

The SUMMERSIDE GUARDIAN

AND PRINCE COUNTY CHRONICLE

THE WESTERN GUARDIAN

AGENT—Mrs. John Ford, 44 Water Street East—Phone 288
SUMMERSIDE and PRINCE COUNTY

News, Subscriptions, Advertising should be left with Mrs. Ford

The Guardian may be bought daily at any of the following stores in Summerside:

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This column is reserved for news of local interest but advertising of a new nature may be inserted at 2 cents a word strictly payable in advance.

—2 AND 4 FT. BARE WIRE, no change in price at Brace's. L-43-6-3-21.

—SEDAN for sale, new tires. Apply Taylor Drug Co. Kensington. L-881-5-28-11.

—CASTINGS for truck bodies in stock at Brace's. L-861-6-3-21.

—HAVE your films developed with Fresh Developer at Taylor Drug Co., Kensington.

—GOODRICH Safety Silvertron tires distributed at Brace's. L-861-6-3-21.

—A SPECIAL meeting of Bedeque District L.O.L., will be held in Bethel Lodge, Tuesday, June 4th at 8:30 p.m. A full representation requested by order of W. D. M. J. E. Connell, D.L.S. L-866-1-1-21.

—FRESH CEMENT, Snowflake Lime, Hardwall Plaster, Plaster Paris in stock at Brace's. L-490-6-3-21.

Homeric Story Recorded Of Evacuated Troops By Canadian Correspondent

(Continued from page 1)

who looked as if he had been sleeping in a ditch.

THE BRITISH SPIRIT

I said to him: "By God, that is effete, isn't it?" He said: "I am here to try and get aboard on the return trip of those barges. I lost my ship on the other side and was brought back here on a destroyer."

"You Navy?" I asked.

"No," said he, "I took over my own bit of craft from the Thames, a 40-footer, she was, but I was sunk by a bomb. However, that is not the point. I have dived these barges for 50 years. Now I seek a chance to make my amends."

My bedraggled friend was a London business man, yacht owner and sportsman. Though I did not see him go, I believe in my heart that when those barges unloaded their glorious cargo and were tugged out of the harbor, back that 40 flaming miles to Dunkirk, that unshaven, blue-clothed gentleman and sportsman was sitting in the cuddy of a barge, across a dirty table from his old friend and enemy and fellow-riverman, some cursing barge skipper.

How can we tell the story of this epic, this improbable, this incomparable ferrying of an army from the very core of hell? Not by such incidents as these. Incidents are no good: they are like mixing up all the jigsaw puzzles there are and then, from the vast heap, trying to make one picture, so blazing with significance is the story of the rescue of the British army, already more than 75 per cent home along with thousands of their splendid French rearguard.

A TELLING ANSWER

First if was German air force is so invincible, how are these men here at all? Is it conceivable the Germans are letting the British army escape when they are massed on the shores and ferried in solid masses aboard ships, barges and destroyers? One bomb could slaughter more British soldiers aboard these barges than could be laid out in a long day's infantry attack. And if their tanks are so powerful, how then have these men backed up across miles of strange and unknown country to Dunkirk, chased as they were not merely by tank columns, but by literal hordes of massed German infantry?

This evacuation of the British army is the answer to three or four of the major questions in the world's mind at this hour.

Let us never forget the action of that French rearguard. Perhaps because they felt the French army had allowed the break-through this French division apparently volunteered to fight the uttermost rearguard action. Though many British fought all the way, with the Germans pressing, there is scarcely one but tells with pride of the way the French rearguard detachments came and thrust themselves in between the Germans and their retreat.

So on the quay here, when two small fishing tugs, each packed as solid as pills in a bottle with French troops drew alongside, there was passing at the moment one of those rag-tag detachments of British of all units just staggering off a big destroyer that had come in. As these weary and dazed Brits, in the emotional grip of feeling their own sod under their feet, caught sight down there of the French standing looking up at them, there suddenly burst out on that quay a great, hoarse cheer.

EACH FOR ALL

... British swayed to a stop, and there, with arms uplifted, they cheered and shouted down to the little ships, and the men in their wide khaki coats and funny little steel helmets stood and took the cheers with a pride indescribable on their white, uplifted faces and when the British lads had ended and started on, from those two fishing tugs low beneath the quayside rose one great shout.

