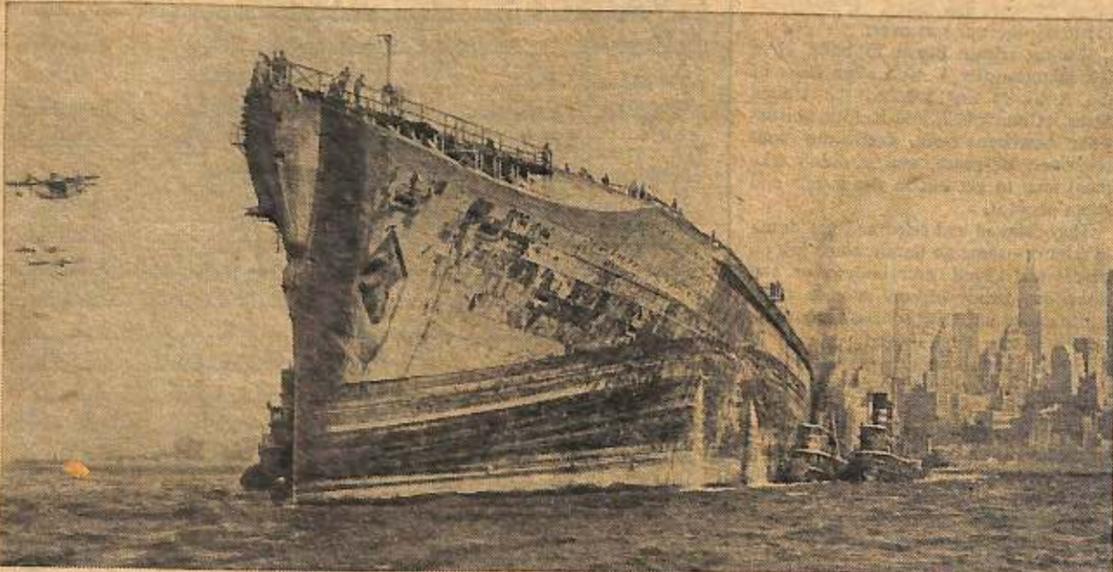


Nazis Admit General Retreat in Russia

Majestic Testimony to the Miracle of Salvage



In the days of peace and the tourist trade the Normandie was a luxury grandstand from which Europeans saw their first sight of New York's skyline and where returning Americans heaved sighs of thankfulness at being back in "God's country." Sky-line and Normandie are bracketed again in this picture as the ship, now the U.S.S. Lafayette, goes to a drydock for refitting

Whole Line Yielding Before Soviet Blows; Germans Fear Trap

Reds Mop Up 60 More Towns Past Kiev; Score New Advances Near Nevel; Heavy Fighting in Crimea

Wholesale German withdrawals in Russia were indicated last night by the German-controlled Scandinavian Telegraph Agency, which said that "the whole of the German front from Nevel to Kiev is yielding in the face of greatly superior forces of the Red Army."

The agency, often used by the Germans to put out bad news, added that west of Kiev the Wehrmacht was "fighting a delaying battle in snowstorms and bitter cold."

The Russians furnished plenty of corroboration of the latter statement, smashing on after the fleeing Nazis in the northern Ukraine and mopping up 60 more towns in a widening arc enveloping a vast area behind Kiev.

Capture of Borodyanko, about 23 miles northwest of Kiev along the railway to Korosten, Lublin and Warsaw was reported in the Russian communique.

Ultimate objective of the big breakthrough northwest and south from Kiev, the Germans admitted, was to complete the isolation of Nazi divisions within the great Dnieper Bend.

Moscow has been more or less silent for several days on action in the river elbow and also has said little of forces re-grouping along the Dnieper estuary for an assault on Kherson and Nikolaev. Sertorius, the German commentator, said that the Russians were concentrating more and more forces south of Kherson.

"Such action (an assault from the south against Kherson) would synchronize with a north-south blow that Gen. Vatutin plans from Kiev and would mean that German forces within the large Dnieper Bend would be caught in a pincers," Sertorius said.

