

PRINCE EDWARD - TO-DAY - THUR. - FRI. SPONSORED BY THE 'Y'S MEN'S CLUB'

IT'S A LAUGH-POPPING... HIT-TOPPING... Whopping Big Screenload of Front Line Entertainment!

FOUR JILLS IN A JEEP

Featuring KAY FRANCIS CAROLE LANDIS * MARTHA RAYE with MITZI MAYFAIR as "THE FOUR JILLS" JIMMY DORSEY and his Orchestra * JOHN HARVEY PHIL SILVERS and Introducing DICK HAYMES

with GUEST STARS ALICE FAYE * BETTY GRABLE * CARMEN MIRANDA GEORGE JESSEL Master of Ceremonies

Directed by WILLIAM A. SEITZ Produced by IRVING STARR

EXTRA !! ROBT. BENCHLEY COMEDY—Color Cartoon and Travel Reel — Shows 3:15 - 7 - 9 — COME EARLY!

ALL-PURPOSE SOAP

LONDON - (CP)—British manufacturers have produced a general service soap which servicemen can use for washing, shaving and laundering even in sea water. All servicemen will be issued with it in time, but for the present priority is being given to the 14th Army in Burma.

WEYMOUTH HARD HIT

WEYMOUTH - (CP)—One of the first coastal towns attacked in the Battle of Britain, Weymouth suffered 83 fatal casualties from bombing during the war and had more than 7,000 houses destroyed or damaged.

TONIGHT The VICTORY STAR SHOW

A Full Hour of Top-Notch Entertainment... With Stars of Stage and Screen

FEATURING:

- IRENE DUNNE
- PATSY KELLY
- EVELYN KNIGHT
- BARRY WOOD Romantic Baritone
- Paul de Marky Canadian Pianist
- Dorothy Faith the Victory Loan and Choir

BROADCAST OVER A COAST-TO-COAST NETWORK INCLUDING

CFCY
CBA, Sackville
9:30 P. M.
WEDNESDAY

CAPITOL - TC DAY ONLY "STARS ON PARADE"

Plus Shorts—Shows 3:15 - 7 - 8:45

COMING - THUR. - FRI. - SAT. RIDE TO ADVENTURE WITH HOPPY... IN HIS GREATEST ADVENTURE OF THEM ALL!

RIDERS OF THE DEADLINE

AMBY ALICE-BETTY GRABLE-FRANZES SCHUBERT BOB HETTINGER-MICHAEL GRACE-ANTHONY WARD WILLIAM HALLERMAN - Directed by LESLIE ALLEN

WILLIAM BOYD

EMPIRE THUR. - FRI. - SAT. THE PONY EXPRESS RIDES TO GLORY IN A WHIRLWIND OF ACTION!

Every ride might be their last... every mount a thrilling sight!

CHARLES STARRETT RIDING WEST

Directed by William A. Seitzer, the picture features Kay Francis, Carole Landis, Martha Raye and Mitzi Mayfair, with Jimmy Dorsey and his Orchestra, John Harvey, Phil Silvers, and Introducing Dick Haymes, sensational singing star of radio, in his screen debut. The cast also includes guest stars Alice Faye, Betty Grable, Carmen Miranda and George Jessel who acts as master of ceremonies. Jimmy McHugh and Harold Adamson wrote the music and lyrics for the six surefire song hits heard in "Four Jills in a Jeep". They are: "How Many Times Do I Have To Tell You", "It's the Old Army Game", "Ohio", "Crazy Me", "How Blue", "The Night and You Send Me". The musical numbers and specialty dance numbers executed by Mitzi Mayfair, Carole Landis and the others, were staged by Don Loper.

ADVENTURES IN A JEEP

When four young ladies of show business set out from Hollywood on one of the greatest adventures of their lives—Allied service men stationed in England and North Africa—the enthusiastic and witty back to Hollywood wood prompted 20th Century-Fox to parallel their adventures, romantic and otherwise, in "Four Jills in a Jeep," the film scheduled to open today at the Prince Edward Theatre.