In this ever-flowing river of miracle, this incident is just one piece of that jigsaw, and you must guess at the whole picture, for it contains such material as this, that in the hour of what should have been disaster these men of two nations, remnants of armies can pause, whatever their agonized exhaustion, and shout their affection to one another in the dawn.

That is not the effect "blitzkrieg" has formerly wrought, my friends, from this nettle has indeed been plucked a rose; from this miracle of rescued armies comes the first manifestation of that mystic force which through nine centuries has risen to our call. So think of this over Sunday, of this still endless procession amidst the aisles of guarding men and fighting ships. And I go back now to watch for the end. Because the last man off will be worth the seeing.

NORTH FRANCE

(Continued from page 1)

completely darkened airport, the plane already was ready. After a quick hand-to-hand around, the five of us took our places.

A thin line of red lights flickered on the field to mark our runway. The first pilot—I was listed as a supernumerary second pilot—gave the huge plane the gun and we lifted gracefully into the air, closely circling the field and then headed toward the battle zone.

Some 10 minutes before the front was reached, it was outlined by flashes of artillery fire.

Because of the clouds we were flying low over French-held territory but as we neared the battle zone the plane rose to escape the fire of anti-aircraft guns.

The heaviest anti-aircraft fire was concentrated by the Germans around St. Quentin and Peronne.

It takes a direct hit in a vital spot to disable one of these giant planes. Even a hit on the wings makes only a hole a foot square.

The plane bolts slightly—and then darts on its way.

From the air at night the battle line running from Montmedy, where it leaves the Maginot line, through Stenay, Attigny, Bethel, Neufchateau, Anly, La Fere, Chauny, Ham and Amiens to Abbeville on the English Channel, shows as a scarcely-defined line.

If it were not for the Aisne and the Somme Rivers, which the line follows, it would be difficult to recognize.

Apparently heavy fighting was going on in the Amiens-Albert region here the French seem to have driven a salient.

Our plane was scouting to learn the effects of the bombing of the other planes.

Fire Blazes

The squadron already had bombed the Cambrai airport when we arrived over it. The southeast

BRITISH MOBILIZATION REICH

(Continued from page 1)

R. A. F. Medium bombs were used in support of the troops in Flanders. Roads, bridges and convoys were attacked, as well as ammunition dumps and troops.

Night Action

Then in the night action heavy bombers continued their work. At Rheine a motor transport column was bombed. A bridge in the same town was damaged. Marshalling yards at Hamm and Osnabruck were hit.

Three American-built Hudson bombers destroyed five Junkers in an encounter with 40 German planes about to attack transports off Dunkerque Saturday.

The German formation was in three parts, with the Junkers 87 and 88 ready to dive on the transports and string of Henkel 111s above them with a Messerschmitt fighter guard high overhead.

In 13 minutes' action, it was stated, three Junkers 87 dive bombers were shot down, two dived out of control and the rest of the formation was driven off.

The Hudsons escaped virtually unscathed.

So the other Hudson aircraft of the coastal patrol command raided Bergen, Norway. Oil tanks were set on fire, the wireless station was attacked and supply vessels in the harbor were bombed.

MEMORIAL AT

(Continued from page 1)

Ridge, later to be hailed by artists and military experts throughout the world as the noblest memorial in all Europe.

A dream was always inspiration. After the memorial's completion in 1930, he told friends:

"I saw a great battlefield. I saw our men going up in thousands and being mowed down by the sickles of death—regiment after regiment, division after division. Suffering beyond endurance, I turned my eyes and found myself looking down on a scene of poplars. Suddenly through this avenue of poplars marching to the aid of our armies.

"They were the dead. They rose in masses and they were silent. They entered the fight to save the living. So vivid was this impression that when I awoke I stayed with me for months. I saw the poplars in this monument to Canada's fallen who we owed them and will forever owe them.

That time Allard had no illusion as to what might happen to his work if the Germans again overran Flanders. He was quoted as saying: "One way or another, the people would be wiped out in great numbers and the poplars would live only as people live with them."

SWISS SHOOT

(Continued from page 1)

A German officer and three members of the crew drew revolvers while the fifth member tried to set the plane on fire. When the Swiss started to shoot the officer and his companions surrendered, and the plane was seized.

Operate Against France

Since Saturday morning German planes have been operating from bases in Baden and the Black Forest against the Rhone valley objectives.

It was reported from Berlin and in diplomatic quarters in Bern that Italy plans to enter the war in the event that Allied aviation becomes crippled and is no longer a threat to industries of the Po Valley.