Mention by Sertorius of a giant pincers set to trap the Nazis suggested the possibility that the Germans already were streaming out of the Dnieper Bend before the trap could close.

The question was whether the German command, which waited so long to quit Kiev that casualties were enormous, had acted in time on the retreat behind the river bend to stave off an even worse catastrophe.

The Soviet communique said of fighting on the Kerch Peninsula that the Red Army was battling to extend its bridgeheads. Unofficially it had been reported that Kerch had been captured by the Russians, but the Moscow war bulletin failed to bear this out.

There was increasing evidence that large numbers of German prisoners may be taken in the Crimean fighting. Strong German counter-attacks were being made against the Kerch bridgeheads, but despite this fresh Russian landings were effected.

West and northwest of Nevel, where German news reports accented the fierceness of the fighting and admitted Soviet gains, the Reds advanced and captured several populated places.

Marauders Hit Bomber Base Near Brussels

Bursts Seen Among 30 2-Engined Planes; All Raiders Safe

Marauder medium bombers of the USAAF attacked the German bomber base at Chievres, Belgium, 30 miles southwest of Brussels, yesterday. Good results were reported by crew members.

Bombs fell in the midst of at least 30 twin-engined bombers in the German air-drome dispersal area, Marauder crewmen declared, and four of the German bombers were almost certainly destroyed. Crews said they believe a direct hit was scored on the hangar.

RAF Spitfires escorted the Marauders and Thunderbolts carried out a sweep over northern France. No fighter opposition was encountered. From these operations all our bombers and fighters returned safely.

The Allied aerial offensive has forced the Luftwaffe in recent weeks to a rigid policy of conserving its resources and not sending planes up to fight defensively unless the targets attacked were especially worthwhile, an RAF commentator said yesterday.

Resistance Slackened

This explained the recent slackened German resistance to both British and American attacks on northern France and possibly also on raids into Germany.

The presence of strong fighter escorts undoubtedly had much to do with the decreased opposition.

RAF Mosquitos kept the sirens going in western Germany the night before for the sixth time in a week, dropping bombs on objectives in that heavily battered section of the Reich, while British fighters hit two airfields by moonlight.

The communique said one fighter was missing from operations that included smashing a locomotive in France. Air-dromes attacked were at Coxyde, Belgium, and Amiens, France.

DNB (German news agency) asserted that Allied air penetrations of occupied western territories Tuesday and "nuisance raids" on western Germany during the night damaged buildings in several localities.

U.S. Loses 3 Destroyers, Two of Them in Pacific

WASHINGTON, Nov. 10 (AP)—The loss of three destroyers—two in the South Pacific and the third in a battle with a submarine in the Atlantic—was announced yesterday by the Navy Department.

A naval spokesman, obviously answering the greatly exaggerated Japanese naval claims, stated: "All U.S. naval vessels sunk in the south and southwest Pacific have now been announced."

A torpedo sent the destroyer Henley down in October, off Vella Lavella in the Solomons. The Chevalier sank after it had been severely damaged in battle and after a collision with another destroyer. The destroyer Borie was lost in the Atlantic as a result of damage suffered in ramming and sinking an enemy submarine.

Troops, Civilians Stay at Posts On Armistice Day; Foe Jittery

In contrast to a Nazi Germany fearful lest the anniversary of her 1918 defeat would be the signal for uprisings in occupied territory and even in Germany itself, the United Nations will observe Armistice Day today not with ceremonies but with uninterrupted prosecution of the effort.

The day—25th anniversary of the armistice ending hostilities in World War I—will not be deemed a holiday in either Britain or the U.S. War plants will continue to work, and a minimum of public ceremonies are scheduled. Soldiers in the ETO will continue with their duties.

Fearing uprisings throughout Europe, Nazi leaders were reported to have ordered the Gestapo to increase its vigilance in France, Holland, Belgium, Denmark, Poland, northern Italy, Czechoslovakia, Austria and Norway all week.

Radio Algiers appealed to all Frenchmen in France yesterday to celebrate the end of the last war by stopping work on Armistice day between 11 AM and noon "to show that we are not a humiliated people, but the sons of Foch and Clemenceau."

