



ROSS AWARDED FIRST RCAF GC OVERSEAS

AIR COMMODORE RACES TO FREE TRAPPED MEN

Two George Medals, Two BEMs go to Airmen Who Helped in Daring Rescue

DAMAGED AIRCRAFT HITS BOMB PILE

The George Cross has been awarded to Air Commodore Arthur Dwight Ross, OBE, former commanding officer of the largest RCAF bomber base in Britain. It is the first time this honour, the Empire's highest award for acts of gallantry other than in the presence of the enemy, has been conferred on any member of the RCAF overseas.

F/S Joseph Rene Marcel St. Germain, Montreal, bomb-aimer, and Cpl. Maurice Marquet, Meadow Lake, Sask., each receive the George Medal. The British Empire Medal (Military Division) has been awarded to LAC Melvin Muir McKenzie, Tehkummah, Ont., and LAC Robert Rubin Wolfe, Toronto.

Ground Rescue

Air Commodore Ross receives the George Cross for his heroism in the rescue, last June, of Alouette squadron airmen trapped in a burning Halifax while bombs and petrol tanks were exploding all around.

The four airmen receive their decoration for the part they played in helping in the rescue. The rescue occurred after a Halifax bomber, returning on three motors from a raid, had to crash-land at the base, and in so doing collided with a bomb-laden aircraft parked beside the runway and a number of bombs awaiting loading.

The returning bomber overshoot, swung wide of the runway and lurched into tons of high explosive. The blast was audible for miles and nearby airmen were blown to the ground. Doctors, ambulances, crash-tender crews, Air Commodore Ross and G/C Hurley, former CO at Rockcliffe, Ottawa, raced to the scene and fought their way through blazing debris to the crew imprisoned in their machine.

As he backed at the wrecked plane to free the crew, a 500 pound bomb exploded, wounding Air Commodore Ross so severely that part of his arm had to be amputated.

The citation for the awards tells the story of the rescue. The bomber which had crashed on landing had broken into three

HEY! LOOK!

Chief of the RCAF postal operations overseas, W/C D. C. Kerr, has announced official mailing dates for the respective classes of mail intended for Christmas distribution in Canada, United States and Newfoundland. The final days are as follows:—

- Air Mail: Dec. 5.
- Surface Mail: Dec. 1.
- Parcel Post: Nov. 10.
- Mail early. Avoid the rush.

parts and was burning furiously.

Air Commodore Ross was at the airfield to attend the return of aircraft from operations and the interrogation of aircrew. F/S St. Germain had just returned from a sortie and Cpl. Marquet was in charge of the night ground crew, while LACs McKenzie and Wolfe were members of the crash tender crew.

Air Commodore Ross with the help of Cpl. Marquet extricated the pilot who had sustained severe injuries. At that moment ten 500 pound bombs, in the second aircraft about 80 yards away, exploded—and both men were hurled to the ground.

(Continued on page 6, col. 3)

Ground Crews Fly to New Squadron Bases in India

Canadian ground crews of RCAF Transport squadrons, first RCAF squadrons to be based in India, have been flown to their new base somewhere in North-west India. They are the first squadron ground crews to be flown there, and constituted the first troop convoy to be flown there from the United Kingdom over the length of France.

The men now are busy setting their new base in order, and training flights already have begun by air crew who also went by air. First squadron to reach the new base is commanded by W/C Goodwin, RAF.

Most of the air crew are from RCAF Transport and Coastal Command squadrons in Canada. Ground men, fitters, riggers, equipment personnel, clerks, instrument makers and repairers, fire-fighters, MT men and others, are all Canadians.

An advance party of some 20 men, all cooks and MT drivers, including one of the squadron's adjutants, F/L C. E. S. Ripley, Montreal and Rainy River, Ont., drove a convoy of supplies into the new base from another airfield. They were the only men to arrive at the airfield by road.

By October all ground-crew were established. In the next few days aircraft began to

arrive, and the day after the first batch came in the squadrons' aircraft were airborne in the first training flight, a familiarisation flight for pilots.

Now the air crew are well into an intensive training course, while the ground crew still are struggling with a hundred and one problems arising from establishment of new squadrons in a strange country.

The first arrivals to the station were met by W/C Don MacDonald, DFC, Vancouver, RCAF liaison officer with RAF Transport command. MacDonald commanded a RCAF fighter airfield in Normandy, and when the new arrivals reached the India base, he met LAC Murray Jackson, Vancouver, and AC Arnold Agarand, Sonningdale, Sask., who had been in Normandy, also with fighter wings.



Air Commodore Ross (Official RCAF Photograph)

SIX CREWS IN GUN ATTACKS

Walcheren Island Target Of Blows Helping Army Drive

For the second time in 24 hours, six RCAF crews of Halifax bombers smashed at German gun installations on the Dutch island of Walcheren this Monday. The Halifaxes were given close co-operation to the army driving the Germans out of Holland.

Returning crews reported good visibility and that the target was well marked. Bombing was carried out from 8,000 feet, but after the first few bombs exploded on the positions, smoke obscured features of the landscape in the target area. Bomb bursts could be seen through the smoke.

The bombers were escorted by Spitfires. There was no flak and no fighter opposition.

"We might just as well have done a cross country," said F/O I. Myers, Head of Jeddore, N.S., pilot. It was his first trip.

Other Canadians in the attack were P/O L. A. Welsh, Regina; F/S E. H. Hunt, Vancouver; F/O D. C. Tesky, Sarnia; F/S J. L. Alton, Vancouver; F/O T. J. Cheverton, Maidstone, Sask.; Sgt. E. L. Crosby, Prince Rupert; F/S J. V. Reynolds, North Bay, and W/O J. W. Fraser, Toronto.

TWO CANUCKS BAG QUARTET

Holland.—After three days of hopeless flying weather one group of TAF which includes two Canadian Spitfire pilots, flew 729 sorties over Holland and Germany last Saturday. The Canadians destroyed two enemy fighters each during the day. The major part of their effort was directed against rail targets.

F/L Don Laubman, Edmonton, Alta., saw a FW190 flying just above the ground a few miles south of Dorsten. It crashed on attempting to land when the Canadian opened his attack. Shortly afterwards, Laubman sighted another FW190, and chased it to a point six miles south-west of Krefeld, where the German baled out at 800 feet before the Edmonton pilot opened fire. F/L P. Charron, Montreal, destroyed two ME109s in the Borken area.

TWO BOMBER UNITS POST BOND RECORD

Group Contributes Half Total Subscription of RCAF Overseas

Bison and Alouette squadrons of RCAF Bomber Group have posted an impressive record of 100 per cent. purchases in the 7th Victory Loan campaign. Every member of the air and crews bought a bond.

A challenge to other squadrons was issued by F/L G. W. Mason, Ottawa, chairman of the Overseas campaign committee.

But with the conclusion of the campaign in sight at the end of this week, the RCAF had \$717,250 still to raise to reach the recently boasted overseas quota of \$4,000,000.

Bomber Group has supplied almost half of the total amount of \$3,232,750, which had been received up to last Saturday. The group total was estimated at \$1,513,650, and the average purchase has been fixed at \$145 per buyer.

The committee chairman stated results from India, the Middle East and TAF have been highly gratifying.

MOSSIES HELP PRISON BREAK

Three Canadians Among Crews Cracking Open Jail at Amiens

Three Canadian airmen helped in one of the most amazing jail-breaks in history, when more than 100 Frenchmen awaiting death for efforts in the Allied cause were released.

