

ACTON

The invasion brought its sadness to two homes in Acton when news came last week that Gunner John Peter Sweeney had been killed in action on June 9th and Rifleman Sydney Fields was reported wounded in action on June 10th.

Parents and citizens are pleased to learn that the cases of infantile paralysis reported last week are mild and the three victims are making satisfactory progress in Toronto hospitals. In only one case, that of Mrs. Melissa Blomess, has actual paralysis been manifest. Mrs. Blomess is a patient in the Riverside Isolation Hospital. The other two cases are Jack Davidson aged 8 and Donald Dawkins aged 9.

On Saturday, June 10, a lovely June wedding was solemnized by the Rev. A. O. W. Foreman, when Ruby Hazel, daughter of Mr. and Mrs. Roy Culp of Erin, became the bride of Stanley Corbett, R. R. No. 1, Erin, son of Mr. and Mrs. John Corbett, Erin.

On Sunday, June 4th, a special occasion was marked in St. Joseph's Church, Acton, when 13 boys and girls received their first Holy Communion.

BRAMPTON

B. G. H. Stratton of Brampton has recently been promoted to the rank of Acting Major in the Lorne Scots Reserves. Major Stratton is the company commander of the Lorne Scots support company.

The Board of Education went on record last night as being reluctant to see Brampton enter the proposed County Health Nursing Service scheme unless, under the new plan, the town receives health services equivalent to those rendered at present.

A quiet but pretty wedding was solemnized at the Presbyterian manse, by Rev. A. Neil Miller on June 10th, when Edythe Frances, only daughter of Mr. and Mrs. J. E. Fendley, of Brampton, was united in marriage to George Archibald Marshall and the late Mrs. Marshall, of Brampton.

tor of Canadian Weekly Newspapers Association and publisher of the Brampton Conservator, was on hand at Ottawa recently to welcome his son Flying Officer R. B. Charters D.F.M., back in Canada after operations overseas. F. O. Charters won his award in April, 1943, after an attack on Essen during which he was badly wounded but stuck to his navigator's post to bring the aircraft safely back to base.

MILTON

The Paper Salvage Drive, which was carried out by the pupils of the Public School last Saturday, was a huge success. The pupils all worked really hard and a total of 10 tons, 170 pounds (20,170 pounds) was reclaimed to be used in the war effort.

At council, a letter from Armstrong, Wood and Co., requested an opportunity to speak to Council regarding the installation of sewage. Permission was granted for the first meeting in July.

Sunday morning last was a gala day in the life of St. Paul's United Church when Squadron Leader, the Rev. G. W. Porter, the minister who has been serving in the R.C.A.F. Chaplaincy for the past four years, returned with Mrs. Porter for a brief visit with their parishioners.

First casualty from Milton in the invasion of France and the continent was reported this week when Mr. and Mrs. David Wilson received word that their son, Rifleman Donald Alexander Wilson was reported missing since June 11th.—Champion.

FIGHTING FAMILY

Probationary Sub-Lieutenant Martha O. Stratton of Toronto, graduated with 18 other new Wren officers from O.T.C. at Ottawa but she was the only one with a Wren daughter on hand to congratulate her. Mrs. Stratton's husband, Captain K. V. Stratton, G.G. H.G., is with the Canadian Army Overseas; her son, Lieutenant John Henry Stratton, is with the Canadian Armoured Corps at Camp Borden, and her daughter, Wren Lois Stratton, flew up from her naval duties at Moncton, N. B., to celebrate her mother's commission.

Fighting Canadians

ARMY AIRFORCE NAVY

R.C.A.F. INVASION PART

By the time the invasion of "Festung Europa" was two days old, Allied Forces had completed 22,000 individual sorties. Of these, the R.C.A.F. completed its full share with activities that ranged from mine-laying, heavy bombing attacks on enemy rail centers and radio installations, attacks on three enemy destroyers that left two on fire and the third badly damaged, the successful sinking of an enemy E-boat, and fighter cover that enabled the Navy to land fighting men with a minimum of resistance.

Typical of the overall splendid show were performances turned in by the following men: Flying Officer H. T. Wainman, Orillia, Ont., who scored a direct hit in a Beaufighter attack on one of the three destroyers attacked on the night of June 7; Pilot Officer E. W. Andrew, Collingwood, Ont., brought his big bomber down to the 900 foot level in order to deliver the most effective attack on his particular target, but in so doing felt the commotion's lift; Flying Officer Gerald Billing, Essex, Ont., knocked down an enemy aircraft on the night of June 7; Squadron Leader Lorne M. Cameron, D.F.C., Roland, Man., blasted two enemy aircraft from the invasion skies on the night of June 7; Sergeant Fred Ward, North Portal, Sask., destroyed one enemy aircraft on the night of June 7 from his air gunner's position in a giant bomber; "B" doesn't look like Hollywood's way of conducting a war," said Flight Lieutenant Alexander Harkow, Penticton, B. C., giving his version of the apparently hopeless muddle existing on the invasion front, far below his Spitfire aircraft. He was credited with scoring a "probable" during the second day of the invasion.