U.S. military personnel in the ETO were ordered by Lt. Gen. Jacob L. Devers, ETOUSA commander, to continue work throughout the day without any pause.

In a staff memorandum, Gen. Devers said that the most appropriate Armistice day observance would be manifested in a concentrated effort by U.S. troops in the ETO to hasten the day of victory in World War II.

By order of the King, there will be no major observances of World War I's armistice in the United Kingdom. British Legion volunteers will sell poppies to civilians and servicemen.

Cmdr. Herbert Agar, assistant to the U.S. Ambassador in Great Britain, will address an Armistice Day "Allied Banquet" on the United States' part in the war and peace tonight at the American Red Cross club in Salisbury.

Bricker to Run in Ohio

CHICAGO, Nov. 10 (UP)—Governor John W. Bricker of Ohio said today he would be a presidential candidate in the Ohio primary elections in 1944. He had not, however, considered entering any other state primaries.

Medics' Fast Action Outweighs Bad Breaks and Saves a Life

A U.S. ARMY HOSPITAL, Nov. 10—The quick action and tireless efforts of 14 enlisted men through a series of unfortunate breaks saved the life of a soldier suffering from infantile paralysis here.

Making the rounds of his ward, Sgt. Frank Trele, of Forest City, Minn., discovered a patient breathing with difficulty and sinking rapidly. With no time to summon a medical officer, Trele and other EM's rushed the man into an "iron lung." The patient rallied.

Trouble then broke loose. A wind storm blew down the power lines, cutting off the electricity needed to run the machine. Additional EM's, routed from their bunks, took over and ran the "iron lung" manually.

Meantime, Sgt. Fred Vanden Bosch, of Fairlawn, N.J., repaired some faulty bellows. Then, when the power was restored, it took Sgt. John Dolbear, of Jersey City, N.J., several minutes to correct damage resulting from the electricity stoppage before the machine operated on its own.

Twenty-four hours later, further difficulties arose. The motor of the "iron lung" broke from its base. Once more manual power was furnished until the welding job was completed by rushing the machinery to a nearby airbase.

Eight Killed as Blizzards Sweep 6 Midwest States

CHICAGO, Nov. 10—At least eight persons were killed in an early blizzard raging across the Dakotas, Minnesota, Nebraska, Wisconsin and Iowa. Five of the victims were in Minnesota, two were in Iowa and one was in Wisconsin.

Eleven inches of snow were reported over most of Minnesota, and heavy falls covered the other states. Fifty children and 20 adults were marooned in a filling station in Weeping Water, Neb., but a snowplow broke open a road and they were rescued. In many cases bus travel was suspended over the affected area.

At Duluth, 65 ore carriers, a third of the upper Lake Superior fleet, were harbor locked by the blizzard.

Draft Dodgers' Teacher Given 7 Years in Prison

NEW YORK, Nov. 10—Stephen Weinberg, 50, was fined \$17,500 and sentenced to seven years in prison for running a school for draft dodgers.

Weinberg pleaded guilty to seven counts of an indictment charging violation of the Selective Service Law. He taught dodgers in his school how to fake heart ailments and mental deficiencies so convincingly that physicians at induction centers were fooled.

FDR Message Today

WASHINGTON, Nov. 10 (AP)—President Roosevelt will send a Message to Congress tomorrow on Lease-Lend.



Associated Press Map Shaded areas are all that's left to Hitler in Russia, and they're going fast.

THE STARS AND STRIPES

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Vol. 4, No. 9, November 11, 1943

Our First Duty

On the anniversary of the "Armistice" it is interesting to review what leaders of thought were saying at that time. Strangely enough, their comments reveal problems we will be called upon to face with the close of hostilities. For example, the London Times of November 12, 1918, reported:

"It is our plain interest to do what in us lies to preserve stable government in Germany, if only in order to have some responsible authority with whom to deal. We can neither carry out the armistice nor negotiate the peace without an established Government of some kind. The internal situation in Germany is precarious. The negotiations between the Majority Socialists and the more 'advanced' group reveal profound differences of opinion and of policy, and beyond the so-called 'Minority section' there stand elements dangerous to all social order. Hindenburg states that he and his Army are supporting the new government in order to save Germany from 'chaos.' No great nation in a state of 'chaos' can afford the basis for a just peace, and to obtain that basis is at this moment a problem far more urgent than individual problems of territorial adjustment. Under the secure guarantees afforded by the armistice these latter questions can wait. The question of European order cannot wait. Its settlement is a condition precedent not only to anything resembling a League of Nations, but to peace at all. For that reason it is the first present duty and the highest present interest of all the Allies to work for a general restoration of free and orderly government. And for that reason it should be understood in all quarters that any private squabbling between States or peoples, any attempt to snatch territorial or other advantages and to present them to the world as accomplished facts, will have for its inevitable result the creation of a general prejudice against the offender when her claims come under review. The 'Cease Fire' of yesterday must be final and universal."

Thus we see that with the Armistice of 1918 the Allies faced all the problems in Europe confronting the United Nations of today. In 1918 those problems were clear, yet our leaders failed to solve them. Today we see the same problems, but this time it is our responsibility, building on past failures to secure for the world a basis for permanent peace.

This time we know the price one pays for failure, and from experience in this war we know the value of working together. May God grant us the wisdom to continue our united efforts so that we may live to enjoy the peace and freedom others have died to secure for us.

Losin' Everywhere

Reading newspapers the past few days we had come to the conclusion that the situation was well in hand and we stood a good chance of winning this war. But there's two sides to every question, and the Germans and the Japs have figured it differently. A few excerpts from recent German and Japanese news reports will show you the error of your ways should you be optimistic over the possibilities of an Allied victory.

Claims the German Telegraph: "It seems certain that the initiative is no longer held on one side and that the Germans are emerging more and more from the elasticity of their reserve and are beginning to feel their way forward in areas which, until recently, seemed to be in the uncontested possession of the Soviets." Now, whatta you think of that?

On the Italian front it seems we're also losin'. If the map has fooled you, just listen to Rome radio: "Why are three such powerful armies marking time, limiting their offensive to thrusts which carry them forward only when the Germans improve their front by their characteristic shortening tactics? Eisenhower must be humiliated by such lack of success."

It's the Japs, however, who've got us really worried. Here's what their overseas service has to say about conditions in the Pacific: "The Japanese Air Force has unquestioned control of the air in the South Pacific. Those ill-fated troops on the South Pacific islands are now open and isolated as the result of the poor and incompetent operational leadership of the U.S. Army and Navy chiefs. In New Guinea and the Solomons area the fighting has never been more than a battle of attrition for the Americans and the Australians. Japanese strategy has been very skilful. The advantage of the battle in New Guinea and the Solomons must go to the Japanese, although it is true that we have lost some islands and a stretch of land in New Guinea. But what we have not lost is ships and aircraft and these the Allies have lost in strength." Scared now . . . aren't you.

Hash Marks

Here's the worst let-down we've had lately. For some reason we got all excited when we read a newspaper story saying, "Fan dancing Sally Rand has announced that she's going overseas soon to dance for the troops—without her fans." Buried deep in the next couple of paragraphs was the sentence saying the fanless Sally would be fully clothed. Ho, hum, there ain't no justice.

This Week's Fairy Tale. Once upon a time there was a GI in England who found a place where he could buy a



good bottle of Scotch (not watered more than 80 per cent). Tucking his treasured possession under his arm, he staggered home through the blackout. In his haste he whammed into a mail box and felt a warm trickle down his leg. "Damn," he said fervently, "I hope it's blood!"

Fun on the Home Front. When the prisoners at San Quentin have chipped in and bought \$100,297 worth of war bonds, they will be permitted to name a bomber. Favorite choice among the inmates to date is "Bad Check"—which always returns.

Down N. Africa way a young American officer took a ring to an Arab jeweler to have the tarnish removed. The Arab couldn't understand English and the Yank couldn't speak Arabic; so the deal wasn't going too hot. Finally, figuring that the jeweler might have a friend who could translate the stuff, he wrote a note, "Remove the Tarnish." The next day the officer called for his ring. The tarnish was still there, but neatly engraved inside were the words "Remove the Tarnish."

