

SUSAN OF THE WAVES

by ALLEN EPPES

Drama by United Features Syndicate, Inc.

Susan Esterbrook, New York glamour girl, expects to leave shortly for service in the Waves. She is being courted by Pierre Dupre, Fighting Frenchman, and by Dick Craig, a young man who has a Washington war job. However, she has fallen in love with Harvey Rogers, Army flyer. At the end of his leave in New York, he proposes to her. She feels she shouldn't marry while the future is so uncertain, but she promises to wait for him. After he's gone, she hears that Dick is coming up from Washington to see her. She knows that he will propose again, but she is determined to reject him once and for all. She also makes a date with Pierre with the intention of telling him of her engagement. Meanwhile, Pierre has been threatened by Carl Cooper, a man whom he suspects of being a Nazi agent. Carl has told Pierre that if he doesn't get Susan to show him through her father's war plant, harm may come to his family in the south of France. Hence, when Pierre keeps his date with Susan, he is in low spirits. She decides she hasn't the heart to tell him that evening that she's engaged to another man.

CHAPTER XIII

PIERRE took Susan to a night club and, when they were seated at a table, she ventured to ask him why he was so depressed.

"What's the matter?" she asked. "I've never seen you look so glum."

"I do not hear from my people," said Pierre, "and I have a feeling that something may be wrong."

"I'm sorry," she said. "I wish there was something I could do to cheer you up."

"There is something you can do, Susan."

"What, Pierre?"

"Give me hope that maybe, some day, after the war, you'll share that villa with me," Pierre leaned across the table and touched her hand.

"It's so little to ask, and I do need something to hold me to," she said. "I'm asking her to give me hope, not a little thing, a small thing she could do to lessen the war tragedy on one lonely man who was far, far from home, she thought."

"All right, Pierre," she said, "if it'll help you on, I shall be thinking of you many, many times while I'm drilling and training."

"You will?" he asked eagerly.

"Of course we don't know what the outcome of anything is going to be," she went on, "but we can both hope."

"Thank you, my sweet," Pierre said. "Now I can smile."

And he did so. But the smile was short-lived.

"There's Carl Cooper again!" he exclaimed.

SUSAN turned and saw Carl at a nearby table, watching them.

"It's certainly odd," she said, "that he always turns up where you and I are dining."

Then she saw someone else, and gave a little cry.

"Oh, Pierre, there's a girl I know—the pretty little Waco sitting across the room! You must come with me. I want to ask her some questions."

Susan hurried over to speak to Diana Latham, the girl whom Mrs. Esterbrook had said probably looked dumber than ever in a uniform. But she didn't look that way at all. Susan saw that she was slenderer than she had ever been—trim and lovely.

"Diana!" she greeted her, "Or do I call you by some military title?"

"Susan, darling!" said Diana.

AIRCRAFT MOTORS NOW OVERHAULED IN PACIFIC BASE

Operation Which Formerly Took 6 Months Now Requires Only 21 Days, Said

By Frank Tremaine
United Press Staff Correspondent
Headquarters, South Pacific Force, Oct. 14.—(U.P.)—Aircraft engines—heart of the Allied war effort in the south Pacific—once were out of action for six months for overhaul after every 90,000 flying miles, now are serviced and returned for use in 21 days by a new aircraft engine overhaul base in this area.

Navy authorities estimated that the new base saves the Allies over \$12,000,000 in investment for new engines and makes immediately available to Allied fliers some 45,000,000 additional flying miles.

Fix All Types
The base services navy, army, marine, Australian and New Zealand aircraft of all types from fighters to the largest transports and bombers.

The navy department in Washington approved a suggested plan for the base last Jan. 15. Ground on what once was a cow pasture on a south Pacific island and was broken in May and three months later the base handled its first run of engines.

Lt. F. A. Celler, USNR, of Boston, Mass., assembly and repair officer, explained the importance of the new base.

"An aircraft engine is good for from 500 to 600 hours of flying before it must be completely disassembled and rebuilt," he said. "The standard engine has more than 14,000 parts, and we are equipped not only to handle every type of engine from fighters to bombers, but also accessories from propellers to superchargers."

Short Haul Now
Engines once had to be transported across thousands of miles of ocean before they could be overhauled and salvaged, then carried back again to the front. They now are serviced within a day's flying time of advance south Pacific air bases and can be put back in action in 21 days, he said.

Cmdr. T. D. Guinn, USN, of Atlanta, Ga., and Coronado, Cal., pioneer navy airman and commanding officer of the base, said more than half of the personnel are specialists gathered from naval air bases in the United States in all the varying grades of aircraft engineering. When the personnel began training as a team last February before construction of the base, they became the entire night shift in a west coast navy overhaul plant.