The sudden concentration of German bombing raids on Rhone valley airports and plane factories is believed to be an attempt at such a crippling.

Of the two German bombers shot down Saturday by Swiss air patrols, one fell in the Ligurian region of the Jurass and the other in French territory just over the Swiss border.

The four crew members were burned to death when the first German bomber came down in flames Saturday near Lignieres, in Neuchateau Canton.

FREIGHT CARS DERAILED

MONCTON, N. B., June 2.—(CP)—Nineteen cars of an east-bound Canadian National Railway freight train left the rails this morning on the national transcontinental line between Moncton and Alward, 30 miles from Moncton. No one was injured.

Alexy crews and plane factories is believed to be an attempt at such a crippling.

As fast as a plane landed it was taken in hand by expert crews who worked in dispatches to refuel it and reload it with bombs for the next flight.

The French are working at top efficiency in an effort to make up for their numerical inferiority to the Germans.

Homer - Brennan Wedding

(Continued from page 1)

ply were still out, including the little British garrison holding the Calais Citadel, are being supplied by planes which parachuted food, ammunition, and medical supplies.

While the no quarter contest for Dunkerque raged on in what the French call a "reciprocal strategical pause" in the war the fighting eased along the Somme and Aisne Rivers and the eastern front.

The later action was confined to "artillery and some automatic arms fire in the region of Retel," said the high command.

The Telefrance Agency declared the German air raids this weekend on Marseille and other parts of Southeastern France, in which the Germans lost an estimated 10 planes, were intended to show Italy she can count on German support in any action against France.

Reynaud Visits Front

Premier Paul Reynaud visited the front today with the Vice-Premier, Marshal Henri Petain, Raoul Dautry, Minister of Armaments, and on his return to Paris when he was greeted by the morale of the army was never better.

A communique, issued by Reynaud's office, said the ministers "reconstituted the command for the emergency speed with which a defence organization, remarkably adapted to the present phase of the war, has been achieved."

Allied shelling, machine gun and rifle fire and the strafing of low-flying planes were blended in a defensive totem-pole to meet the Nazi drive at Dunkerque although the city was under German fire from field guns almost ringing the town.

The German guns were said to be pouring out a ceaseless bombardment in an attempt to cover the infantry movements and blast the heroic-held points of debarkation from Flanders fields.

Meriless Combat

(Continued from page 3)

Meriless combat developed as the Nazi soldiers, no longer shielded by tanks, plunged in to the flood from open coastal canals.

Wave after wave of German troops tried to cross the water showed great gaps as the individual attacks ended. The survivors stumbled back to the high ground and the dead and wounded disappeared in the few feet of murky marsh.

Bursting shells churned the water into a muddy, bloody froth. That is the picture of the siege of Dunkerque as it appears from reports reaching this city.

That is the picture of the next move—against France—on the front from Paris, or against England, across the Channel. At Dunkerque the English coast is about 40 miles away but it is only 22 miles across the sea.

The sea, let in around Dunkerque to form a great protecting moat, almost encircled the city.

Beaches extending for several miles on either side of Dunkerque were helpful in the embarkation of Allied troops, permit of spreading out of the retiring forces.

part in the 1914 Allied warships took from large steamships to little more than launches came and went under intense fire and bombing, ferrying troops across the channel to England.

Heroic Stand at Calais

Twenty-five miles down the coast from Dunkerque at Calais, a little and making a stand in the thick walled 17th century citadel was the port.

Outnumbered and provisioned by parachutes, the garrison signalled Saturday night it was still holding out. British troops had taken refuge in the citadel after being forced in heavy fighting the latest German attacks on the Somme front, during Saturday night, were reported to have been repulsed.

These included attacks on Corbie and Peronne in inflated rubber boats.

May Hold Dunkerque

Although the Allies have hung to Dunkerque so far mainly to keep the way open for the rest of the French rearguard, withdrawal from the inner plain, there has been no suggestion that they might try to hold the port, indefinitely as a spearpoint in the channel flank of the Germans.

It was felt here that German mechanized equipment would have to undergo considerable overhauling and replacement before the next real offensive can take shape.

Authorized sources declared 149 German planes were shot down over Dunkerque Friday and Saturday night.

German air raids were renewed in southeastern France, where casualties from Saturday's bombs were 36 dead and 100 injured. Thirty were killed at Marseille.