Names of those taking part in this venture, which involved the bombing of a Nazi prison at Amiens by Mosquitos, cannot be revealed, with the exception of G/C P. C. Pickard, DSO and two Bars, DFC, and his navigator, F/L J. A. Broadley, DSO, DFC, DFM, RAF, who were lost on the operation.

From the outset it was clear that nothing less than a successful operation to break down the prison walls—even at the risk of killing some of the patriots—would afford the Frenchmen any reasonable prospect of escape.

A plan of attack was worked out and the operation carried out successfully. A Canadian warrant officer navigator was in the first flight of three Mosquitos from a New Zealand squadron, and another Canadian navigator of the same rank was in the second flight. An RCAF flight lieutenant navigator was with an Australian squadron making the second attack.

WOLF PAIR TAGS TWO NAZI KITES

Over 50 FW190s were recently attacked by two Canadian pilots of the Wolf squadron over Vanloo in Holland. Two were shot down, two damaged and another was a probable. F/L Walter J. Hill, Fort Nelson, Ont., and P/O M. Recyes, Madoc, Ont., fly in the Spitfire wing commanded by G/C W. R. MacBrien, Ottawa.

Hill opened fire from 600 yards then closed to 300. The starboard wing of a Pocke Wulf came off and he cartwheeled down out of control. Reeves damaged his first opponent then lost him.

GOING DOWN



These bombs, headed for the railway yards and buildings of Duisburg, are part of the 4,500 tons dumped on the city by Bomber Command one recent Saturday. The bombs came from the RCAF Halifax in which Sgt. G. Jackson, Weyburn, Sask., was flying as a mid-upper.

Bomber Group Helps In Big Cologne Blitz

Rhineland City Pulverized in Terrific Week-End Bombardment

RCAF Bomber Group shared in the latest aerial blitz directed against Cologne and Canadians serving with RAF squadrons were prominent in the terrific bombardment against Germany's dying city. Saturday, the group sent more than 200 Halifaxes and Lancasters to Cologne, the climax of several lighter blows on other targets earlier in the week.

MONDAY NIGHT

RCAF airmen flew with RAF crews in an attack which was described as "Stage Two of the Cologne Knockout," by Daily Express war reporter William Troughton, who flew in an aircraft captained by a Canadian, W/C J. H. Giles.

"Although Cologne is now the most devastated city in the Rhineland—it was half obliterated before Saturday's bombing—the destruction must be on an even greater scale," said Troughton after the Monday blow.

SATURDAY

Bombs hit right on the centre of the Rhine bridge, and huge fires were reported by crews of RCAF Bomber Group returning from Cologne. It was a daylight blow.

"There was broken cloud around the target but over the target itself it was quite clear," said F/O J. H. Betteridge, Tiger

squadron bomb-aimer from Stade Falls, B.C. "There were five huge explosions in the marshalling yards east of the target after we went in."

WEDNESDAY

Moose and Ghost squadrons of Lancasters went with the RAF in their afternoon attack on Essen. A smoke column rising to 7,000 feet signalled the success of the second attack within 48 hours on the armament centre.

The only opposition offered was by ground defences.

TUESDAY NIGHT

The Bison and Lion squadrons were among Bomber Group units to strike at Homburg last Tuesday night. W/C V. F. Ganderton, DFC, Lion CO, was over the target when his aircraft was struck by moderate flak. The target was mostly obscured by cloud, but markers were dead on.

BUFFALO MEN BUST TANKER

Beafighthers, Mosquitos Gang Up on Convoy Off Norway

Flying low over the North Sea aircraft of the Buffalo squadron of Coastal Command, led by S/L W. R. Christison, DFC, Lennoxville, Que., struck at a small convoy off the Norwegian coast recently. Mosquitos and Beaufighters from RCAF and RAF squadrons took part in the attack, which resulted in one oil tanker set afire and an escort vessel blowing up.

"The Canadian squadron was among the leading anti-flak busters," said Christison. "At the first wave there was a flash of flame and a thick column of smoke started to rise from the tanker. Blazing oil was belching out of the tanker and forming an ever-increasing circle of flame around the ship. The escort vessel blew up and when we set course for home, she was also on fire."

Several days later, a reconnaissance aircraft found the tanker still smoking and her shell aground on some rocks. F/O J. D. Taylor, Victoria, and F/O R. C. Kidge, Winnipeg, were among the leading crews to attack.

FIGHTER-BOMBERS TURN ENGINEERS

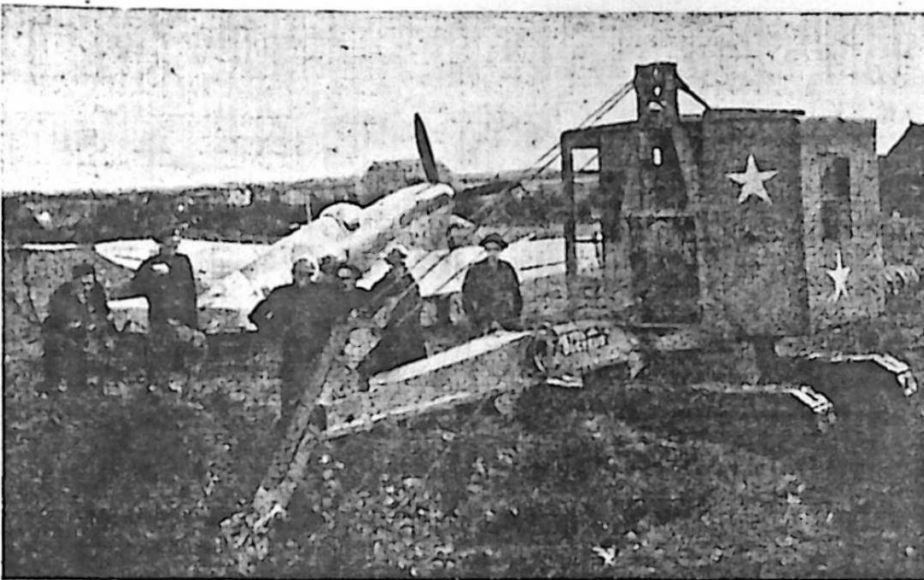
Holland. — Pilots on this Typhoon fighter-bomber wing are curious to know what happened to a German locomotive which was last seen plugging toward Gosseld, a marshalling line in the Ruhr network, apparently without anyone aboard.

Cannon fire from the City of Montreal squadron, which has bombed the railway behind the engine, either wiped out the engine crew or smashed open controls to cause the engine to start from an insecure hiding place beneath a bridge and racing down the track. Around it were bursting bombs and cannon strikes flickered against the cob and boiler. If a railwayman started the engine he could not have lived through the hail of steel against the cab.

"It was under a bridge when we first saw it," reported F/O Fox, Regina. "We all took squirts at it. Suddenly it dashed out and went tearing and wobbling down the track like a bat out of hell. Some of the boys got more hits on it."

F/O Ray Odlin, Vancouver, said: "We could see the smoke coming from under the bridge where the engine was steaming—like an osrich with its head in the sand. I was No 2 and got in a good burst. The others were hosing it when it started down the track. The locomotive plunged through a couple of near misses, and the last I saw it looked as if it was heading for Hamm. Wonder what the station master will think."