Has Pilot's Wings

Pilot's wings, worn over his air gunner's wings, were awarded FO Irving Clark Cowan, D.F.C., when he graduated recently as a pilot from No. 34 S.F.T.S., Medicine Hat. Son of Mr. and Mrs. Leith Cowan, Medicine Hat, P.E.I., FO Cowan went overseas as a wireless air gunner April 2, 1942, and took part in the Mediterranean battle against Axis convoys carried on from Malta. He was awarded the Distinguished Flying Cross in March, 1943 and returned to Ca-

"The Royal Canadian Navy"

(Continued from page 4)

Just such a turn of events. Morale was never higher and even sleepless nights fail to daunt their offensive and almost bloodthirsty energies. At this point you might think that I have been painting a rosy picture. But this is all a very easy job and it's all our way. We've never quite right. For one thing, living conditions out here, often within sight of the German coast, are not very nice. The men go for days without a change of clothing. They sleep at sea stations and seldom ever see their hammocks or bunks. The entire ship's company closes up to action stations when darkness falls and the men leave their post until the following break of day. We don't take any chances when it comes to enemy waters, we just keep at it. The general idea is to keep the Canadian fleet these days is a little odd too. Wherever you see groups of seamen gathered these days you'll find them arguing who has seen shore the least since the start of the Elsiey Blockade. They "beef" about the fact that the proudest man is the one who can say his ship hasn't pulled alongside the jetty since the fall of Britain. Many can make that claim. Short time for one ship since the fall of France totals three hours. Their length of time at sea is a few days and it has been one continual round of operations; out a few days, in a few days, out a few days, in a few days. The men are pulling their home port long enough to pull alongside the fuelship in harbour and then whip right out to sea again.

A few months ago our ships could risk venturing within several miles of the West Coast of France. Now they speed into within a mile and a half or two miles, shoot up everything in their path and speed away under heavy fire from shore batteries. That about tells the story of the Canadian ships over here now. As for the Canadian ships in them—they will love all this. You can see them straining to get out to sea, searching the coast for enemy shipping and spotting land marks along the coast of a country that to them before was simply a map in a book. Then at night they settle down curled up in their life jackets at their stations to try and catch those few minutes of much needed sleep to keep them going through the long and nearly always of duty.

Those are the ships, and men that I have watched fight over here. It has been a thrilling experience. In my four months too in the journeys to sea, in the people I have met, in the country I have seen, the things I have done, the great experience. An experience that was very gratifying to me because of my work in radio back home confining to a shore job for most of the war and I always felt I was missing a lot. To be in the front line, to be in the right line, now in a position to watch the great panorama of victory unfolding, whether it be on the sea, in the air, or in the land, is a thing you never can erase. For every day of my life I have been in the things you see and hear that wrench at your emotion keep changing in such rapid succession that you kind of get set for one thing, and suddenly have it switched on you. The first and biggest shock I got was when I saw the first time I went ashore in France. I rode in on an L.V.P. from a Canadian Frigate standing off the American beaches, those beaches that have been known throughout the Allied forces by those very American names of "Hells Mouth" and "Hell's Kitchen." When the landing craft touched down, I was about to set foot on another Historic Continent for the first time and very awfully I set my foot. Just as I had done so and had taken three steps a very Southern American voice called out "Hello Suh," I turned around in my dress uniform and saw one of the biggest Negroes I had ever seen showing a great set of teeth. "Hello Soldier." And as he came towards me he said "Wuz yo' all evan in Alaska, Suh?" I said "No, Suh, I'm in France." He said "Well, ain't yo' all on the radio?" I said "Yes I was." And then he said "Well, didn't yo' all have a big black moustache at one time?" I said "No - I hadn't but my brother had, he was in radio, and had been to Alaska." At which he said "Well, Suh - I seen yo'll's brother broadcast at the opening of the war, dat's so far from goodness Suh, dat's so far from guess dat makes you an me kin blue darkie looked very pleased and I hunch one day with me in London I felt stepping on to the soil of France for the first time and the first time I spoke to me in a Southern American Negro who had recognized a likeness between me and my brother whom he had seen once in Alaska.

Leaving that same beach the next day I met a Royal Navy Commander who asked for a lift part way out to his ship that was lying seven miles off. I had a coast guard cutter lashed on so I was only six and. After we got part way out the Commander, who had once been a pilot, leader of some Canadian ships to sea, and seemed to be partial to Canucks, took me inside and said that if I cared to go all the way out to his ship he'd be a rare treat for me. I said I was a little late getting back aboard but what was the rare treat, after he carefully looked round for any chance enemy ships, he said "Two bottles of Coke." Well of course that convinced me. I went to the Commander's cruiser. Yes, a lot of funny things had happened all right. And then there were things that weren't funny at all. I went down to the coast and quiet little English village nestled in a beautiful blue bay. All around that bay far as the eye can reach there is no sign of war. No sign



MR. H. D. BURNS

who has been elected a Director and Vice President of the Bank of New Brunswick.