SUBMARINE "KILL"

Lieutenant Tom Pullen, R.C.N. of Oakville, Ontario, had his own kind of revenge recently. Late in 1943 as first Lieut. in H.M.C.S. Ottawa, he spent seven hours in the cold North Atlantic after his ship was sunk by a U-boat. Now he is first Lieutenant in H.M.C.S. Chaudiere, which was in the "kill" of a U-boat and found himself assisting the survivors of the Nazi crew as they were brought over the side.

Lieut. Tim Dunn of St. Petronille, Isle d'Orleans, Que., first sighted the U-boat which had been forced to the surface by a group of Canadian yachts.

VICTORY GARDENERS

Canadian troops at home and abroad are digging in for victory in several ways. One of fully cultivated ground will supply vegetables for from 500 to 700 men, and the soldier-farmers, including Americans, have produced 160,000 tons of fresh foods from Victory Gardens in the British Isles. All planting, weeding and general work is done by soldiers in their off-hours.

FLYERS EARN M. C.

Two men serving with the Royal

Air Force overseas have been awarded the Military Cross in recognition of gallant service and great skill. The two men thus honored are Flight Lieut. O. I. S. Philpot, D.F.C., of Vancouver, B. C., and Flight Lieut. H. D. Wardle of Windsor, Ont. Few R.C.A.F. men have received the Military Cross in this war.

JAP SOUVENIR

When he returns to Canada, P.O. Frank McDonald of Tillsonburg, Ont., and Borden, Ont., will have a splendid collection of souvenirs from the far East. His most-prized keepsake will be the buckle and strap of a parachute from a Japanese bomber, which he shot down in flames during the Christmas nuisance raids on Calcutta, in 1942.

"SWANSEA" ASSIST

The village of Swansea, Ontario, has reason to be proud of the new frigate, H.M.C.S. Swansea, for on her first operational trip, she assisted the Canadian destroyer, St. Laurent, in wiping out a U-boat.

"When he popped up, I thought to myself 'We're going to be out of this show'" said Cdr. Clarence A. King of Oliver, B. C., the captain of H.M.C.S. Swansea. "But we were very much in luck and gave him a good hiding. All our guns were in action and our gun crews were right on the target. He had plenty of speed but we were too much for him. Swansea, on her first operational trip, gave a good account of herself." Commander King's wife and two sons live in the Okanagan valley in British Columbia where the former captain of H.M.C.S. Oakville had a fruit farm before the war. Besides holding the D.S.O. and D.S.C., his U.S. Legion of Merit was the first U.S. decoration awarded a Canadian in this war.

ELIGIBLE FOR AWARD

Officers and men who have been discharged from the Canadian Active Army and who served in specific active operations for which the 1938-43 Star was recently awarded, may make application for it to the Department of National Defence.

TOO BIG FOR "SPIT"

Spitfire cockpits were not designed for six feet five inches of fighter pilot, W.O. Jimmy "Bones" Bulman of Ebanwinigan Falls and Stanstead, Que., has learned. He found long ago that once he gets into a "Spit" he can't wear his goggles on the top of his helmet and still close the coupe top. Another bit of "gen" that has come his way as a result of experience, is that if he flies for more than a few hours, he has to be pried out of his seat. Jim flew a Spitfire to India in three days and is now in England after contracting malaria eight times.

CAP IS CASUALTY

Lieut.-Commander George H. Stephen, R.C.N.V.R. of Halifax, captain of H.M.C.S. St. Laurent, spent four long years in North Atlantic convoy work in the course of which he won the O.B.E., the D.S.D. and a mention in Despatches for outstanding salvage work, but not until last month did he bag a U-boat. He was so excited when the opportunity did finally present itself he ripped the peak off his cap. "Aye, it was right good moment, was that when Jerry popped his head up" says the jovial Scots captain, "but won't ma wife give me hell for being so creles wi-ma cap!" A couple of days before he smashed the U-boat he brought the Canadian destroyer alongside a burning freighter in the convoy and landed a fire and salvage party which subdued the blaze after a two-day fight.

GIRLS CHECK VISION

The gigantic task of training more than 200,000 men in Night Vision skill and testing their reactions, has fallen to the Canadian Women's Army Corps. The girl operators will demonstrate and lecture on all subjects which have become increasingly important due to the number of military objectives that are reached under cover of darkness. Among the interesting facts revealed, it has been discovered that persons with "poor eyesight" may have excellent night vision.

MILK DRINKERS

The R.C.A.F. in Canada and Newfoundland drinks milk and lots of it. In addition to fresh milk the air-force uses approximately 1,000,000 lbs. of powdered milk to supply isolated stations. Consumption averages a pint a day for every man and woman in the R.C.A.F.