AMATEUR ENGINEERS



Whether it's gouging a building excavation on the main drag back home, or digging a slit trench on an RCAF airfield in Holland, a power shovel is always fun to watch. Canadians join with Americans in superintending this trench-digging job.

CANADIAN SPITFIRES UNLOAD BOMBS OVER VITAL TARGETS

Holland.—Unfavourable flying weather fails to arrest the dive-bombing and ground-strafting work of Canadian Spitfire squadrons under G/C G. R. McGregor, OBE, DFC, and W/C Dal Russel, DSO, DFC and Bar. The wing recently unloaded approximately 30 tons of bombs on vital targets in the Munster-Coesfeld area, as well as shooting up enemy trains and vehicles.

Deputy commander of S/L Dean Dover's squadron, F/L Don Laubman, DFC, Edmonton, led his men on two particularly successful shows on the same day; as did S/L Bill Olmsted, DFC, Hamilton.

The Dovern's first target was the railway line near Borken, which they cut with bombs in three places. On the way home, F/L C. W. Fox, Guelph, disabled a locomotive with cannon and machine guns as he flew low over some woods north of Dulmen.

The second sortie took the squadron east of Gronau, where their bombs cut a rail line at two points and similarly smashed a nearby road. Marshalling yards in the area were also hit and a large house blown up. En route back to base, Laubman went down on a loc motive near Duimen and left it steaming and flaming from cannon and machine-gun fire.

First mission by Olmsted's squadron saw it plaster a rail target near Rhede, leaving the line cut in four places. The second operation, carried out south of Nordhorn, resulted in direct hits on a road and paralleling rail line.

Three locomotives also prey to the squadron on the return journey. Olmsted and F/O Barney O'Sullivan, Vancouver, shooting up the first near Gronau. F/O F. B. Young, DFC, Huntington, West Virginia, blasted the other two in the vicinity of Sadtlohn, with help from his No. 2, F/O Jack Lumsden, Hamilton.

TAKE A BOW

A message of appreciation for the showing of RCAF personnel in the 7th Victory Loan campaign has been sent to the overseas Victory Loan chairman by The Hon. J. L. Hsley, Canadian Minister of Finance.

"The magnificent sales total of Victory Bond purchases by the RCAF is a real inspiration to Canadians at home. Congratulations on your success and my sincere appreciation of the personal help you have given."

In forwarding the message to Overseas HQ, Ottawa AFHQ stated that it heartily endorsed the sentiments of the Minister.

AIRMEN QUEUE TO BUY BONDS

Burma.—Airmen flying with RAF squadrons in Burma needed to save talk to invest in Canada's 7th Victory Loan. On a visit to units in the Imphal area, S/L R. S. G. Stubbs, of RCAF District HQ, found that many of the Canadians had mailed their own applications to the base accounts office in Bombay.

Twelve thousand miles from home, Canadians formed long queues to file their bond applications with F/L Jack Glessing, of RCAF District HQ in New Delhi.

One flying officer made a cash purchase of \$1,500. One LAC used his savings to buy three \$100 bonds. A Canadian major in the British Army who was anxious to invest had to be refused because his income was not derived from Canada.

Two RCAF transport squadrons set some kind of a record within a few days of their arrival at an Indian base the personnel had subscribed more than \$40,000.

FIGHTER WING BACKS VICTORY LOAN DRIVE

Belgium.—During the first two weeks of the 7th Victory Loan campaign, air crew and ground crew of G/C W. R. MacRien's Spitfire wing subscribed \$25,000.

F/O J. R. L. Poulin, Montreal, supervising the loan on the wing, said: "We set no object. The sky was the limit."

The accountant officer, F/L A. Holder, Calgary and Vancouver, set the example for the officers and airmen who call on him regularly by purchasing \$800 worth in cash. Among air crew S/L A. H. Sager, Vancouver, and his squadron led with purchases totalling \$6,000.

Alberta Creates Seats For Three Servicemen

The Alberta Government has set up machinery in overseas theatres of war, to enable servicemen and servicewomen from the province to elect three members of the armed forces, one each from the Navy, Army and Air Force, to represent them at the next session of the legislature.

Alberta representatives, acting as returning officers, are working through service liaison officers, and details of the nomination and election procedure will be carried on in unit DROs. Nominations close November 20, and the election will be held from January 8 to 20. Voting in Canada was completed in August.

Qualifications for voting re-

quire that the person be a British subject, a member of the armed forces of Canada, and resident in Alberta for one of the two years prior to enlistment. If a serviceman or servicewoman voted in the regular election last August, while in Canada, he or she will not be eligible to vote in the overseas election.

At present there are 57 seats in the Alberta legislature; at the next session there will be 60 seats, which include the three new seats created for the armed service representation.

Conditions for nomination specify that 25 members of any one of the services may nominate a candidate in its own branch. W/C John Young is liaison officer for the RCAF.



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GRIDIRON TOUCH

Fliers Fancy Football

Holland.—Despite the large quantity of geography between G/C G. R. McGregor's Canadian airfield here, and that grid patch back home, autumn still means football to Canucks at this base. While lack of equipment prevents them from going the whole hog, a reasonable facsimile is enjoyed in tossing and booting the pigskin around.

Stars Regulars in this light scrimmaging are F/L Charlie Fox, Guelph, Ont.; F/L McPherson, St. Thomas, Ont.; F/O Ernie Gosselin, Montreal; F/L Don Laubman, DFC and Bar, Edmonton, Alta.; F/O John Barrowman, Toronto, and F/O W. H. Bellingham, Magog, Que. Plans are being made for an inter-unit touch-football league.

One more of the originals of S/L Bill Olmsted's squadron said good-bye last week when F/O J. B. O'Sullivan, Vancouver, finished a tour. He is one of several Canadians who flew fighters in the Aleutians before coming overseas shortly before the second front opened.

F/L Tex Davenport, Russellville, Ark., believes in the maximum when testing an aircraft. Sent up to try out a Spit on its return from the repair line, Davenport saw three Hun transport vehicles moving along a road. Result one transport destroyed, two damaged.

A new flight commander is with S/L R. L. Smith's squadron, succeeding F/L G. W. Johnson, DFC and Bar, Hamilton, Ont., whose tour has come to an end. He is F/L Hedley Everard, DFC, Timmins, Ont., who flew Spits in Burma and commanded a flight in Italy.

BOMBING LEADER

With more than 30 trips over enemy territory behind him, F/L Bob Ross, Oxford, N.S., is bombing leader of the Ghost squadron. Ross flies with S/L Gerry Edwards, St. Lambert, Que., a flight commander, as his skipper. Their gunners have never had to beat off fighter attacks, and no crewmate has yet been injured. Ross was commissioned when he won his wing.

FIGHTERS STRAFE TEN LOCOMOTIVES

Holland.—In operations between noon and four p.m. Sunday, squadrons in the RCAF Spitfire wing, commanded by W/C Dal Russel, DSO, DFC and Bar, dive-bombed and cut five enemy railway lines in Holland and Germany, also damaged 10 locomotives by strafing.

The unit led by S/L Bill Olmsted, DFC, Hamilton, experienced particular success scoring two direct hits on a rail line near Gosseld, and damaging eight locomotives in three shows. Two engines and accompanying cars were strafed at Lette.