The RAF pilot wasn't fishing for a compliment, he was just proud of the work his buddies were doing and wanted



to hear someone else say so. So when he stepped up to the bar of a USAAF bomber station where his planes had been doing escort work, he casually asked a Yank, "What do you think of the Spitfire?" The American, who had been on his share of combat missions, looked him over and replied, "Brother, there's only one thing wrong with that plane—it doesn't fly in close enough so I can kiss it!"

Forgive us for running this one, but we thought you might like to know. The WACS at a certain base call their mail orderly "Postal Packin' Mama." J. C. W.

25 Years Ago Today—PEACE!

Here's How World Greeted News Last Time

By Richard Wilbur
 Stars and Stripes Staff Writer

They poured a snowstorm of ticker-tape down from the skyscrapers in New York, they cheered and yelled and did everything but tear up the pavements in every main street from Maine to California 25 years ago today. It was Nov. 11, 1918—the war was over.

Riotous release began to build up a few minutes after 3 AM, when news of the Armistice first reached the United States. Church bells and factory whistles woke Americans from sleep into consciousness of peace, and it didn't take them long to get out in the streets and shout about it.

They shouted and cried and got drunk in a hurry—some on liquor, some just on peace—and kissed everybody else and threw any handy objects at each other and paraded until there wasn't any room on the streets, then shoved.

They kept on shouting, and the delirious noise of joy didn't die out for days. The war was over.

Armistice Day, in each of the 20 years succeeding 1918, became a quiet matter. Americans gathered to celebrate the day each year in gratitude, without hysteria. They gathered at cemeteries and military camps, on these later Armistice days, to honor soldiers who had died to make an armistice.

Came Armistice Day, 1939

Then came Armistice Day, 1939. The screeching of bombs and the grinding impact of tanks in Europe made a mockery of the day. In 1940, on Armistice Day, there was no reason for Americans to think only of their soldiers of the first World War. Armistice Day, 1941, came a month before Pearl Harbor. Last year on this day, Americans of the new generation knew what war was like.

Armistice Day in 1918 was wild—but probably only a mild preview of what the parallel day will be some time in the not-too-distant future.

While a snowstorm of ticker tape fluttered from Broadway's skyscrapers and hilarious men and women paraded America's streets through the day, here in Britain there was a celebration strangely prophetic of another armistice day which the Allies are fighting toward today.

The lights went on again in London. A dim-out, which London observed off and on during the first World War because of Zeppelin raids, was first called off by the sightseers at Piccadilly Circus. Masks were wrenched off the street lamps, store windows suddenly flooded light, and theater marquees were set blazing.

Nobody was by himself in London on the 1918 Armistice Day, according to accounts of that day. Soldiers and Londoners went joyriding on the open-air tops of buses, some of which were marked "To Berlin—Fare 1d.," and some marked "Free to Berlin."

One American officer organized part of

"A" Form—MESSAGES AND SIGNALS. Army Form C.121 (as paid of 1940). No. of Message.

Prefix Code: 0805
 Office of Origin and Service Instructions: 79
 This message is on a/c of: AMG
 Recd. at: L.L.B. in.
 Date: 11-11-18
 From: S.I.B.I.
 By: [Signature]

TO: A Coy 36th MGC

Day of Month: 11
 In reply to Number: AAA

Following message received by 2nd Army at 0015 from G HQ begins aaa Hostilities will cease at 1100 on Nov 11 aaa Troops will stand fast on the line reached at that hour which will be reported by wire to G HQ aaa defense precautions will be taken aba here will be no intercess of any description with the enemy until receipt of instruction from G HQ further instructions follow here ends aaa ADDSD

From: 15th Exp 0750
 Time: (2)
 The above may be forwarded as now corrected.

This order told men in the trenches of the cessation of World War I hostilities. It is a copy of one of the actual "cease-firing" messages received at the front.

the wild exuberance from the top of a taxi, there he led the populace in a few college cheers.

