

# Little Stories for Bedtime

## Johnny Chuck Gets Up Late

By THORNTON W. BURGESS

"It must be I've waked up early," began to kick a pile of sand. "Ouch!" he cried as his toe hit something hard. Then he began to dig away the sand, and there was a stone filling up the doorway of Jimmy Skunk's house. Together they pulled it out, and Jimmy Skunk crept in, almost too sleepy to say thank you. "I wonder who did it," said Johnny Chuck. Then he found a footprint. A great light broke over Johnny Chuck.

"Bobby Coon has been playing tricks on us!" he exclaimed. "Just wait, Bobby Coon, you'll have to take your own medicine yet."

Next story: Bobby Coon Takes His Own Medicine.  
(Released by The Associated Newspapers)

Just then Johnny heard a sound that made him sit up so suddenly that he bumped his head, for the roof of his bedroom is very low. "Ouch!" cried Johnny Chuck.

Then he hopped out of bed, and without waiting to wash his face or comb his hair he started up the long hall toward his front door. He had heard Sammy Jay laughing fit to kill himself, and he knew that Sammy Jay never, never would be out there laughing in the night. It was still dark in the hall and outside he could still hear Sammy Jay laughing. What could it mean?

Finally Johnny Chuck reached his doorway. It was all covered up with hay and that was why the hall was dark. Johnny pushed the hay out of the way and stepped out. The bright sunlight made him blink. Sammy Jay screamed louder than ever with laughter. Johnny blinked and blinked and Sammy Jay laughed and laughed. Johnny looked up at Jolly, round, red Mr. Sun. He was almost overhead. Usually he was just beginning to climb the blue, blue sky when Johnny Chuck came out for his breakfast.

"Oh, you sleepy-head!" shouted Sammy Jay.

Johnny Chuck looked sheepish, but he couldn't say a word, for here it was the middle of the day and he hadn't had breakfast yet.

Just then along came Jimmy Skunk. Jimmy looked most displeasable. He certainly did. His clothes were tumbled and rumpled and dirty. And Jimmy was so sleepy that he could hardly keep his eyes open. Evidently he had been out all night.

"Have you seen anything of my house?" asked Jimmy Skunk. "What?" exclaimed Johnny Chuck.

"I asked you if you had seen anything of my house? Have you?" replied Jimmy Skunk crossly, for he was very, very sleepy.

Johnny stared at Jimmy for a full minute. "Are you crazy, Jimmy Skunk?" he asked. "How should I see anything of your house when I've just got up? Besides, houses don't run away."

"Mine has," replied Jimmy mournfully. "And I want to find it and go to bed," he added.

Sammy Jay, who had been listening, laughed louder than ever, and even Johnny Chuck smiled. "Wait till I get something to eat and then I will help you find your house," said he.

So Johnny Chuck got something to eat and then he followed Jimmy Skunk up the Crooked Little Path to the top of the hill.

"Right here's where I left my house, but now it isn't here," said Jimmy mournfully.

Johnny Chuck looked around. No house was to be seen. He idly



Sammy Jay screamed louder than ever with laughter

# SURVIVORS OF SHIP IN PORT

## Freighter, Lands Number of Crewmen From Torpedoed British Tanker

AN EAST COAST CANADIAN PORT, Jan. 28 (CP).—Thirty-three tough British seamen, rescued from their torpedoed freighter, rested in a Navy League hostel here today and feelingly cursed the German U-boat commander who wished them a sarcastic "good night" before he disappeared in the Winter night, leaving them tossing about on the chill Atlantic for thirty-three hours.

Their arrival boosted to sixty-six the number of survivors from three torpedoed ships now recovering in hospitals and rest centres here. The others were from a Norwegian tanker and a Greek freighter. Altogether fifty-six crewmates were either dead or missing as the result of the torpedoings.

The Britons, most recent of the survivors to be landed, could give few details concerning their torpedoing except that three of the deadly missiles exploded deep inside their ship, killing three engineers and a fireman. Thirteen of the crew are still missing.

## BOAT CAPSIZED

B. Whitney, of Cardiff, North Wales, was clear only on what happened after he climbed into the lifeboat. There were eight of them, including the captain, and shortly after they launched it the boat capsized. For about four hours they clung to the overturned craft until another lifeboat picked them up.

Before they capsized, Whitney said the German submarine surfaced close beside them to have a look at the men. The captain, "a big —," asked details concerning the ship's size, her complement and destination, then disappeared in the fast-falling night.

"He wished us good night just before he left," Whitney said, "but that must have been sarcasm considering how cold it was and the nasty sea that was running."

## NOVA SCOTIA AIRMAN BELIEVED KILLED IN OPERATIONS OVERSEAS

HALIFAX, Jan. 28 (CP) — F.O. Douglas A. Smith, who conducted a little blitzkrieg of his own on Axis forces in Libya for a few days before he was shot down and reported missing, now is believed to have been killed in air operations on December 6, according to a message received by his father, Harvey B. Smith. An earlier message received by Mr. Smith had said that his son was believed to be a prisoner of war.