Shrill alarms were sounded in the southeast early today in the Rhone valley and anti-aircraft guns barked at the invaders. An official report said five German bombers were shot down Saturday.

(The British Broadcasting Corporation reported 40 more casualties in a bombing of Lyon today.)

Several industrial towns and even the health resort of Aix-les-Bains were reported attacked Saturday.

By Westover

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Alberton

Mrs. H. W. Matthews, was a recent visitor to Summerside, the guest of her parents, Mr. and Mrs. Jarvis Tanton.

Mrs. Vernon England was a recent visitor to Summerside.

Private Ralph Murphy of the Military Police, Dunsmuir, N. S. is home on furlough, the guest of his mother, Mrs. Stephen Murphy.

Mr. and Mrs. V.L. Curry, were recent visitors to Summerside.

Mr. Harvey Hutt was a recent visitor to Summerside.

Mr. Henry Gard was a recent visitor to Summerside.

Rev. M. K. and Mrs. Charman were recent visitors to Summerside.

Mr. Thomas Gass, was a recent visitor to Summerside, the guest of his brother-in-law, Mr. Elbert Hill.

Mr. Jack Clark was a recent visitor to Summerside.

Dr. and Mrs. R.H. Kennedy were recent visitors to Summerside.

Mrs. (Rev.) W. J. Phillips, Milton, was a recent visitor to Alberton the guest of her mother, Mrs. L. B. Champion.

Mr. and Mrs. Kenneth Matthews Alberton South, were recent visitors to Summerside.

Mr. and Mrs. Herbert Hodson were recent visitors to Summerside.

Mr. Frank O'Connor, student at St. Dunstan's University, has returned home for the summer vacation.

Mr. and Mrs. Howard Clark were recent visitors to Summerside.

Master Stewart Curry, was a recent visitor to Summerside.

The Alberton Boy Scouts softball team met their second straight defeat Thursday evening when the Elmsdale Boy Scout team sent them down to a crushing defeat by the large score of 31-4. The Elmsdale team played flawless ball in the field and at bat. The Alberton boys on the other hand had many costly errors chalked up against them in the field and were weak at the willow. Lineups: Elmsdale: catcher, R. Forsythe, pitcher, F. Whelan, 1st base, B. Currie, 2nd base, L. Horne, 3rd base, C. Horne, shortstop, G. O'Brien, fielders, F. Hardy, D. Patterson, H. Burke, Alberton: Catcher, J. Rochford, pitcher, F. McQuaid, 1st base, J. Matthews, 2nd base, Keith Wells, 3rd base, Lawrence Callahan, shortstop, D. Curry, fielders, R. Jeffrey, M. Lewis, C. Wallace, A.

LOOKING AHEAD

LONDON.—(CP)—Two months after their war ends, British merchant navy officers will meet in London to discuss post-war rehabilitation of British shipping. The Officers' (Merchant Navy) Federation has announced.

At the weekly auction party of the Borden Women's Institute, which took place in the town hall on Thursday evening five tables played. First ladies prize was won by Mrs. C. Sharpe, second prize by Mrs. G. Stewart, first men's prize, Mr. Neil Darrach, second Mr. Ed. Lynde. Consolation prizes went to Mrs. J. Herring and Mr. Prosper Bernard. Playing was then resumed for the freeze-out which was won by Mr. Prosper Bernard.

PENALTIES FOR C.O.'S

LIVERPOOL.—(CP)—Conscientious objectors should be deprived of increases in pay and promotions by their firms for the duration of the war, a Liverpool alderman has suggested.

The Eastern Guardian

This column is reserved for news of local interest but advertising of a new nature may be inserted at 2 cents a word strictly payable in advance.

SUBSCRIPTIONS to the Charlottetown Guardian may be handed to their Rept. Archie Hume.



for HEADACHE and other pains
I always carry PARADOL in my handbag

PARADOL

WE GO TO MAKE GLENNY QUIT
MOONING OVER ME HE ISN'T GIVING EVEN A THOUGHT TO HIS WORK



I'LL TALK TO HIM NOW



SAY, LISTEN HERE



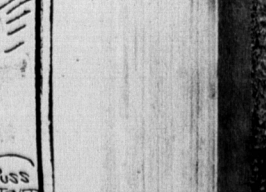
YES, VANGIE



VANGIE?



YES, VANGIE



THE EASTERN GUARDIAN