when he slipped away. I could see the tracer go into him and the fire start, but then the bombardier called that there was another one coming in at 11 o'clock, so I swung my turret forward again. The tall gunner reported Crain's kill. He saw the 109 hit the water. Nobody knows why Crain is in the ship. He is forty-one years old and the skipper is only twenty-four. He tested physically as well as the rest and he wanted to be with this crew and they let him.

Profound Relationship

This is the crew. A bunch of men. But the relationship of the crew is a subtle and profound thing. A crew must be overboard and then she starts on an operational flight, and her engines go bad or her landing gear gives trouble. Something always happens to her target. She never gets to her target. It is something no one can understand. Four days ago she started out and never got as far as the coast of England before one of her engines conked out and she had to return. One of the waist gunners strolls out but he is back in a minute. "We're alerted tomorrow," he says. "I hope it isn't Kiel. There was a hell of a lot of red flak at Kiel."

Fly With First Light

This is the crew that has been alerted. They will be briefed before dawn. They will fly with the first light and before noon they will be over some German city. It seems impossible that anything in the world they want to get it over and to go home. But even without the toughness of the writer's War Bird, they lay their bombs on the target and they fight off the Messerschmitts. This crew is veteran now. It does not take many missions to make a veteran.

painter to put them on a calendar—hundreds of birds run about in the grass and sometimes a rabbit nips through the coils of barbed wire that edge the fields. Litzo and Allen go out to the washroom to launder some socks. Maculley is sewing a button on his shirt. They will go into the little village tonight and have a glass of beer. They do not drink beer. Altitude does horrible things to a hangover. Head and joints seem to be torn apart. But there is no hangover in English beer nor anything else. It is just a thing to do in the villages while talking to girls. The night is beginning to fall. The morning squadrons of the R. A. F. go overhead, bound for Germany and the night's bombing. There must be little sleep in Germany these days.

255,000 Women In War Work

SAINT JOHN, N.B., June 25 (CP)—The number of women engaged directly or indirectly in Canadian war work has risen from 120,000 last June to 255,000 this month, said Miss Rene Morin, of the National Selective Service, Ottawa, in addressing the Maritime conference on industrial relations today. War plants have found that adoption of a 48-hour week and shift system brings better results from women employees, she stated. T. G. MacNaught, Superintendent of the New Brunswick Division, Canadian Pacific Railway, said that railways were employing women for the duration only. Another speaker was P. C. Armstrong, special representative of the C. P. R., Montreal. "Full employment and national prosperity must depend on greater confidence and closer contact between the employer and the employed," he said. This would have to be accompanied "by a complete realization that the consumer is a very necessary third party to the bargain."

He warned against the danger of large groups concluding that setting of the ratio between prices and wages is a suitable field for continued activity by government officials. This would result in a totalitarian system. One valuable lesson learned from the war was that "all the talk of the world over-production of food is nonsense, and that the great problem ahead of us is how to produce even more food than we produced in peacetime." E. G. Hillbrand, Montreal, assistant vice-president of the Bell Telephone Company of Canada, said the managements of many firms had a tendency to regard unrest among their employees as inevitable. Basic factors affecting employee's attitudes should be considered and a policy formed to minimize unrest. Among previous speakers at the conference today was R. P. Bell, Montreal, president of the Canadian Chamber of Commerce.

Lady Pender, wife of Lord Pender, governor and managing director of Cable and Wireless (Holding) Limited, died at Bois Mill, Chesham.

Special DANCE Holy Name Hall TUESDAY, June 29 9 to 1 In Aid of K of C. Recreation Centre Al. Blanchard's Orchestra. Admission—35 Cents.

THE DEAD ARISE—TO STALK THE LIVING! A CRAZED MIND LUSTING FOR THE TERRIBLE POWER OF LIFE! THE MAD DOCTOR OF MARKET STREET with LIONEL ATWILL UNA MERKEL Nat PENDLETON CLAIRE DODD RICHARD DAVIES Also NEWS — Trading Blows — AT THE BIRD FARM — BRONO MR. STRAUSS CAPITOL — NOW PLAYING SHOWS 2.30 — 7 — 8.45

Personals

Mrs. James Campbell, 99 Pownall Street, was received word that her son, Flight Engineer Terrence E. Campbell, has been made a Sergeant. His many friends are glad to hear the good news.

Crawford-Dorn-Wayne

Excels in Exciting "Reunion in France" As a spoiled, pampered and petted Parisienne society beauty who encounters the brutal realities of the Nazi invasion of France, Joan Crawford delivers one of her best performances in M-G-M's "Reunion in France," seen today at the Prince Edward Theatre. With Miss Crawford teamed with Phillip Dorn and John Wayne, the story presents a romantic love story told against a background of intrigue, suspense and ever-present peril.

