ON THE SCREEN AT THE NEW LYCEUM

ROMANCE IN TAHITI is portrayed by Elena Verdugo and George Sanders in this scene from Somerset Maugham's "The Moon and Sixpence", the Loew-Lewin production slated for its premiere at the New Lyceum on Monday, Tuesday and Wednesday, Dec. 21, 22 and 23.

Exciting '80' Recreated In "Gentleman Jim"

The rich, rare and racy San Francisco of the elgant eighties came to life during the filming of the new Strand film, "Gentleman Jim."

Sports, touts, fancy ladies, bowery boys and the music brigade—all were there, and in force, to help create the most fabulous days in th ehistory of a fabulous city for the Warner Bros. filmization of the life story of James J. Corbett, heavy-weight boxing champion of the world.

Fifty Years Ago

Five cameras were grinding away simultaneously to capture the color and rich history of Corbett's fighting career. The sequence being filmed was Corbett's fight with Joe Choynski, first of the three great battles in his fistic career.

It is 50-odd years ago in San Francisco Bay, with the fighters squared off to do battle on an old barge in strict defiance of the prize-fight laws. Errol Flynn plays James Corbett. Opposite him is fierce Joe Choynski in the person of Sammy Stein, a good rough tough boy in his own right and a natural for the role. They glare at each other in the best traditions of the ring of the eighteen eighties.

Banked high on all sides of the two fighters on the barge are more than 1,000 extras representing the elite and scum of early, cosmopolitan San Francisco. Director Raoul Walsh, a bit on the red-meat side himself is in charge.

Flanking the fight barge are two huge, four-masted sailing ships, replicas of the famous Alaska packer fleet that set sail from San Francisco 50 years ago. These are jammed to the tops'ls with beefy fight fans, roughnecks and camp followers all crying for blood as if it were Corbett and Choynski themselves instead of a couple of actors down there below them.

A special section set aside for San Francisco's elite of the day, is occupied by Alexis Smith, Alan Hale, John Loder, Minor Watson, Arthur Shields Rhys Williams, Frank Mayo and others. Alexis is co-starred with Flynn in the picture. Minor Watson is her father, while John Loder is an admirer and Alan Hale is Flynn's dad.

It's a big day all 'round, and its bigness is reflected in the enormity of the setting. A full acre of canvass is used in the cyclorama surrounding the set. The huge tank holding the ships and barge, setting for the historic "Captain Blood" and "The Sea Wolf," measures 160x270 feet, and can be filled to a depth of 12 feet. This massive steel and concrete strusture is more than 65 feet high, and accomodates more than a million gallons of water.

—V—

MANY VISITORS IN AND AROUND KENNEDYVILLE

Mrs. Wattie McKnett of Philadelphia spent the weekend with Mr. and Mrs. George Johnston.

Mr. and Mrs. Delbert Robinson of Baltimore spent a part of last week with his parents.

Mr. and Mrs. George Glenn were Sunday dinner guests of Mr. and Mrs. John Glenn at Rock Hall.

Mr. and Mrs. Earl Nickerson and Mr. and Mrs. Arthur Pinder visited Mrs Frank Pinder near Massey, on Monday.

Mr. and Mrs. Julian Crew and Sgt. and Mrs. Simpson visited Mrs. Katie Crew and Mr. Howell Crew and family on Sunday.

Mr. and Mrs. Orson Wiltbanks spent the weekend with their son Mr. Robert Wiltbanks and wife at North East.

Mrs. James Nickerson fell off the porch and sprained her arm last Wednesday.

Billy Anthony spent the weekend with Billy Fogwell.

Mrs. William Anthony, Mrs. Harry Scotten, Miss Sara and Betty Scotten visited in Wilmington on Saturday.

Rev and Mrs. Cursey visited relatives in Baltimore, Tuesday and Wednesday of this week.

Mrs. Urie fell at her home last week and hurt her mouth.

Mr. and Mrs. David Nickerson and family visited his mother on Wednesday evening of this week.

—V—

The eleventh annual Maryland Poultry Products Show, sponsored by the Maryland State Poultry Council, will be held at the Lord Baltimore Hotel in Baltimore on January 12, 13 and 14 1943. The annual meeting of the State Poultry Council will be held on January 13, beginning at 9 o'clock.

"Boom Town Cautiously"

The December 5th issue of the Saturday Evening Post carries an interesting article about Elmira, N. Y., under the title, "Boom Town-Cautiously". The article tells how the people of Elmira, lead by the business men of that city, successfully mastered the problems of the depression, and relates the outstanding contribution of that city in war production.

Kent County has its share in this achievement as Wesley O. Crew, one of its native sons who was born near Smithville, is a leading merchant of Elmira and has played an important part in its Twentieth Century development and history. Whenever a problem arises or any undertaking of consequence is to be set in motion one of the first thoughts of the civic leaders is, "Better see Crewie," as he is affectionately known by his business confreres, "he will know how to get things done." Mr. Crew's vision and initiative are best illustrated by the part he has played in making Elmira the gliding capital of America. He quickly realized that the passenger kites, in which some of the bolder youths were making take-offs from the neighboring mountain tops, had in them amazing possibilities as worthy adjuncts of the aeronautic armada and in commercial flying. The important part that the glider has taken in recent military operations has justified that opinion. Also he recognized that the topographic conformations of the region were ideal for gliding purposes. Largely through his efforts the National Glider Meet, suspended for the duration, is held annually in the first two weeks of July atop Harris Hill, which overlooks Elmira, and daredevils from all over the world come there to hop the thunder heads, and to thrill and astonish the tens of thousands of tourists who congregate to watch the gymnastics of the motorless planes.