Taxis carried as many people as could sit, stand, or drag on them. One cab cruised along with 25 passengers. Medical students marched down Charing Cross Road bearing a skull aloft on a pole, and placards screaming "Hoch der Kaiser!" Small Allied flags were on the hats or lapels of everyone in the cheering throngs. One parade was accompanied by a dog waving a flag attached to his tail.

Dancing in the Streets

They danced in the streets near Victoria, they climbed as far as they could up Nelson's column and various parapets in Trafalgar Square, and the King, breaking all traditions of the City, drove past the Temple Bar without permission of the City fathers, greeted the Lord Mayor, and returned to Buckingham Palace, where he and the Queen stood outside on a balcony in the rain as the cheering populace flocked to them.

Rain didn't dampen any spirits in Piccadilly Circus. The Times Square of London was so jammed that, as one observer put it, "You could walk along the heads of the crowd without falling."

Before Armistice evening got under way, queues for theaters and music-halls got tangled up in each other, and pretty soon there wasn't any space for any queues. There was no closing hour in Piccadilly Circus the night of Nov. 11, 1918.

The London Armistice celebration got under way before the war was officially over. In the early morning a human torrent stormed to the door of 10 Downing St., and gave Prime Minister Lloyd George the ovation of his life. The Prime Minister replied:

"At 11 o'clock this morning the war will be over. We have won a great victory and we are entitled to a bit of shouting."

An Uncanny Silence

Uncanny silence followed the "cease firing" order at the front in France. American soldiers in the Verdun sector had begun their daily advance at 9.30 AM, and within a half-hour had been in the regular roar of battle. At 11 AM there was peace. In the silence some of the soldiers raised a faint cheer. Then, a correspondent wrote, "the men lit fires and settled down to enjoy what they still think is merely a brief holiday, so unbelievable is the news."

Along some parts of the front the Germans tried to fraternize, but the Americans for the most part rejected all attempts.

At Mons the guns had been silent all morning—the Germans there having fled so completely that Allied infantry was no longer in touch with them.

Soldiers outside Sedan made no demonstration at the appointed armistice hour. "They just stopped firing, and there was no cheering and no excitement," a corre-

spondent wrote. "The four years' struggle was over. The four years' noise was at an end. That was all. There was nothing to do except to be glad, and they were glad. That was written in their faces. . . ."

Russell Landstrom, now an Associated Press correspondent, who was a soldier at the front in 1918, recalled yesterday some immediate reactions to the armistice:

"Soldiers at the front invoked that skepticism which they early learned to cultivate if they were to spare themselves deep and regular disappointment.

"The war over? 'Yeah,' jeered the American soldiers, 'and haven't you heard the Kaiser's just committed suicide, and we're all going to have turkey and trimmings for Thanksgiving! When does the boat leave for home, buddy?'"

"A peace rumor spread in mid-October in the Argonne. Overjoyed, some of the men got careless and showed lights. German planes dropped a few eggs around our positions and German artillery peppered us with lively accents.

"The war over? 'Maybe not yet, but believe me, Mac, it will be soon.' The realists replied, 'Horsecollar!'"

"So as late as those first days of November the men talked of coming offensives in the spring, and they wondered where they would be then—or whether they even would be. We had shifted up to Belgium by that time to the Ypres-Lys sector, which reeked of death and torment. The end of the war seemed a long way ahead. "But in less than a week it came."



Welcome, Doughboy
 By an English M.P.

Welcome, Doughboy! Once again Freedom's peril brings you over; California, Kansas, Maine Face the same old foe at Dover.

All the pasts and all the pleas, All the braying, all the blame, Could not keep you from the seas— Freedom beckoned and you came.

China's weary, Russia's worn, You are young and we are small, But the bully is not born That can stand against us all.