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SLOAN'S Liniment Kills Pain



With a RAF Hally squadron, F/S T. D. Wray, Eatonla, Sask., recently ran into considerable flak trouble on a daylight do over Duisburg. His instruments were rendered useless, and when he landed at an emergency airfield he and his crew discovered their aircraft looked rather like a sieve. The first dose of flak came before the bomber reached the target and didn't do much damage, but put a few holes in the tailpiece.

"But just after bombing, about two minutes from the target, the Halifax was caught in some predicted flak," Wray commented. To add further to the danger, visibility was good and it was broad daylight. A major burst of flak peppered the aircraft from the nose to the bomb bay and knocked out the port inner engine. The fuel lines apparently were shot away and the gas tank punctured.

Wray feathered the hit propeller and then found his instruments and wireless equipment were not working. A quick check of the crew revealed all were OK, and five Spitfires turned up to escort the bomber nearly all the way home. With Wray on this job was another Canuck, F/S H. C. Layton, Medicine Hat, Alta.

An attack on Duisburg culminated in a sight-seeing trip for Sgt. R. Elliott, Toronto, mid-upper with a Halifax crew. He landed by parachute near Louvain when the New Zealand skipper gave the bail-out order just before the gas ran out. About 30 miles from the target, a serious leak in one of the petrol lines was discovered, and there wasn't enough gas left to get back to Britain. It was decided to go on to the target, bomb, and then get as far on the home journey as possible.

As he drifted down, Elliott watched the pilot bail out, and then saw the Halifax crash and blow up. When he landed, Elliott went to a farmhouse, where he got food and learned where British troops were. An Army truck took him to Louvain, where he met another member of the crew. At an airfield he made arrangements to fly to England the next day, and then went to Brussels, where he spent the night in the Hotel Metropole. He took in a couple of free shows and ate bags of fruit.

Elliott and F/S Toews, Vancouver, have been officially credited with destruction of a JU88 nightfighter during a combat over Bochum. Toews is a member of Elliott's crew, but was not on the Duisburg trip owing to illness. F/O K. L. Long, DFM, Lacombe, Alta., has been promoted to flight lieutenant. He is pilot of a mixed Canadian and RAF Halifax crew and has completed many successful missions to German targets.

F/O J. Cross, Leamington, Ont., navigator, has finished a tour and now is screened. On two of his last four ops there was a sufficient excitement to live up what otherwise might have been a dull tour. Returning from Duisburg, his Halifax was attacked by a fighter, whose aim was bad. The fighter's tracer passed 100 ft. beneath the tail of the bomber, and while the gunners blasted it Cross lost it with violent evasive action.

A week earlier, Cross's crew were not so fortunate. Taking part in an attack on Bochum, one of the engines refused to function. No sooner had the motor acted up than three fighters attacked, but they failed to do any damage. A fourth German fighter was more persistent, and as the bomber turned for home on its three motors the Hun attacked with cannon and machine-guns. The fighter trailed the bomber for 15 minutes. Finally, the gunners in both turrets got the German fairly in their sights and opened fire. Strikes were seen and it plunged to earth. It was destroyed.

Continuing to base, the pilot found he could not feather the propeller, and ordered the crew to stand by to bail out. Before he could give the order to abandon aircraft, the prop flew off the damaged motor and eliminated the possibility of fatal damage to the kite. Crew members went back to their positions, and the pilot brought the bomber home to a safe landing.



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MOVIE STAR ("A" GROUP)



Sgt. Fletcher Markle, who plays a featured role in the RAF's film "Journey Together."

(Official RCAF Photograph)

TROPIC TOPICS

Tuskers Get New CO

A recent issue of Tropic Topics reports the appointment of a new CO, W/C Stan McMillan, replacing W/C L. H. Randall, to head the Tusker squadron in Ceylon. McMillan is a veteran RCAF pilot, having won his wings back in 1927. Since that time he has served in Canada, Bermuda, England and the Far East, as well as putting in many flying hours with civilian air companies.

"Ici et La"

Le correspondant français de ce journal a reçu une lettre du sergent de section Paul Gingras, stationné au quartier-général de Delhi, aux Indes. Paul est toujours le sous-officier préféré à la salle d'ordonnance: il ne se plaint pas des conditions de vie, malgré l'extrême humidité de l'air, qui a suivi le mousson d'été. Voici quelques nouvelles qu'il nous donne des compatriotes...

Bernard Joubarno d'Ottawa a eu quelque succès comme lanceur du club de balle molle de l'aviation canadienne à Bombay. Grâce à son habileté, le CARC a triomphé de l'équipe américaine dans cette même ville. Joubarno, qui était autrefois attaché à Londres, est chauffeur d'automobile dans le service.

La première messe à Delhi du nouvel aumônier, le père Lynch de Toronto a réuni tous les catholiques, dont un bon nombre de Canadiens-français. On y remarquait entre autres Gérard Lamarche et Paul Dulude, tous deux de Montréal; les aviateurs-chefs Iréné Richard, du Nouveau-Brunswick et Stan Ouellette de Windsor.

Le Major Jean-Georges Ferrigard du Régiment des Trois Rivières, a visité cette semaine l'unité des Alouettes et des Hiboux Blancs. "Le but de ces visites, a-t-il expliqué, est de mieux nous aider à comprendre ce que l'aviation peut faire pour nous, et ce que nous pouvons faire pour elle. Cette deuxième visite m'a convaincu de l'importance des relations étroites qui doivent exister entre l'armée de l'air et celle de terre."

Le lieutenant de section Guy Vandry, de Québec, un pilote de la défense côtière, a maintenant complété un tour d'opérations. Cette semaine il célébrait par une réunion fraternelle à Londres: en effet son frère, le lieutenant Jean Vandry, d'un régiment de l'armée canadienne vint le rencontrer dans la capitale pour une courte permission.

Parmi les visiteurs au quartier-général cette semaine, on remarquait deux pilotes qui ont été tamisés à l'escadrille Alouette. Le lieutenant d'aviation Jacques Terroux, maintenant séparé de son équipage, et le lieutenant d'aviation Jacques Côté, qui doit devenir instructeur en Angleterre.

Le lieutenant d'aviation Georges Chaput de St-Boniface,

Double Job Another new appointment in that of S/L J. Woolfenden, Toronto, to the post of flight commander. He will combine this job with his former one of training officer.

It is reported that the sports runs to Colombo have been resumed and include the Triangular Sports Meet and a ball game with the American Transport Corps. F/L Dale, F/O Clerihue and F/S Hostein represented the Canadians at the track meet. The Canucks did a good job, but the silver went to those who are used to running barefoot on a grass track.

Better results were seen at the ball game when the Canadians, led by Fizzle Fitzhugh, trounced the ATC 11-6. In the local league the Maritimes still hold the top spot.

The roving reporter says that Wylie Dill has at last found a man who is as keen on bridge as himself, one Sgt. Alec O'Reilly. The latter is an old hand at Catalinas, although a comparative newcomer to the station.

Corporal's hooks are up for "Jock" Crawford and Tom Kendrick says Gremlin, jun., in Short Circuits. He also reports the departure of LAC Goodwin and a two weeks' rest in the hills for Bill Rath.

a maintenant complété six voyages de son deuxième tour d'opérations en territoire ennemi. Ce mitrailleur est maintenant avec l'escadrille Moose. On se souvient que Chaput fut un des pionniers de l'escadrille Alouette, avec laquelle il a fait sa première série d'opérations. Il fut quelque temps instructeur de tir aux Forces Françaises Combattantes.

