

### AUSSIE SLANG GIVEN TWIST BY YANK SOLDIERS

Americans Put New Vi-gor Into An Already Col-ourful Language.

Washington, Aug. 7.—It meant a lot of yakka, compelling those soldier dictionaries of Australian and New Zealand slang, but the Army didn't want the folks Down Under to get the idea that our G. I. Joes were a bunch of jackaroes fresh from the woop-woop — and that's the dinkum oil.

Yakka, the Army special service division explains, means hard work; a jackaroo is a tenderfoot

on a sheep ranch; the woop-woop or bush is the hinterland or sticks, and dinkum oil is what is known locally as the real McCoy.

Departing somewhat from usual War Department literary style, the service booklet declares in an enthusiastic foreword:

"You won't find New Zealanders taking any pack seat when it comes to tossing the lingo around and you may find yourself slow on the uptake until you get hep."

That goes double for the folks down Sydney way, the Australian volume makes clear. The Diggers (Australians) are benzer (super) users of the picturesque and colorful phrase, and wouldn't give a zack (sixpence) for a wowsler (stuffed shirt) who spoke the stuff straight.

Only a fair nark (New Zealand for a very unpleasant person) would skite (boast) that the rich phrases of Auckland surpass the Melbourne vernacular, or vice versa. A New Zealand

### ENSIGN UMSTEAD, ROXBORO HAS ADVENTURE ON PLANE

(continued from front page) aboard was forced down on the Pacific, bobbed helplessly on 20-foot waves for 42 hours until repairs were made, then winged on to Honolulu.

The dramatic story of this saga of the sea and air was told here this week by Pan American Airways after official Navy clearance in Washington.

In releasing the story the Navy disclosed for the first time that Pan American is engaged in naval transport flights in the Pacific.

Piloted by Captain John H. Hamilton of San Francisco, veteran PAA skipper, who flew the Philippine Clipper in from Wake island on the first day of the war, the naval transport plane developed motor trouble 600 miles out of Pearl Harbor while en route from an unnamed Pacific island.

The port outboard motor began blazing, but before the ship came down on the mountainous seas the flames were extinguished.

All but two of those aboard became violently seasick, including the engineering officers, so the first officer had to take over the repair job. Crewmen were all from the Bay Area. Seven of the passengers were naval officers.

Spare parts and two mechanics were flown out by another flying boat and transferred to the stricken craft in a perilous, drama-fraught episode. But the mechanics were of no use; they, too, came down with a terrific case of mal de mer.

Repair equipment included a new propeller, motor and a bag of cement to plug up a bad leak in the hull through which the sea poured at the rate of 50 gallons an hour.

Throughout the ride on the endless swells, including two

lander who told you that his boss went crook a fair treat would expect you to understand that his employer had given vent to his wrath in a big way.

The Army's glossaries prepare its charges for almost any contingency, including the remote possibility of a three-day pass which might make possible a shivoo, or party.

A sheila, it explains, is a girl. A cliner is another.

With that, the special service division drops the bundle (gives up).

blacked-out nights—lights were verboten because of the fear of prowling enemy subs—the men took turns bailing.

And throughout this ordeal, the big plane rose and fell constantly, like a crazy elevator, literally turning stomachs inside out.

A high light of the sea drama was one of those coincidences that send Ripley into raptures. One of the passengers was Lieutenant Commander Thomas C. Peifer of Spartanburg, S. C., en route to Pearl Harbor to take command of a new destroyer. A destroyer had been dispatched to the scene by the Navy and near the end of the second day it came up over the horizon.

Wouldn't it be a hot one," commented Commander Peifer, "if it turned out to be my new destroyer?"

It was. And so, Commander Peifer took over his new charge in mid-Pacific.

Dramatic details of the forced landing were described by Captain Hamilton in his report to Pan-American here.

"While cruising at 7,000 feet, normal cruising in smooth, clear air," he reported, "left outboard motor (the No. 1 motor) over-revved to approximately 3000 r. p. m., due to the failure of the braking mechanism in the electrical propeller motor unit.

"The motor was immediately slowed down with flaps to 90 knots calibrated, in an attempt to slow the propeller down. We were unsuccessful in doing so, and the engine turned over between 2600 and 2800 until after the landing was made."