Dispatches from Valera, Malta, early in December reported that Smith made six diving attacks on enemy trucks and shot up four gasoline tankers in one day; then destroyed an enemy plane, attacked twenty trucks and shot up five gasoline tankers the next.

## FISHING INTERESTS HAVE FIRST CALL ON JAPANESE FISHBOATS

VANCOUVER, Jan. 28 (CP).—A committee of civic officials and members of the Vancouver Waterfront Protective Association, which had two big Japanese seiners picked out for conversion into fireboats for Vancouver harbor, may have to seek other boats for the purpose. The Japanese Fishing Fleet Disposal Commission, set up by Federal officials to supervise transfer of the boats to white fishermen, has ruled the fishing industry has first call on the boats, and there is little chance any of the big boats will be left over for use as fireboats.

BELGIUM'S MINERALS Among the minerals mined in Belgium are coal, lead manganese, zinc and iron.

Canada, killed on active service. L.A.C. Gordon Francis Joseph Clark, Kingston, Ont. (killed at Kingston, Jan. 26); L.A.C. Alfred Cornell, Toronto (killed at Kingston, Jan. 26); L.A.C. John Harvey Alexander Johnston, Brinston, Ont. (killed at Hainsville, Ont., Jan. 26); L.A.C. Eric Thomas Markham, Wolverhampton, Staffs, Eng. (details unavailable); L.A.C. Delbert Ellsworth McCool, Tidouste, Pa. (killed at Hainsville, Jan. 26). Seriously injured on active service, Sgt. Bruce Allan Chambers, Waterford, Ontario.

## Hog-Fuel Barge Is Total Wreck Off Lawn Point

The Island Tug & Barge Company's barge Fibreboard is a total loss off Lawn Point, close to the entrance in Quatsino Inlet, company officials stated yesterday.

The Fibreboard, which was in tow of the tug Pacific Monarch, bound for Port Alice from Port Alberni, went ashore Monday when the towline parted in a high wind and the barge went adrift.

The barge was loaded with hog fuel. Three men aboard her were removed with considerable difficulty. The Fibreboard was formerly the four-masted bark William Lewis.

## SLEEPING AND DINING CAR STAFFS OF C.N.R. PROMOTE STAMP SALES

VANCOUVER, Jan. 28. — Gathering the wee muckles to make the proverbial muckie for some time past has been the task of all employees of the sleeping and dining car department, Canadian National Railways.

Success of their undertaking is reported by M. L. Fleet, sleeping and dining car agent, C.N.R., Vancouver. He says that sales of War Savings Certificates and Stamps through the efforts of sleeping and dining car conductors and stewards, chefs, waiters, pantrymen, storemen and clerical staffs, now total \$27,500. Not only have the workers purchased certificates and continue to do so, but patrons of the dining, cafe and parlor cars are discreetly invited to expend some of the change for a stamp.

The departmental effort is recorded on "thermometers" displayed in dining cars.

## BUILDING DESTROYERS

HALIFAX, Jan. 28 (CP).—D. B. Carswell, controller of ship construction and ship repairs in the Department of Munitions and Supply, said today during a visit here that construction of two Tribal class destroyers in Halifax now is making rapid progress, and that steel for the ships is being obtained from Nova Scotia plants.

## Worker Prominent in Shipyard Circles



ALEX. MAIN FOREMAN shipfitter and plater, is a key member of the Yarrow's Limited shipbuilding organization at Esquimalt. He was born at Burchhead, Scotland, and has been identified with shipyard work since 1916, being employed at Yarrow's and other coast yards.

by Captain H. Seymour-Biggs. He was awarded his wings in May, 1941.

J. Harrington, of Baltimore, was among the missing.

Walker said the submarine—it was too dark to distinguish its nationality—surfaced as they pulled away, circled, but didn't molest the lifeboat. Seven hours later, the W. C. Fairbanks sighted the flares sent up by the survivors and took them aboard.

Grinning Joseph Ortiz, twenty-two, of Santa Fe, New Mexico, at sea only nine months, considered himself one of the luckiest sailors now looking for a new berth. He was asleep when the explosive struck, and "just made the boat," clad in a light pair of pants and one shoe. Fortunately, he explained, others had on two pairs of pants, two shirts and extra sweaters.

## Destiny of Ship Changed When It Was Fired Upon

SEATTLE, Jan. 28 (AP).—The 13th Naval District staff headquarters revealed today that the Black Douglas, three-masted auxiliary schooner of the Federal Fish and Wildlife Service, was fired at by an enemy submarine off the Pacific Coast after war was declared.

The naval statement said that the Black Douglas had started for the Pribiloff Islands to investigate Japanese reports that treaty-protected fur seals were migrating into Japanese waters and eating fish.

"En route to these northern waters, things happened which changed the destiny of the Black Douglas," the statement added. "War was declared. While it was off the coast in Pacific waters, it twice encountered enemy submarines, according to the skipper.