Nos félicitations aux deux aviateurs canadiens français qui ont été décorés de la "George Medal", le sergent de section Marcel St-Germain de Montréal et le caporal Maurice Marquet, de Meadow Lake. On peut lire en anglais, dans ce numéro, le récit de leur exploit.

Le lieutenant d'aviation J. R. L. Poulin, de Montréal, était responsable de l'organisation de la campagne d'embarquement dans un escadre de Spitfire opérant de Belgique et de la Hollande. "Il n'y avait aucun objectif fixé, dit-il, et par conséquent aucune limite..." En deux semaines, les aviateurs de cet escadre ont souscrit au-delà de \$25,000. Beau travail!

Voici quelques aviateurs-chefs que le correspondant français du CARC a rencontré en Hollande dernière: L. A. Beauchamp, de Vassar Manitoba; J. R. Gauthier, de Ste-Thérèse de Blainville; H. M. Riël, de Hull; J. A. Séguin, d'Ottawa, et J. Lagacé, de Ste-Perpétue.



RADIO ROUND UP

Five gents with a sizeable chunk of RAF jankers and night watches under their belt, slipped through Smoke recently on privilege leave. They formed part of a healthy hunk of radio gen men who have clustered around mobile equipment, and will be wearing that pretty red combops badge shortly.

What a Team!

The quintet included LAC Pete Marshall, Toronto; LAC Frank Bricault, Sault Ste. Marie; LAC "Mac" Chown, Hamilton; LAC Hilton Hunter, Amherst, N.S., and LAC "Baz" Mulligan, Toronto.

On arrival, they had just completed a taste of things to come after a three-hour ride in soaking clothes, preceded by a three-mile walk in the elements (censorship permits mentioning it was raining at the time).

Chown was Liverpool bound; Hunter headed for Wales; Bricault and Mulligan toured Edinburgh's monument district; Marshall went on a Cook's tour to Barrow, Manchester, London, Leatherhead, etc.

They named a lot of other Canuck tube bashers who were with them on the toughening (!!!) course. These included such radio fortunates as F/O L. H. "Dinny" Densmore, St. Catharines, F/O Bill Walker, Toronto, and F/O Don Bell, Ottawa.

Then there were two smarties, Sgt. "Stu" Pollock, Vancouver, and Cpl. Don Chase, Winnipeg, in addition to more wheel-twisters such as LAC "Mac" McKnight, Toronto.

P.S.—They can drive trucks now.

NORTH ENGLAND

This week we have nothing but orchids—orchids for that great gang of showmen, the RCAF "Blackouts." The RAF types in this heat part of the Island had forgotten that Canadians could do anything but tube bash, but after a taste of real talent and beauty with a capital B they think differently.

Sgt. Jack Rose and yours truly worked back-stage with Terry Jowling, stage manager, while Bud Backhouse and "Twink" Starr worked the house spots for the show. It was a real thrill to hear female Canadian womanhood again. Even "Bachelor" McKinnon, the only non-wolf in our unit, picked up his ears, and we wouldn't be surprised if Beverly Sawdon became his pin-up girl. Poor Hedy Lamarr!

Cpl. Jeff McDowell was heard whistling when Georgette Gellinas sang sweet and low. The English girls sure went for Fran Dowie, and we thought he stole the show, too, as well as the WAAF hearts.

Bob Sizeland is leading a busy life these days with "Fifi," the hangar Venus. The only way he can escape her attentions is to



HIS SHOES HAD THEIR NUGGET this morning! THE SHINE for EXTRA SMARTNESS



IN BLACK BROWN & DARK BRWN

SUPREME for QUALITY

NRU

work, and we've never seen him work so hard.

This week we say Hello to P/O D. E. Jones, newcomer to our unit. He brings the number of Hamiltonians here to five. He has been over a few years, and has had his spell at Jeep pushing with the rest of us.

—LAC J. B. Scarelliff.

Tiger Howls

With less than sixty days to Christmas, speculation runs high regarding incoming mail and interest in festivities to come is great. In the armament section there is another feature. They have established a young toy industry. Trains, trucks and other toys are being made for a nearby wartime nursery, and the deadline is December 25. P/L R. M. Howard, squadron adj., told the boys he could think of no better gesture of goodwill than giving toys to these British children.

F/S Campbell has once again returned from leave to the helm of A Flight after giving the local verger a good reason for ringing out with the village church bells.

A Flight instrument section has again dropped into the limelight. "Sad Sack" Duncan recently made his annual trip to a metropolis in the vicinity and discovered that the Mecca is still the rough-and-tumble place it was a year ago. LAC Ron Best, Winnipeg, says love does the strangest things to people, and now he's happily married. For confirmation he points out Cpl. "Chiefy" Ferguson, who turns up at work much earlier than formerly.

—LAC L. A. Roberts.

ENDS TOUR

Recently commissioned with the Lion squadron, P/O R. W. Lawler, Toronto, Ont., has completed his first tour of ops. Pilot of a Halifax, he has attacked many enemy targets, including Jamburg, Brunswick, Stuttgart, Kiel and the Ruhr Valley.

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Journey Together

THIS winter the world's movie audiences will see a picture called "Journey Together." It is the story of you, the story of the air force type and how he got that way. An official production, made by the RAF Film Unit, it is not bleak, in the manner of narrowly conceived "official" documentaries. The Air Force has talent and has used it lavishly to make what may be the greatest air film of the war.

As in most other lines of RAF endeavour, Canadians have a share in "Journey Together." One lengthy featured part, three other speaking parts are played by RCAF personnel. Many of the extras are members of the RCAF.

Outstanding Canadian contribution is that of Sgt. Fletcher Markle, who leaps half a dozen ranks to play F/L Moore, instructor at a Canadian navigation school. Other members of the RCAF who have speaking parts are F/L Vic Baker, F/L Harvey Schwartz and LAC Art Boulden.

With one of the few writers who have ever had two plays running simultaneously in London's West End, rear-gunning in a Coastal Command Sunderland, the Air Force had no search for a script writer. F/L Terence Rattigan, most promising, most prolific of the younger playwrights, did the job with the same verve that spiced "French Without Tears," "After the Dance," "Flarepath" and the current success "While the Sun Shines," dashed off in three weeks during a spot of leave.

The leads are played by a pair of real-life AC2s, Richard Attenborough and Jack Watling. Both are talented, both experienced, despite their youth. Attenborough played the part of the boy who lost his nerve under fire in the Noel Coward picture "In Which We Serve." On the stage he has appeared in "Awake and Sing" and "Brighton Rock," Eugene O'Neil's "Ah! Wilderness" and James Bridie's "Holy Island."

For Watling, a Rattigan script is nothing new. He played the lead in the West End production of "Flarepath" before he went into the RAF to undergo air crew training. He handled lesser roles in "Cottage to Let," "Once a Crook," and a Donald Wolfitt Shakespeare season. He's been before the camera four times in "Sixty Glorious Years," "Housemaster," "Demi-Paradise" and "We Dive at Dawn."

The sweep of the world's greatest adventure is preserved under the direction of F/L John Boulting, who with his brother Roy, now a captain in the British Army Film Unit, was responsible for the starkness of "Pastor Hall," the provocative drama of "Thunder Rock."