With the No. 1 propeller turning over at such speed, the Captain said, the plane was directionally uncontrollable as long as the No. 4 motor (right outboard) was not at any power.

And then fire broke out in the No. 1 motor, filling the cabin with smoke. The master electrical switch was cut, and the flames died out.

"The word was passed, said Captain Hamilton, "that an emergency landing was to be made, and all crew and passengers were issued life jackets and were seated with belts on when the landing was made."

With the electrical circuit out and the process of lowering wing flaps and pontoons slowed to such an extent that the plane was too low for much maneuvering by the time they were lowered, the landing, said the Captain, was "no easy matter." He had to land into the wind, gainst the swells.

The plane thumped against the top of a swell, bounced 50 feet into the air and settled down onto the next swell, where it rode safely. A checkup disclosed rivet holes in the metal covering and "skin splits" along the rivet lines.

"The rivet holes," the Captain reported, "were plugged by driving the sharpened end of a pencil into them, and rags dipped in

shellac were inserted in the skin splits."

Because of the position of structural members, the biggest leak was inaccessible and required periodic bailing.

First Radio Officer Leroy D. Paulsen, Alameda, got in immediate touch with Pearl Harbor, and four hours later, just before dark, Captain W. B. Biggers, San Mateo, was circling over the disabled craft. But neither he nor Captain Harry J. Beyer, also of San Mateo, who flew out later, landed.

The new propeller motor, sack of cement and two mechanics were brought out by Assistant Chief Pilot Gordon F. Maxwell, Oakland. They were transferred by means of a rubber raft.

Another who flew to the disabled ship's aid was Captain Frank Martin, PAA, of Piedmont.

From The Side Lines Meantime, First Officer D. W. Saulsberry, Oakland, had the damaged motor set up for the repair job. He had been coached from the side lines by First Engineer D. E. Weeks, Lafayette, who moaned out instructions between fits of seasickness. Saulsberry also had to put in the new motor.

There was plenty of food aboard, but it was spurned.

Besides Commander Peifer, the other naval officers and one Pan-American official, C. E. Young, assistant division traffic manager, transferred to the destroyer.

A gasoline bilge pump from the destroyer did the bailing job on the leaky plane the second night, so crew members could sleep.

After all repairs were made the big plane took off for Honolulu with greater ease than a pelican and, reported Captain Hamilton, "the flight was uneventful."

Other crew members of the crippled ship were Second Officer Navigator Wiley Umstead, Berkeley; Third Officer John D. Scouten, Oakland; Supernumerary Navigator James Heimer, Piedmont; Second Engineer Walter H. Elkins, San Francisco; Supernumerary Engineer Roy E. Welch, Berkeley; Second Radio Office Ralph J. Lawn, San Francisco, and Flight Steward Ralph Flanigan, San Francisco.

**AUTO QUOTA ANNOUNCED** RALEIGH, Aug. 5.—OPA today announced a 719 passenger automobile quota for August for the eastern half of the state. The section embraces 35 counties.

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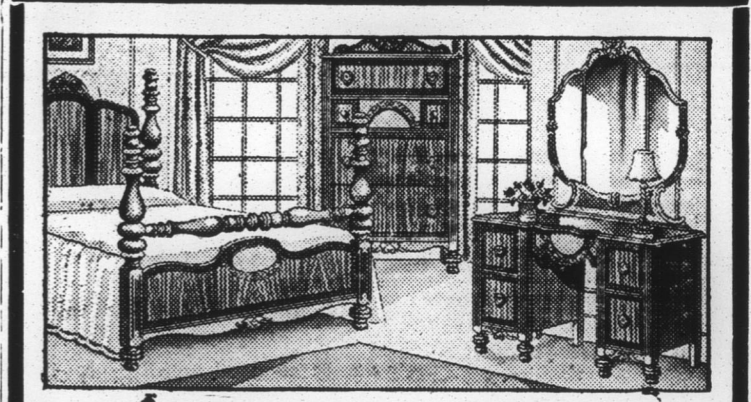
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**Correction**  
Last Sunday's Times carried an ad from Green's Jewelry store calling attention to Shaeffer's Voyager. The price carried in the ad was \$1.50. This price was incorrect. The price should have been \$1.00.  
The Voyager Set consists of V-mail, stationery, V-mail ink, black, calendar, etc.; ready to mail to boys overseas.