The merchandizing talents of the young man urged him away from the farm of his father, the late J. Lewin Crew, when he was in his early teens, and he came to Chestertown to try out his abilities as a salesman. Wm. J. McFeeley's confectionery and tobacco store was at that time located on the present site of Sterling's Pharmacy, and young Crew entered the retail business behind the McFeeley candy cases. A part of the daily chore of a rookie clerk in those days was to sprinkle the unpaved street in front of the store to lay the dust that was stirred up during the summer months of those horse and buggy days. Mr. Crew recalls that the young clerks at times relieved the tedium of the long summer afternoons by playing mischievous tricks with the water hose to the occasional yelping surprise of a loitering hound, or in similarly startling pranks. The Nestors of those days quite likely voiced the ageless plaint about "the unrestrained goings on of the younger generation." Among his companions of those days were Dr. Harry Simpers, Mr. Arlie Sparks and Mr. Owen Smith. Chestertown's most colorful merchant of that decade was Mr. Charlie Smith and his curbside cantos during strawberry seasons fascinated the red haired lad from Smithville and perhaps spurred his ambition to be an ace salesman.

The big city has its eternal lure for the country boy, and McFeely's emporium was the springboard from which young Crew bounded into the marts of Philadelphia, where an older brother was already established in the wholesale produce business. Following an apprenticeship in the jobbing business as shipping clerk for E. K. Tryon & Co., one of the country's oldest importing and wholesaling firms of fire arms and sporting goods, young Crew mounted another rung of his ladder to success and won the coveted sample case of a travelling salesman. His territory covered the western portions of Pennsylvania and New York. The first customer on his list was the proprietor of a large establishment in Harrisburg, Penna. An impressive store front overawed the greenhorn drummer but a kindly business executive soon put the young Kent Countian at ease and sent him off to a flying start with a generous order of goods.

John N. Willys, who later became an automobile magnate, was then operating a modest bicycle shop in Elmira, N. Y. He was one of Mr. Crew's first customers. A mutual regard for each other's engaging personality and ability in salesmanship promptly aroused a warm friendship. These young men sensed the strategic location of Elmira as a jobbing center as it is served by four big time railroads and is a geographic key point for distribution. In 1901 a combination of optimism, energetic enterprise and financial astuteness led them into incorporating the Elmira Arms Company. A prophetic business acumen marked their first decision. The infant firm was housed in what may be termed as pioneer business territory of the city, and the young men were critized for locating in an off section. The old timers were wrong. Maybe the magnetism of go getters directed the current of trade. The original business center is now secondary, and the half page picture which heads the Saturday Evening Post article shows the prosperous business section which has grown up around Elmira Arms Company. The new enterprise rode on the crest of a wave of prosperity that followed the Spanish American War and was quickly on its way to a leading position in eastern jobbing trade. Mr. Willys withdrew about 1907 and founded the Willys-Overland automobile plant in Toledo, Ohio. It is interesting to note here that the Willys-Overland automobile is no more, but the Willys built jeep is taxying American soldiers across the crumpling battle lines of bewildered foes in most every corner of the globe—and their onrush is not throttled down to 35 miles per hour.

As the Post article recounts, dismal days came to Elmira in the nineteen thirties, but the spirit of Wesley O. Crew and the Elmira business men who drew their inspiration from him was not dismayed. Factory after factory went on skeleton shifts and the weight of economic boondoggling seemed to bear heaviest on Elmira. The Post tells how the people of Elmira paid $400,000.00 for an abandoned automobile factory which they gave to the Remington-Rand Company. Mr. Crew headed a subscription list with a donation of several thousand dollars of his own money and then hit the pavement, list in hand and for weary weeks he buttonholed, bulldozed, cajoled, or thawed prospective donors with the warmth of his winning smile until he and his co-workers had raised nearly half a million dollars from fellow citizens. In some instances the donations split the narrow margin between the subscriber and the relief rolls. Such was the confidence that his bewildered townsmen had in Wesley O. Crew. An inspired and justified optimism prevailed, and Elmira, lifted itself from the depression by its own boot straps with the Kent Countian tugging hardest of all.

The feverish spending of lavishly paid war workers now has the Elmira cash registers ringing a merry tune. War contracts totalling millions now fatten the payrolls of Elmira, N. Y. because a Kent Countian's faith and dogged persistence back during the days of the depression helped to condition the city's industry for whatever lay ahead. When the war is ended and the problems of readjustment come up it is most likely that again will be heard, "Let's see Crewie. He'll know what to do." They will find that he has already started doing something.

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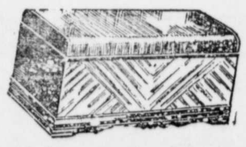
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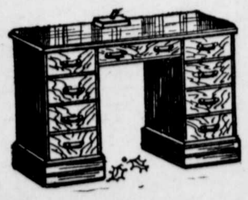
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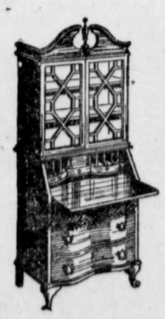
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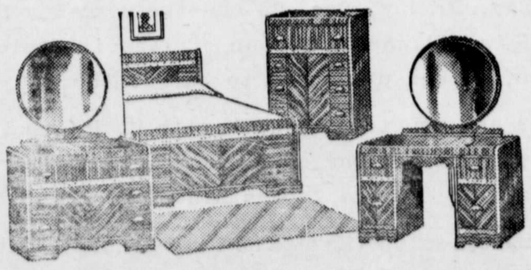
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