In the cast of more than 70 speaking parts appear names that mean something on the English and American stage and screen; Sheila Sim, Edward G. Robinson, Rex Harrison, Alastair Sim, Bessie Love, Miles Malleon.

To get his meaty part on celluloid, Markle spent two months at Pinewood studio, 30 days before the cameras. The work went smoothly for he had more than enough ability and more than enough experience as an actor to satisfy John Boulting, a thorough and exacting director.

What appears to be the softest and most glamorous job in the Air Force is little better than drilling, Markle says. The work is hot and at times gruelling. The hours are long. The actors were up by six in the morning and sometimes did not leave the sets until ten at night. "I have to hand it to those who can make a living at it," says the sergeant.

Writing and production are more in the Markle line. In Vancouver he was production manager of the Phoenix Theatre. For the CBC the summer before he enlisted, he wrote, produced and acted in a series of 13 half-hour radio dramas. "Baker's Dozen" was the cream of the corporation's drama output in the summer of '42.

With the RCAF Sgt. Fletcher Markle is "miscellaneous specialist (press writer), 'A' Group." He spends half his working day at a typewriter, the other half before a microphone. Recently he was loaned to Britain's Ministry of Information to write and narrate a film called "V-1," the story of the flying-bomb, slanted especially for American audiences.

The story of "Journey Together" concerns a RAF corporal fitter, David Wilton, who, after being slapped on the peg for flying when he should be working, gets himself remustered to air crew. At ITS he meets up with John Aynesworth. Wilton, being the bright type, helps Aynesworth get through ITS and both are posted to the United States. Everyone is having a fine time in the land of the free and the brave when Wilton washes out as a pilot. He is unable to judge distances when landing. Aynesworth continues on the course, wins his wings and is posted back to England.

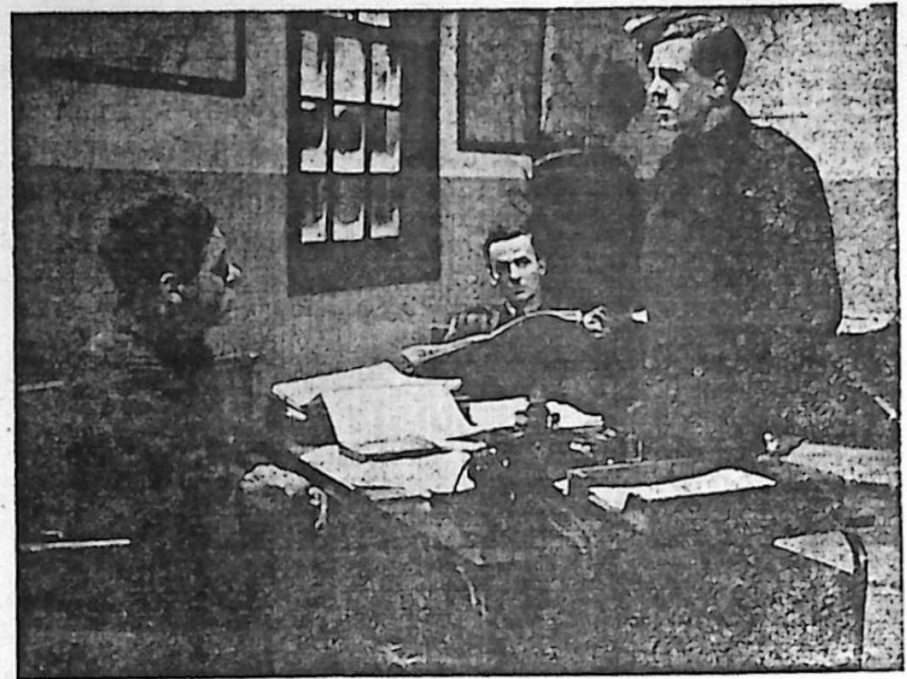
Wilton is sent to Canada to take a navigator's course. In filming the Canadian scenes, authenticity was demanded. The RCAF was able to supply the Canadian types, but to reproduce the Canadian scene it was necessary to send an expedition to Canada to collect a mass of detailed background material. On the basis of this data sets were built. Included are amazingly faithful reproductions of the exterior and interior of the Royal York, the front street entrance and the lobby. When Markle and Attenborough, as Moore and Wilton, are seen walking across the lobby there are going to be many thirsty Canadians in overseas audiences.

While in Canada, Wilton has trouble adjusting himself to the fact that any member of an air crew is important apart from the pilot. His Canadian instructors sell him on the idea that the navigator is, perhaps, the most important member of the crew. The lad finishes the course, is posted back to England and eventually to Aynesworth's crew. Complications set in which are better explained by a look at the picture itself, but it does develop into a good yarn.

A healthy proportion of the cast is made up of service personnel with operational experience, but ranks get juggled when the cameras roll. Two of the Canadians get quick but temporary promotion, Markle to a flight lieutenant, LAC Boulden to a flying-officer. Harvey Schwartz and Vic Baker, both flight-lieutenants, stay where they are on the social ladder. The latter has to take off his battledress blouse with the well-worn Canada flashes and the ops badge to don the bald blouse of an instructor who has never left Canada. F/L Baker earned the ops badge during the Happy Valley days a couple of summers ago. F/L Schwartz, as a radar officer, saw his share of action in Malta and on the Anzio beachhead last winter.

Some of the RAF people got themselves rapid demotion. A Mustang pilot is an AC plunk in the picture; an F/O, who sports pilot's wings in real life, washes out in the film.

Rank is not the only thing upside down in the picture. Some of the Canadian lads applied plenty of spit and polish to appear before the cameras. They blinked when they were told to smudge their buttons with dirt or oil before going on the set.



In the top picture David Wilton, played by Richard Attenborough, is up on the carpet. Wilton is still chafing at having washed out as a pilot and being sent to Canada to train as a navigator. The officer giving the lad a pep talk is played by F/L Vic Baker. Instructor, F/L Moore, reading the magazine is played by Sgt. Fletcher Markle. Centre shot shows a "Journey Together" set at Pinewood studio before director John Boulting shouts "action." Look again, bub, that's Toronto's Royal York (below) transplanted to an English studio. Attenborough and Markle as Watling and Moore walk across the lobby familiar to many Canadians. Great care was taken to make Canadian sets absolutely authentic. An expedition was sent to Canada to gather background material. This Royal York set shows the thoroughness with which they did their job. Despite attention to detail a Canadian car sported an English licence plate until an eagle-eyed Canuck spotted the error. Ontario plates had to be made on the spur of the moment.

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RADIO

GFP (General Forces Program) 342 m., 877 kc.
AEPF (Allied Exped. Forces Program) 514 m.; 1050 kc.
Home News from Canada, A.G. nightly from 2010-2015.
Canadians also contribute regularly to the following daily programs of the AEPF:
Rise and Shine, 0601-0700 and 0720-0800.
Combat Diary, 0901-0915.
Mark Up the Map, 1745-1755.