"We now are reaching the maximum number of major overhauls a month as initially scheduled for us," Guinn said, "and we can exceed that. We can take all types of engines."

Has Own Hospital
In addition to large, round-topped, tin-roofed Quonset huts housing millions of dollars worth of precision machinery and engines undergoing overhaul and rebuilding, the base also has its own large hospital capable of handling major operations, living quarters for the bases entire personnel and recreation centers including a theater for amateur talent, movies, a boxing ring and facilities for fishing in the surrounding waters.

Blackout Rules Still in Effect
San Francisco, Oct. 14.—(U.P.) Residents of the 9th civilian defense region were warned today state blackout laws are still in effect despite relaxation of dim-out rules.

All lights must be extinguished immediately at the sound of air raid warnings, George L. Leviason, acting ODR director, said.

THE WORLD AT ITS WORST
By GLUYAS WILLIAMS

WHEN THE HEAD OF THE HOUSE UNDERTAKES A MINOR REPAIR JOB IT QUICKLY DEVELOPS INTO A MAJOR ACTIVITY FOR THE REST OF THE FAMILY, BECAUSE HE NEEDS SOME ONE TO HOLD THE LIGHT, SOME ONE TO PASS HIM TOOLS, SOME ONE TO HOLD THE NUGS AND SCREWS AND THINGS AS HE REMOVES THEM, SOME ONE TO STAND BY WITH A FIRST AID KIT WHEN HE BASHES HIS THUMB, AND EVERYONE TO TELL HIM WHAT HE IS DOING WRONG.

When the head of the house undertakes a minor repair job it quickly develops into a major activity for the rest of the family, because he needs some one to hold the light, some one to pass him tools, some one to hold the nuts and screws and things as he removes them, some one to stand by with a first aid kit when he bashes his thumb, and everyone to tell him what he is doing wrong.

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LT. RICHARD DAVIS IN BOMBING RAID ON JAP-HELD BASE

Operation Which Formerly Took 6 Months Now Requires Only 21 Days, Said

Mrs. Richard N. Davis, R. 2, Tuesday received an account of a raid of more than 200 aircraft on Wewak, Japanese held point on New Guinea, in which her husband, Lt. Davis, pilot of a Mitchell bomber, took part. Lt. Davis, who has been in the army nearly two years, enlisting in January of 1942, has been in New Guinea since last April.

The day Mrs. Davis received the letter containing the account of the raid, she had just returned home from a local hospital with her infant daughter, born October 4. The story of the raid was sent Mrs. Davis by a Chicago woman who sent a note saying she made a hobby of clipping articles written about servicemen and mailing them to relatives.

The air battle in which Lt. Davis participated took place September 27 and resulted in a miraculous escape for the pilot and his crew when the bomber ran into heavy ack-ack and one motor was disabled. With but one motor and the right rudder shot away, Lt. Davis relates that his co-pilot, Flight Officer William Ruse of Tulsa, Okla., attempted to lighten the plane by throwing overboard everything that could be torn loose.

The plane, flying but 40 or 50 feet above the water, trampled and shook, the flyer said, while the co-pilot dumped out equipment, the armor plating and the radio. His efforts to lighten the load proved successful and Lt. Davis was able to return the plane to the home base.

Lt. Davis graduated from Medford high school and later worked for the California-Oregon Power company here. He graduated from Williams Field, Chandler, Ariz., in October of 1942. His wife is making her home with her parents, Mr. and Mrs. Don Elliot, for the duration.

TWA MAIN PURCHASER SOUTH AMERICAN LINE
Washington, Oct. 14.—(U.P.)—Transcontinental and Western Air, Inc., today was reported to be the major purchaser in a transaction which will give four United States firms financial control of TACA (Transportes Aereos Centro-Americanos), air service in South and Central America.

American Aviation, industry magazine, said TWA is buying more than \$1,000,000 worth of TACA stock and that Stewart McDonald, president of the Maryland Casualty Co., the Adams Express Co., New York, and Time, Inc., New York, are purchasing somewhat less than \$500,000 each.

THE GRANGE
Phoenix Grange met Tuesday night with 39 members and two visitors present.

Mr. and Mrs. F. L. Tripp were obligated in third and fourth degrees and Mr. and Mrs. Alfred Schroeder were obligated in first and second degrees.

Home Economics club will meet at the home of Mrs. Gladys Harris on October 20. Covered dish lunch at noon.

Next grange meeting will be October 26 and a covered dish supper will be served at 7 p. m. Officers will be elected at the first meeting in November and at the last meeting the lecturer asked that each committee of the grange prepare a number for the lecturer program.

Mr. and Mrs. Charles Hocker-smith of Sams Valley Grange were welcomed as visitors.