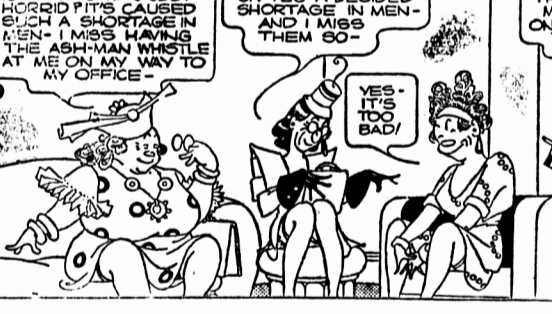
Endeavors to Aid

The star is first seen as a haughty, carefree girl who laughs away the forebodings of her sweethearts. Later she is torn between love and loathing as she finds her fiancé openly cooperating with the hated invaders. She is forced, however, to turn to him when she endeavors to aid a young American, an escaped prisoner of war, to return to England. Thrills and spectacle are present in the scenes of the flood of refugees leaving Paris, in the ornate restaurants of pre-occupation days, and in the bitter hatred of the Frenchman for the Germans who through France's beloved Paris while they systematically loot it. The direction is by young Jules Dassin. The picture was produced by Joe Mankiewicz.

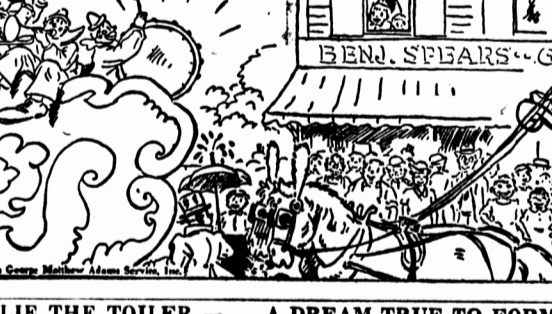


CANADIAN ARMY'S CHIEF ENGINEER Brigadier J. L. Melville, M.C., B.D., an engineer of note in civilian life and in two wars has been appointed chief engineer of the Canadian Army Overseas. Brigadier Melville is 54 years of age. For the last year of World War I he was Field Engineer in charge of all bridge construction at Canadian Corps headquarters. He was awarded the military Cross for his services and was in charge of bridging operations at Canal Du Nord. (Canadian Army Photo)

BRINGING UP FATHER



TIPPY AND "CAP" STUBBS



TILLIE THE TOILER — A DREAM TRUE TO FORM!



BY GOLLY—THEY ARE RIGHT—THERE IS SHORTAGE IN MEN



GRANMA, TH' PARADE'S OVER—ARE YOU READY TO GO TO TH' CIRCUS—?



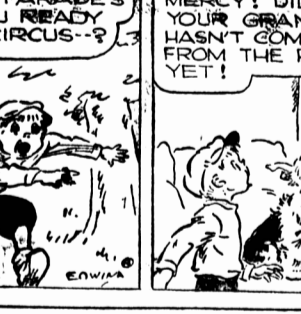
MERCY! DIDN'T YOU SEE YOUR GRANDMOTHER? SHE HASN'T COME BACK FROM THE PARADE YET!



By George McManus



By Edwina



By WEBSTER



Knox Says Invasion Plans Progressing WASHINGTON, June 26.—(AP)—Secretary Frank Knox said today that preparations for an Allied invasion of Europe "are going forward." He spoke in comment on a statement that victory over Germany cannot begin without a second front. Questioned about the Russian situation, Knox said at a press conference that it was impossible at this time to talk in specific terms but there had been no cessation of preparations for the complex operation of an amphibious attack on the European continent. His statement was made with the qualification and left no doubt that in the opinion of the Secretary such a front will be opened when preparations are completed and the time is right. Knox shied away from calling it a "second front." He like many other high officials contends that there are already many fronts in the war. But he said that so far as further operations against Germany are concerned, "preparations for our attack on Europe are going forward right along." He said there was nothing of special significance at the moment.

Clever Criminal In Shock Movie

Suspense and adventure in the South Seas are entertainingly served up in Universal's shuddery action drama, "The Mad Doctor of Market Street," which opened today at the Capitol Theatre. Against a lush, tropical background, the fiendish intrigues of a madman scientist, obsessed with a Frankenstein notion, are unfolded in the absorbing main portion of the story. Lionel Atwill, Una Merkel, Nat Penitoni, Claire Dodd, Richard Davies, Anne Nagel, and Hardy Albright are featured. Miss Merkel and Pendleton provide excellent comedy.

Al Martin wrote the original screen play for "The Mad Doctor of Market Street." Production credits go to Director Joseph Lewis, Camera man Jerome Ash and Associate Producer Paul Malvern for a thoroughly exciting film. Fil.—L. A. G. Pickering, 37, ace test pilot at an aircraft firm, was killed at Inghoe Hill, Buckinghamshire, when a Bren gun carrier was overturned.

HEI! SARGE WHERE'S YOUR MINARD'S? SOLDIERS SUB OUT TIRED ACHES with MINARD'S LINIMENT 35