Sun., Nov. 5.—1030-1100, G. Calling all Canadians, 1215-1230, AG, Ice Hockey from Canada, 1545-1600, A. The Western Five, 1715-1755, A. AEF Special—The RCAF Headquarters Dance Orchestra and Choir.
Mon., Nov. 6.—1815-1845, A. Music from the Pacific, 2030-2100, A. The Canada Show.
Tue., Nov. 7.—1001-1030, A. Morning After the Canada Show, Repeat, 1430-1500, A. Headquarters Band of the RCAF, 1715-1755, A. The Canada Guest Show, 1905-1915, A. Canadian Sports Roundup.
Wed., Nov. 8.—0930-1000, A. Music from Canada, 1115-1145, G. Music from the Pacific, 1145-1200, A. Piano Parade, 1145-1200, G. The Western Five, 1430-1500, A. Serenade for Strings, 1740-1755, A. Rhythm Musicale, 1901-1945, A. The RCAF Show, 2206-2255, A. Stardust.
Thurs., Nov. 9.—1715-1740, A. The Canada Swing Show, 2235-2258, A. Reminiscing.
Fri., Nov. 10.—0930-1000, A. The AEF Ranch House, 1410-1430, A. The Old Songs, 2105-2115, A. The Canada "Sing" Show.

Reception Unit Digs Down for Bond Drive

Under the guidance of committee chairman F/L W. A. Skoog, Oakville and London, Ont., an RCAF PRC has raised more than \$555,700 in the 7th Victory Loan. One of the finest subscription totals rolled up at the PRC was that of the GD personnel—cooks, cleaners, mess stewards, batmen, who bought over \$3,000 worth of bonds.

The PRC commanding officer, G/C J. A. Hutchison, OBE, Edmonton, Alta., was thanked by the committee for his assistance during the drive.

The committee sent P/O J. C. Hoy, DFC, Winnipeg, on a roving canvassing mission to see personnel of the PRC stationed with several RAF units in Britain. Hoy received every co-operation from the RAF COs, and was provided with aircraft to fly from station to station.

Other committeemen include F/L W. A. Murray, Leaside, Ont.; P/O L. M. Guinness, Toronto; W/O T. Braidwood, Vancouver, and W/O S. G. Fleming, Hamilton, Ont. Also assisting in the campaign were Sgt. W. F. Myers, Dauphin, Man., and LAC L. J. Torrens, London, Ont.

TWO DSOs

(Continued from page 2.)
the invasion of France and has destroyed two enemy aircraft.

W/O Farquharson was navigator in a bomber attacking Stettin. On the return journey the plane was hit by an enemy fighter and he was seriously wounded. Although in great pain he continued his duties until persuaded to take a rest position. A wireless operator in the plane, F/S A. C. Cole, RAF, concealed the fact he had been injured in the thigh and took over the navigational duties. Cole was on the verge of collapse when the aircraft returned, and receives the CGM (flying).

Sat., Nov. 11.—0825-0900, A. The Canada Show Dance Orchestra, 2201-2230, G. Johnny Canuck's Revue, 2235-2258, A. Latin American Serenade.

AIR COMMODORE

(Continued from page 1)

When the hall of debris had subsided, cries were heard from the rear turret of the crashed plane. Despite further explosions from bombs and petrol tanks which might have occurred, Air Commodore Ross and Cpl. Marquet returned to the blazing wreckage, and endeavored in vain to swing the turret to release the gunner.

Although the port tail plane was burning furiously, Air Commodore Ross hacked at the perspex with an axe, and then handed the axe through the turret to the rear gunner, who enlarged the aperture.

Taking the axe again, the air commodore, assisted now by F/S St. Germain, as well as by Cpl. Marquet, finally broke the perspex steel frame supports and extricated the rear gunner. Another 500 pound bomb exploded, which threw the three rescuers to the ground. F/S St. Germain quickly rose and threw himself upon a victim in order to shield him from flying debris. Air Commodore Ross's arm was practically severed between the wrist and elbow by the second explosion.

He calmly walked to the ambulance and an emergency amputation was performed on arrival at station sick quarters.

Meanwhile, Cpl. Marquet had inspected the surroundings, and seeing petrol running down towards two nearby aircraft, directed their removal by tractor.

LACs McKenzie and Wolfe rendered valuable assistance in trying to bring the fire under control, and they also helped to extricate the trapped rear gunner. Both were seriously injured by flying debris.

The citation concludes: "Air Commodore Ross showed fine leadership and great heroism in an action which resulted in the saving of the lives of the pilot and rear gunner. He was ably assisted by F/S St. Germain and Cpl. Marquet, who both displayed courage of a high order. Valuable service also was rendered by LAC McKenzie and Wolfe in circumstances of great danger."

FILM LOG

"IN SOCIETY" (Gaumont, Haymarket)

Do you like slapstick? This is it with a few new Abbott and Costello twists. Marion Hutton sings like nothin' on earth but acts in reverse. She talks like sister Betty and has similar quirks. She sings like herself. Will Osborne is in it with his orchestra but there's not enough of him or of Marion singing. The story is weak but the old team lifts plenty of laughs and it's worth a peek. There's a nice new tune "My Dreams Are Getting Better All the Time," which you'll be humming soon.

Iroquois Squadron

The Victory Bond Campaign will be old news by the time this sees print, but the townfolk of Simcoe will be interested to learn that their adopted sons of the Iroquois squadron surpassed the unit's quota, \$35,000, by \$2,000 well before the close of the drive.

The winged braves of the Iroquois won't know how to smoke the pipe of peace when the time comes—on account of the people of Simcoe sending them so many cigarettes. Another prodigious shipment, this time 30,000 reached the squadron in the last week.

F/O Tommy Shore, Ottawa pilot, pressed on to Dortmund and bombed, though fuel was pouring from three flak-hit tanks—and somehow managed to foreland safely on the British coast.

WESTERNER NAMED TO SR OPERATIONS POST

Former station commander of one of the first airfields to move into France after D-Day, W/C M. Frank Brown, Winnipeg, has been appointed senior operations officer and deputy director of air staff at RCAF Overseas HQ in London.

W/C Brown was CO of the fighter airfield from which the Wolf Squadron, the Red Indian unit and the City of Sarnia squadron flew.

HEADQUARTERS

Snappy Social Scene

Bingo, bridge and beaucoup activities of other nature kept HQ folks busy like bees during the past week or so. Badminton arrangements are almost completed. The basketball schedule should be ready this week. Darts were flipped around with gusto and things are cooking for a HQ newspaper to keep the people up on things to come and things that came.

George Harris, APA, and Cpl. Baker kept things hustling at the Harroldian Club on the dart sessions. At the first affair, 15 girls turned up to write to records when the gang were taking their turn at the board. It was an auspicious opening.

Cpl. Don Bridgeman turned on the vocal charm at the bingo, while Super Fred Tadman doled out the prizes to the lucky members of the 75 who played. After the corn period was over, they watched a movie, "Panama Hattie." S/O Spinney won a can of pears. Other prizes included two eggs. Same time, same place this week.

Cpl. Marion Winter will take LIF names to book badminton courts on Saturday and Sunday, while LAW L. Roper will mark down the UKBAU reservations. They will also be in charge of the Badminton birds and four rackets each.

Unofficially, the 29th of November is the date set for the next Seymour Hall hop. And

arrangements are being completed for two nights swimming each week at the same place.

LAC Tony Blane will be the boss man of the newspaper which the committee dreamed up. He will be ably assisted by W/O Hunt. They are both orderly room gents. Send in your hot tips and keep your eye peeled. First editions next week. Nine men's teams and six ladies' clubs will take the floor in cage tennis this winter. Sgt. Win Greer heads the special committee, and will coach all six girls' teams. What a job!

HUSKY CANTEN

Far from amusements and after-work pleasures, the Husky Dakota squadron has its own now. The K of C has moved in in the person of Douglas Graham, Ottawa, supervisor, to set up a canteen-games-rest centre.