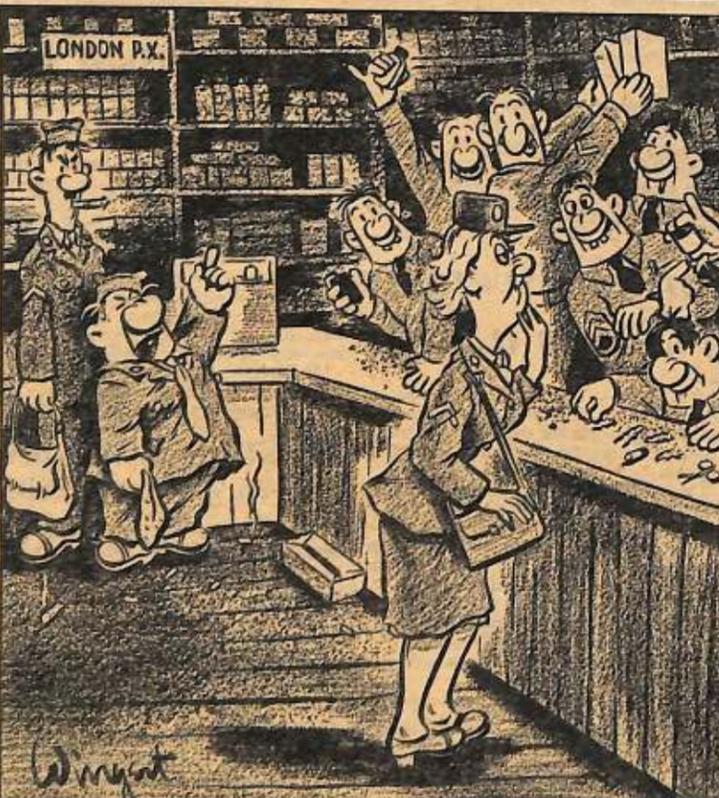
Still, we are not through the wood. Therefore, Doughboy, thanks a lot; You have given all you could, We must give you all we've got.

Pumpkin pie, a cup of tea? Nay, But a heart that's strong and true; And, whatever people say, Slightly democratic, too.

Welcome, Doughboy! Hand in hand, We will tour Berlin and Rome; And till then this ancient land Hopes that you may feel at home.

Sent in by Cpl. J. V. Sorrentino.

HUBERT by SGT. DICK WINGERT



"Hey! How about some service around here!"

Who Dat Say Who Dat?

CHARLOTTE, N.C.—One passenger, at least, on a suburban bus was taking no chances. The vehicle halted at Sugar Creek Church. No one was in sight, but a voice called out from the church cemetery in a wailing tone, "Hold It!" A frightened passenger jumped up and fled. A soldier-ventriloquist passenger later apologized and solved the mystery.

Featured

SPECIAL SUPPLEMENT

Thursday, Nov. 11, 1943

An IOU For Do-Re-Mi

PORTLAND, Oregon.—There's nothing like faith in human nature to keep a judge on the right side of the bench. Municipal Judge J. J. Quillen fined a shipyard worker \$25 for being drunk. He counted his money and found he had only \$24.50. Judge Quillen lent him 50 cents to make up the fine and accepted an IOU.

They Help Build Britain's Flak Roof

The ATS girls are right behind the men when they are tossing red hot lead at the Germans.

By Carl Larsen

Stars and Stripes Staff Writer

A NORTH EAST COAST A.A. SITE, Nov. 10—Just a few of the thousands engaged in similar tasks throughout the United Kingdom, hundreds of unsung men and women maintain a 24-hour vigil here daily to help build a flak "roof over Britain" during every Luftwaffe attempt to penetrate the defenses of this strategic area.

Action Stations Is Busy Time

During the last nine days of October the battery engaged Nazi planes seven times and was officially credited with downing one and claimed another.

The larger percentage of the battery is composed of Auxiliary Territorial Service members—the British counterpart of the U.S. Army's WACs—who do everything but load and fire Bofors and 3.7mm. guns. The men are assigned to the British army's Royal Artillery.

The camp becomes a liberal bee-hive of activity whenever—day or night—the warning that Nazi aircraft are approaching England's northeast coast is received from one of the many anti-aircraft command nerve centers. An alarm-clock type signal calls every available man and woman at the site to "action stations" immediately, and every spotting communication and gun position is fully manned within three minutes. The site then has time to prepare before opening fire.

Because the heavy fighter and anti-aircraft defense in this sector has made daylight raids costly the Luftwaffe's hit-and-run attacks on nearby targets have

been attempted late at night in recent months.