except for a little fleet of tiny grey ships tied up side-by-side at the jetty where to sail with these ships on their patrols across the Atlantic, they were H.M.C. Moor Torpedo Boats. The fighter planes of the Navy, I sailed with them and when we returned to that quiet and beautiful bay on a bright sunlit day, two forms were lifted from one of the boats. Two flag shrouded forms of two Canadian lads that wouldn't get to see Canada again. The little scene made a picture in that quiet bay with the flags of the boats all at half-mast and all ships companies at the salute made a very inconspicuous picture in that quiet bay. And not very funny. Then there was the bright sunny morning right here in London. I was walking down one of the famous streets of the city and had just approached a bus queue when the hum of a buzz-bomb came from overhead. Then it cut out. I jumped for a doorway flat on my face on the concrete. Just then someone in the bus queue laughed. I guess I must have looked a little funny. A Naval Officer catching cover in such a position, you got up all set to join in the joke on me, but it wasn't funny any longer. The bomb had landed pretty close to those four people waiting for that bus.

One thing I do want to say with as much emphasis as I can on this broadcast. That is the truly Allied feeling that really exists between the fighters of all the nations and with the English people who play host to the Services of the United Nations. In my work I have been in the British Navy, Polish and fighting French in each case the reception is almost embarrassing in its cordiality. If you ask me to talk about the other you get nothing but glowing praise for fighting ability. It's all a bit like a mutual admiration society of some kind, but it is wonderful to see and hear. An American paratrooper sergeant sat at lunch one day with me in London. He'd been over here quite while. He knew Canada a bit and had some friends in the army. He told me that he and his friends had helped us out back here in Canada. He told me that he and his friends had helped us out back here in Canada.

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.

COOKS for Christmas Photographs, CONFIRMATION LIFE INSURANCE.

WATER RATES were due October 1st.

QUEEN'S FUND—A contribution of \$5.00 for the Queen's Canadian Fund has been received by the Royal Trust Company from the Borden Women's Institute.

ANNUAL MEETING AT SUMMERSIDE—The Local Council of the Anglican Young People's Association of Prince Edward Island are holding their annual meeting at St. Mary's Hall, Summerside on Friday, November 3rd, 11-11.

POLICE COURT—At the Police Court yesterday, Ernest Swallow and Alfred Weeks, convicted of breaking and entering with intent to steal, were each sentenced to five months in jail, the defendant in an assault-to-do bodily-harm case was adjourned to a week, and a business man, convicted of selling goods on Sunday, was fined \$20.00 and costs of 30 days.

PURCHASES DAIRY CATTLE—Mr. John Bartlett of the Anglo-Newfoundland Development Company, has purchased a carload of dairy cattle in the Province which he is shipping today to Newfoundland. Mr. W. E. Agnew, Trade Agent, who was of material assistance to Mr. Bartlett in securing the cattle, states that the Island trade with Newfoundland is increasing rapidly and that the only serious handicap now in making the business much greater is the lack of vessels for sea transportation.

CANADIAN YOUTH COMMISSION—Rev. George Tuttle, as a queer thing. That next to seeing Brooklyn Bridge again, he likes the sight of H.M.S. Rodney the best of anything he's ever seen. I asked him why. He said "Well, when we made that initial landing in France on D-Day that big baby off there sure gave us a hand with those pop-guns of hers."

Probably though the best summation of my point was made the day Paris was reported taken by the Maquis. At the suggestion of another officer we went around to a restaurant and pub off Piccadilly that's a favourite meeting place of the Fighting French. It was truly a moving sight to the island French people caught in the joy of the knowledge that their beloved city was once again free. As we came in the door a French sailor spied us and hailed us with a loud "Hello Canada." I shouted back "Hello Sailor, Viva La France." He replied with a strange thing. "No, No, you must not say that, not today. You must say Viva les Allies, Viva England, America, Poland, Viva everybody who today has helped us get back Paree. Come and have a drink with my friends ourselves homek then he told

INVEST IN VICTORY BUY VICTORY BONDS

EXPORT CIGARETTES

This Army

"Anybody here from Calgary?"

You CAN'T BUILD A LOAD FROM THE RACK!

There must be a man on the ground to pick on. Two on the ground is better. And we can't expect the men on the fighting fronts to win this war without support from the home front. "Combined Operations" provide a war-job for every Canadian. We must "pitch on" more to keep our fighters supplied with tools to finish the job. We must replace munitions which victories have cost. To help to do this we must buy more Victory Bonds.

This is our share of the work that remains to be done... our privilege and our duty. It is our opportunity to save money to buy things which we will want and need when the war is ended. Victory Bonds will provide the cash we will need to carry out plans for our future happiness. For farmers this means cash for farm improvements... for new machinery... for better stock... and new home furnishings.

Buy VICTORY BONDS KELLY & MacINNIS

mada in July of that year to undertake pilot training. He was a farmer. (RCAP Photo)

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