Not "CAVIARE" but "HONEY" to the general!
(with sincere apologies to all Shakespeareans)

"IT'S FUN, AND WILL PROVIDE A FITTING SUBJECT FOR MANY DEBATES."
—Mary Hunt, Evening Standard.

But there is no doubt about the amazing and almost universal popularity of "THAT HONEY, LANA TURNER" (Simon Harcourt-Smith, Daily Mail), or her new comedy—which makes a 2nd Empire week automatic.

MARRIAGE is a PRIVATE AFFAIR

STARRING
LANA TURNER
with
JAMES CRAIG, JOHN HODIAK,
Etc., Etc.

Showing at: 10.10, 12.35, 3.0, 5.25, 7.50

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TRINDER KEPT THE ROME FIRES BURNING

EALING STUDIOS present
TOMMY TRINDER
in
Fiddler's Three.
with
FRANCES DAY
SONNIE HALE
Also "JOURNAL OF RESISTANCE," the liberation of Paris. Commentary by Noel Coward

NEW GALLERY

Leicester Square THEATRE

50/50 PROGRAMME
100% LAUGHTER

Richard Greene

DON'T TAKE IT TO HEART

Also
DONALD O'CONNOR
SUSANNA FOSTER
PEGGY RYAN in
"THIS IS THE LIFE"
A NEW UNIVERSAL PICTURE

Patricia MEDINA
Alfred DRAYTON
and a Brilliant Cast
Directed by JEFFREY DELL
Produced by SYDNEY BOX

A TWO CITIES
FILM ... is good as piece of entertainment as they have had for a long time ... I cannot restrain my praise

Perfs. at: 12.0, 3.10, 6.20

ENTERTAINMENT GUIDE

THEATRES

ALDWYCH. Tem. 6404
Evenings 6.45. Mata. Wed. & Sat. 2.30.
FIFTH SHEPHERD presents
TO-MORROW THE WORLD
Robert Harris, Elizabeth Allan, Jean Cadell, David O'Brien.

HIPPDRONE. Ger. 3372.
Evenings 6.15.
Mata. Weds., Thurs., Sat., 2.30.
GEORGE BLACK'S New Musical
JENNY JONES

PALLADIUM. Argyl St. Ger. 7372.
Twice Daily 2.30 and 6.20.
GEORGE BLACK'S
HAPPY AND GLORIOUS
with TOMMY TRINDER.

SAVOY. Tem. 8508
Eves. 6.30. Mata. Wed. and Sat. 2.30.
FIFTH SHEPHERD presents
THE LAST OF MRS. CHEYNEY
JACK DUCHANAN, CORAL BROWN

ST. JAMES'. WHI. 2002
COMM. NOV. 8th at 8.15 p.m.
Subs. Ev. 8.15.
Mata. Mon., Wed., Sat., 1.30 p.m.
GEORGE BLACK
AND
GORDON HARBORD
present
"RESIDENTS ONLY"

STRAND. Tem. 2602 2nd YEAR
Eves. 6.30. Thurs. and Sat., 2.30.
FIFTH SHEPHERD presents
ARSENIC AND OLD LACE
Lillian Brookshaw, Mary Jefford, Naanton Wayne, Edmund Willard.

WHITEHALL. Trafalgar Sq. WHI. 6002
CONT. DAILY 2 to 9 p.m.
PHYLLIS DIXEY
England's Popular Pin-up Girl
in
"PEEK-A-BOO"
Stars! Magnificent! Modern!

WINDMILL. Pic. Circus. 13th Year.
REVUEVILLE, 178th Edition. (3rd week)
Cont. daily 12.15-9.30. Last perf. 7.50.
A VIVIAN VAN DAMM PRODUCTION.
"WE NEVER CLOSED."

WINTER GARDEN HOL. 5531
EVGS (Ex. Mon.) 6 p.m.
MATA. WED., THU., SAT., 2 p.m.
Merrie England
With a Cast of 70 Players.
"Magnificently Sung—a First-Class Success."—Sunday Express.

CINEMAS

DOMINION (O.B.). Tottenham Court Rd. 2,000 WOMEN (A)
The Silver Key (A), News etc.
Weekdays: continuous 11.45 to 10.
Sundays: continuous 3.30 to 8.

EMPIRE. Leicester Square. Ger. 1234
LANA TURNER in
MARRIAGE IS A PRIVATE AFFAIR (A)
with JAMES CRAIG
Continuous 10.0 to 10.0 p.m.

GAUMONT, Haymarket. WHI. 6055
BUD ABBOTT and LOU COSTELLO
IN SOCIETY (U)
Weekdays: continuous 11 to 9.30.
Sundays: continuous from 3.30.

LEICESTER SQ. THEATRE. WHI. 5352
RICHARD GREENE in
DON'T TAKE IT TO HEART (U)
DONALD O'CONNOR, PEGGY RYAN in
"THIS IS THE LIFE (A)"
Perfs. 12.0, 3.10, 6.20

LONDON PAVILION. Ger. 2827.
Starting Friday:
CHARLES BOYER, JEAN ARTHUR in
HISTORY IS MADE AT NIGHT (A)
with LEO CARRILLO

MARBLE ARCH PAVILION. May. 5112
BUD ABBOTT and LOU COSTELLO
IN SOCIETY (U)
Weekdays: continuous 11 to 10.
Sundays: continuous 3.30 to 9.

NEW GALLERY, Regent-st. Rez. 5556.
TOMMY TRINDER in
FIDDLERS THREE (A)
with FRANCES DAY.
Weekdays: continuous 11.15 to 10.
Sundays: continuous from 3.30.

NEW VICTORIA (O.B.). Opp. Vic. Stn. 2,000 WOMEN (A)
The Silver Key (A), News, etc.
Weekdays: continuous 12 to 8.45.
Sundays: continuous 3.30 to 9.

ODEON, Leicester Square. WHI. 6111.
Friday Next
SUSANNA FOSTER, BORIS KARLOFF,
TURHAN BEY
THE CLIMAX (A)
Technicolor
Showing at 11.5, 1.20, 3.35, 5.50, 8.5.

PARAMOUNT, Eux. 4175, Tottenham Ct. Rd.
ELEANOR POWELL, DENNIS O'KEEFE
SENSATIONS OF 1945 (U)
GODFREY TEARLE, JEANNE DE CASABIS
MEDAL FOR THE GENERAL (U)

PRINCE OF WALES. Cont. 10 a.m. to 10 p.m.
AN AMERICAN ROMANCE (U)
BRIAN DONLEVY
Showing at 11.20, 1.10, 4.55, 7.35.
Final performance Sunday, Nov. 5.

REGAL, Marble Arch. Padd. 8011.
ABBOTT and COSTELLO
in
LOST IN A HAREM (A)
Daily at 12, 3.30, 5.22, 8.15.
Sunday: 4.35, 7.50.

TATLER TH., Charing Cross Rd. Ger. 6015.
ANGLO-SOVIET SEASON
A SONG IN THE AIR (U)
A Gay Russian Musical Romance

TIVOLI, Strand. Temple Bar 5025.
PHYLLIS CALVERT, JAMES MASON,
STEWART GRANGER
FANNY BY GASLIGHT (A)
Weekdays: continuous 11.15 to 10.
Sundays: continuous from 3.30.

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