DISPATCH RIDER

Wearing crash helmets, goggles and binoculars, is the way L.A.C. Harry Collier of Cranbrook, B.C. starts the days work. Harry is a Dispatch Rider in Britain. It is his job to carry important documents and photographs to widely dispersed stations. The job of Dispatch Rider carries all sorts of hazards in Great Britain. England's roads are narrow and winding, many lined with stone walls and hedges. Also they are just as slippery as Canadian roads in wet weather! His brother Beverly, is with the Canadian Army Overseas.

Not in Offices

By ALICE DUANE

(McClure Syndicate—WNU Service.)

SALLY BRENT was a sort of handy-man—or handy-girl might be better—in the editorial offices of one of the big women's magazines. David Lister worked in the art department.

Sally could type, and she could write captions for illustrations. She passed on a good suggestion now and then to one of the editors—about something she thought would make a hit with the wide group of women readers of the magazine. Altogether she was a really valuable young member of the editorial staff.

Sally was a lot more than that. She was pretty, she dressed well, and she was a thoroughly nice all-around girl.

And then: Sally had decided that she wanted to marry David. David didn't know this. Sometimes Sally wasn't quite sure of it, but she was always ready to admit to herself that at least she wanted to have a chance to refuse David if she definitely decided not to marry him. And in an office, what could she do about it? David never paid her any attention.

And, thought Sally, that was natural and to be expected. Men you meet in business don't propose to girls they meet in offices. Somebody had told that to Sally. Lots of women had told it to her, in fact, in one way or another. And Sally believed it. Or at least she usually believed it. And there were some men in the big organization, of course, who would, she thought, on encouragement, probably like to marry her. But not David.

The more she thought about it, the more determined Sally was to make no mistake in anything that was becoming so important to her. Sally was getting so that she saw David's blond head before her in the subway crowds—but she knew perfectly well he didn't use the subway but commuted to Long Island. She was getting so she shivered when her work took her to the big art department room; so that she blushed if he happened to ride up or down in the same elevator with her; and so that she noticed what kind of necktie he wore and whether he looked tired or happy.

So Sally, being a practical sort of young girl, took herself definitely in hand.

She made an excuse to hang around the telephone operator's desk one lunch hour, and by adroit questions found out where David usually spent his week-ends.

"Yeah," said the girl, stretching her tired neck and shoulders as she slipped off her headpiece when noon relief appeared. She didn't know it, but she was really answering Sally's question, as definitely as if Sally had asked it. Sally had just said one thing and another until the telephone operator was giving her the information she wanted. "Wish I had a nice place to go, like some of these people. Mr. Lister, now, with his Saturdays and Sundays out there at Pine Lake in New Jersey. I bet he doesn't miss a week-end there all through the summer."

The girl gossiped on, just lazily talkative. And Sally made her plans.

It wasn't very hard. Three weeks later she got off the train at Pine Lake—one Saturday afternoon and was met at the station by Hester Stanhope. It hadn't been hard to meet her—and when Sally wanted to be charming, she seemed to be just the person you'd always been wanting to ask to your house as a week-end guest.

"Oh, Miss Brent," said her hostess, looking past Sally up and down the crowded little commuting platform, "I've another guest coming out by this train—David Lister—oh, hello, David. Come over here and meet Sally Brent. Too bad you two didn't know each other. You could have visited coming out from town."

That was the end of it, so far as Sally's efforts went. David took things on his own hands after that. Sunday evening he and Sally were sitting on the moonlit terrace outside the Stanhopes' open living room windows.

"Sally," said David, as he sat silhouetted against the brightness in the garden. Sally sat in the shadow of a pergola column. She watched the golden halo behind his profile, and hugged herself for being a bright young thing. She felt sure, now, that David would propose to her. And she felt sure, too, that she would accept him.

"You see, Sally—I'm awfully glad to have found you here like this. I've been longing to get you to talk to me—to listen to me—"



A. W. TRUEMAN
Educationalist, broadcaster and a singer of songs. A. W. Trueman likes to talk about the things he likes. Books are among his favourite topics and just now he is discussing "Books For The Times", for listeners of the CBC Trans-Canada Network. Mr. Trueman will be heard next on Tuesday, July 4, at 10.15 p.m. EST, 11.15 p.m. EDT, from St. John, where he is presently as superintendent of schools.

Waste not - Want not!

Were stuck where no one sees us -

We clutter up your cellars -

But if you put us back to work -

We'll all be useful fellers!

Yes-it's a CYCLE!

... from plant, to store, to customer ... and back again! For bottles and cartons are used many times. So please don't break this cycle. Return your empties, in their original cartons, promptly—and you'll help us maintain steady supplies for you.

Thank You!

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Containing Approximately 100 Acres
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