Serving committee Tuesday night was Mr. and Mrs. Cliff Maust, Mr. and Mrs. A. H. Dudley, Mrs. Lillian Coleman, and Lloyd Colver.

Closing time for Classified ads 9 a. m. — Too late to Classify 12:30 p. m.

THE NEBBES—Her Big Night
By HESS

AND SO BOCARBERTA UNREELS ITSELF FOR THE FIRST TIME AND THE CROWD ROARS ITS APPROVAL. IT IS NOW INTERMISSION.

LET 'EM BE DAN, I CAN TAKE IT AND I LOVE IT!

WHAT DID I TELL YOU? THE GREAT DOUGLAS DOUGLASS DOES IT AGAIN!

YOU AIN'T SEEN NOTHIN'—JUST WAIT FOR THE PART WHERE I'M GLAMOROUS

I DON'T HAVE TO WAIT—YOU ALWAYS WAS MY FAVORITE "PIN UP" GIRL!

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SAILOR TERMED THRILL KILLER

Oakland, Cal., Oct. 14.—(U.P.)—Djory Nagle, 32-year-old merchant seaman, shot and killed John Lucia, 50, San Francisco taxi driver, for a "thrill," two women companions charged today.

Nagle pumped two bullets into Lucia's body Monday afternoon on a deserted road near Hayward, Cal., according to the stories told police by Mrs. Lucille Eyre, 31, and Mrs. Sally Mixon, 22, both of San Francisco, and

then pursued the dying cabman across the road, stood above him and fired a third bullet into Lucia's brain with the remark: "I get a thrill out of that."

Miss Mixon also told police that Nagle said he had "knocked off" another man three months ago.

So far, Nagle has denied all charges, according to police.

ELEANOR POWELL SETS OCT. 23 FOR WEDDING
Hollywood, Cal., Oct. 14.—(U.P.)—Tap-Dancer-Actress Eleanor Powell and former Movie Actor Glenn Ford, now a marine sergeant at Camp Pendleton, Cal., will be married Oct. 23, her studio announced today.

The marriage will be a private ceremony at Miss Powell's Beverly Hills home, where she lives with her mother.

The couple met more than a year ago when they were members of the first Hollywood bond cavalcade and neither has been married before.

STRANGE AS IT SEEMS by JOHN HIX

"Belly Still" WHICH CONVERTS SEA WATER INTO DRINKING WATER FOR SAILORS LOST AT SEA DUE TO GERMAN U-BOATS, HAS INVENTED FOR THE AMERICANS BY DR. CARL SOLLNER, A GERMAN EXILE!

THE OAK POLYMER BEETLE GRUB HATCHES ON A TREE IN SO, BURROWING A WIND BREAKS OFF THE LIMB, ALLOWING THE GRUB TO FLOAT SAFELY TO EARTH!

AMATEUR MIDDLEWEIGHT, ALTHOUGH OUTWEIGHED BY MORE THAN 100 LBS., KNOCKED OUT 265-LB. ALFRED CORTIZ IN 20 SECONDS! Philadelphia, 1937

BARNEY GOOGLE AND SNUFFY SMITH—Snuffy's Single-Sighted Now!

HERE'S FIVE BUCKS—TAKE TH' SERGEANT'S JUG AN' DO LIKE WE TOLD YOU—GIVE HIM A BIG SCARE!

HOKAY, SAHIB

WHUT TH' DING DANG DONG ??

I SNOW!! THIS IS TH' QUAREST SNAKE I EVER SEEN!! LAS NIGHT HE WUZ TWO- HAILED!

BLONDIE—A Raid On Camp Bumstead!

WHAT HAPPENED TO MY SHOE POLISH?

EMPTY! AN' I JUST BOUGHT IT YESTERDAY

WE'RE COMMANDOS POP

Edited by DREW PEARSON

AT THE DAISY FIELD DAIRY.
GEE, IT'S COLD IN HERE!
MUST BE THE REFRIGERATOR ROOM WHERE THE MILK IS STORED

DID YOU SAY MILK? JEEPERS—BROKE??

SUFFERIN' SENATORS—IT'S MEAT!

I BIDS A THOUSAND

SAY, WHO'S DAT STUBBORN MILLIONAIRE WHO HAS OUT-BOID US EVERY TIME A THOUSAND BUCKS DATS ALL WE GOT IN OUR TREASURY??

SOLD! TO THE GENTLEMAN WHO BO A THOU-SAND DOLLARS??

BY AL CAPP

THE NEBBES—Her Big Night

BY HESS

AND SO BOCARBERTA UNREELS ITSELF FOR THE FIRST TIME AND THE CROWD ROARS ITS APPROVAL. IT IS NOW INTERMISSION.

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