**WITH MOTHER**  
Matt Long, Jr., of the United States Army, a son of Mrs. O. Page Long, of Roxboro, who is being transferred to a Virginia station, is spending several days here with his mother.

**VISITS PARENTS**  
Mrs. W. Murray Linker, Jr., of Raleigh, who has been spending several days here with her



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Monday, Tuesday, Wednesday, August 9-10-11th.  
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When They're Aces on Ice! Ski-chumps! Sleigh Belles! Sunny-Songs!—Rockin' the Rockies with Laughter and Thrills! It's a ski-r-ream!  
**HEADLINERS—"A REVIVAL OF MOMENTS OF CHARM" RKO PATHE NEWS—"NEWS OF THE NATION"**  
No Morning show; Afternoons daily 3:15-3:45; Adm. 15-30c; Evenings daily 7:00-9:15; Adm. 15-35c.

**DOLLY MADISON THEATRE**  
**MOTION PICTURES ARE YOUR BEST ENTERTAINMENT**  
Sunday, August 8th.  
Joan Davis, Jinx Falkenburg, Anne Sauge, Leslie Brooks, in "TWO SENORITAS FROM CHICAGO"  
A screen of a team in a Musical! Dream! Jinx Jams the Air-Waves and Joan Joins the Fun! It's Got Swing! Sing! Everything!  
**CARTOON—"BAH WILDERNESS"**  
**PETE SMITH SPECIALTIES—"DOG HOUSE"**  
Afternoon box office opens 2:30; Picture 2:45; Adm. 15-30c; (One Performance only); Evening box office opens 8:45; Picture 9:00; Adm. 15-35c; (One Performance Only).

Monday, Tuesday, August 9-10th  
George Raft, Sydney Greenstreet, with Peter Lorre, Brenda Marshall, in  
**"BACKGROUND TO DANGER"**  
G-Men get after the Gestapo! It's a Wallop-packed hit! Don't miss the excitement! Watch this clash! George Raft meets the Screen's New No. 1 Menace Sydney Greenstreet.  
**SPORTS PARADE—"HORSES HORSES"**  
**HEARST METROTONE NEWS—"NEWS WHILE IT IS STILL NEWS"**  
Special morning show Monday 10:30; Afternoons daily 3:15-3:45; Adm. 15-30c; Evenings daily 7:30-9:15; Adm. 15-30c.

Wednesday, August 11th.  
Jimmy Rogers, Noah Berry, Jr. with Joe Sawyer, Marjorie Woodworth, in  
**"PRAIRIE CHICKEN"**  
It's Rootin' Tootin' Fun! Rhythm rides the range! Romance sweeps across the screen like a prairie fire!  
**THIS IS AMERICA—"LIEUTENANT SMITH"**  
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Special Morning show 10:30; Afternoons 3:15-3:45; Evening 7:30-9:15; Adm. 5c-20c.

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**IT PAYS TO ADVERTISE IN THE TIMES**

**Legal Notice**  
IN THE SUPERIOR COURT  
NORTH CAROLINA  
PERSON COUNTY.  
J. Graham Oakley  
-VS-  
Arch Allen, Melvin Strange, Willie Strange, George Cates, et als.

**NOTICE**  
The defendants, Melvin Strange, Willie Strange and George Cates, will take notice that an action entitled as above, has been commenced in the Superior Court of Person County, North Carolina, for the purpose of selling real estate in which the defendants have an interest; and the said defendants will further take notice that they are required to appear at the office of the Clerk of the Superior Court of said County in the Courthouse in Roxboro, North Carolina, on the 24th day of August, 1943, and answer or demur to the complaint in said action, or the plaintiff will apply for the relief demanded in said complaint.

This 23rd day of July, 1943.  
R. A. BULLOCK,  
Asst. Clerk Superior Court,  
Person County, N. C.  
July 25 Aug. 1-8-15