"One submarine fired at it at night, and the schooner was forced to black out and hurriedly changed course. It reached its destination safely, however, and was delivered to the 13th District early this month."

## CRASH PROVED FATAL

MOOSE JAW, Sask., Jan. 28 (CP).—A Royal Air Force pilot from No. 32 Service Flying Training School was fatally injured yesterday when the plane he was flying solo crashed near Pense, Sask., twenty miles east of here. His name was withheld pending notification of next of kin.

## MAIL AND SHIPS

### COASTING CRAFT

VICTORIA-VANCOUVER — Ss Princess Charlotte or Ss Princess Alice will leave Victoria daily for Vancouver at 1:20 p.m.; Ss Princess Charlotte or Ss Princess Alice will arrive at Victoria daily from Vancouver at 9:45 p.m.; Ss Princess Joan or Ss Princess Elsie will leave Victoria daily for Vancouver at 12 midnight; Ss Princess Joan or Ss Princess Elsie will arrive at Victoria daily from Vancouver at 7 a.m.; Saturdays only, there will be a special sailing from Victoria for Vancouver at 1:30 p.m.; Sundays only, there will be a special sailing from Vancouver for Victoria with 9:45 p.m. time of arrival.

VICTORIA-SEATTLE — Ss Princess Charlotte or Ss Princess Alice will leave Victoria daily for Seattle at 4:30 p.m.; Ss Princess Charlotte or Ss Princess Alice will arrive at Victoria daily from Seattle at 12:35 p.m.; Ss Iroquois will leave Victoria daily for Seattle at 9:15 a.m.; Ss Iroquois will arrive at Victoria daily from Seattle at 9:35 a.m.

VICTORIA-PORT ANGELES — Ss Iroquois will leave Victoria for Port Angeles daily at 9:15 a.m.; Ss Iroquois will arrive daily at Victoria from Port Angeles at 8:35 a.m.

SWARTZ BAY-SALT SPRING ISLANDS — Ss Cy Peck will leave Swartz Bay for Puffinord Harbor daily, except Wednesday, at 9:30 a.m.; Ss Cy Peck will leave Puffinord Harbor for Swartz Bay daily, except Wednesday, at 8:15 a.m.; 4 p.m.

BRINTWOOD-MILL BAY — Ms Cascade will leave Brintwood for Mill Bay daily at 9 a.m., 10 a.m., 11 a.m., 2 p.m., 3 p.m., 4 p.m.; Ms Cascade will leave Mill Bay for Brintwood daily at 9:30 a.m., 10:30 a.m., 11:30 a.m., 2:30 p.m., 3:30 p.m., 4:30 p.m.

VICTORIA-GULF ISLANDS-VANCOUVER — Ss Princess Mary will leave Victoria at 10:30 a.m., Thursday, for Vancouver via Gulf Islands; Ss Princess Mary will arrive at Victoria via Gulf Islands at 6:30 p.m., Monday.

NANAIMO-VANCOUVER — Ss Princess Elaine will leave Nanaimo daily except Saturdays and Sundays for Vancouver at 7:30 a.m. and 2:45 p.m.; Ss Princess Elaine will leave Vancouver on Saturday only for Nanaimo at 1:30 a.m., 2:45 p.m. and 9:15 p.m.; Ss Princess Elaine will leave Nanaimo on Sunday only for Vancouver at 8:45 a.m.

NANAIMO-GABRIOLA — Ms. Atrevida will leave Nanaimo Pacific Wharf, Nanaimo, daily (except Wednesday) at 1:30 a.m. for Gabriola.

The navy reported that nothing had been heard from the Pan Maline, 7,236-ton tanker with a normal complement of forty, since it flashed yesterday afternoon that it had been attacked. This gave rise to a belief that it may have eluded the enemy, a spokesman said.

The torpedo burst into the Powell shortly after 2 a.m. (E.S.T.) Tuesday.

"It just broke her back," said Second Assistant Engineer Carol M. Walker, of Philadelphia. "No effort was made to finish her off. As far as I know, she could still be afloat."

## ONE OF FOURTEEN

He was one of fourteen who hurriedly scrambled into No. 4 lifeboat. A short distance from the ship they picked up three others. Captain T.

## DOES INDIGESTION WALLOP YOU BELOW THE BELT?

Help You Forgetten "28" For The Kind Of Relief That Helps Make You Rarin' To Go

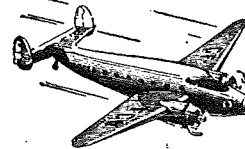
More than half of your digestion is done below the belt—in your 28 feet of bowels. So when indigestion strikes, try something that helps digestion in the stomach AND below the belt.

What you may need is Carter's Little Liver Pills to give needed help to that "forgotten 28 feet" of bowels.

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2:00 p.m.	2:30 p.m.
3:00 p.m.	3:30 p.m.
4:00 p.m. DAILY	4:30 p.m.