"It's really a sight to see the girls and boys running through the field to their action positions in the blackout after having been roused from sleep by the camp alarm system," the battery commander tells interviewers. "The girls jump into their shoes, work pants, sweaters and coats just as fast as the men get dressed when that alarm rings."

The battery's feminine members operate the site's predictor and height finders located on a ramp near the guns. The site's plotting and communications with neighboring gun positions by radio and telephone is conducted by girls from an underground shelter.

Like all military camps, there is plenty of activity even when Jerry—the "endearing" term applied to the Nazis by the British—is not being engaged. The men perform the more arduous manual tasks in the camp, building huts, repairing equipment, hauling ammunition and maintaining the guns they fire. However, the girls walk guard at strategic posts during the daytime, while the men are assigned to them in the hours of darkness.

NAAFI Is Social Center

The girls do most of the cooking and Kitchen Police, and also are assigned to the battery's administrative work in addition to driving the light vehicles.

Social center of the camp is the NAAFI—equivalent to the American post exchange—which is located in a Nissen hut. It serves tea at about 10 o'clock every morning and also is open in the evenings, and is the scene of card games, dances and table tennis games. Beer, weak but refreshing, is served at cost.

For recreation the men play the British version of football, while the ATs play

hockey and netball on a large field adjoining their site.

The men are disciplined by the Royal Artillery officers, while the battery's three women officers administer the girls. On passes and leaves the ATs are more fortunate than the men, being allowed evening passes about every other night while their male colleagues do not get passes but once every 12 to 14 days.

To prepare the battery's members—hailing from every section of the British Isles—for post-war citizenship, the officers conduct two educational classes weekly on contemporary political, social and economic problems. Guest lecturers address the battery from time to time.

They Know Their Planes

Since it is important that they be adept in distinguishing allied from enemy aircraft, the men and women have become intensely interested in the study of aircraft identification. Many of them have built models of Nazi planes, while others have become avid readers of airplane periodicals.

"It's like shooting a pheasant with a rifle in the dark," is the way the commanding officer describes the complicated problem of anti-aircraft gunners. "The whole operation demands the most perfect team work within the formation—from the girls plotting the approaching enemy plane to the gunner who pulls the firing lever."

Calculations Are Complex

He pointed out that, in order to destroy a plane, the shell must burst within 50 to 100 feet of the target, which is travelling at speeds up to 350 miles an hour with the ability to alter course, left or right, up or down.

"If the target is flying high," he said, "it may take up to 30 seconds for the shell to reach it, and the gun must be laid in a corresponding distance ahead. In addition, the range must be determined so that the fuse can be set."

He added that "when you are ready to fire, the plane, although its engines sound immediately overhead, is actually two miles away. To hit the plane with a shell



It doesn't cost Pvt. Gwynneth Swales, ATS, anything to look at the sun or moon since her job is to identify aircraft in the vicinity of a British anti-aircraft site with this set of high-powered binoculars.

at that great height, the gunners may have to aim at a point two miles farther still. Then, if the raider does not alter course or height, as it naturally does when under fire, the climbing shell and the plane will meet."

According to statistics compiled since the war, anti-aircraft fire has brought down one plane for every six shot down by fighters over Britain. In 1940's Battle

of Britain the gunners shot down 21 raiders in one night, 16 of them in 90 minutes during the evening blitz of Aug. 31.

Last Sunday night anti-aircraft fire in the London area destroyed their first Me410, the latest German twin-engine fighter-bomber capable of more than 400 mph. The plane, flying at 21,000 feet, exploded in mid-air.

'Mrs.' Has Troubles

By Al Crocker
U.S. War Correspondent

ALLIED HEADQUARTERS, North Africa—I have just made a tour of a commodious, well-appointed building here, full of colonels, majors, captains and men of all ranks, all dressed in the trappings of an army. It appears for all the world like an army headquarters.

What it is actually is not an army at all but the nerve center of a great railroad organization, a railroad organization conceived and put together in St. Paul, then transported halfway across the world to perform a transportation miracle. The building is the headquarters of the Military Railway Service Transportation Corps of the Army Supply Service, familiarly known as "Mrs." When the Americans invaded North Africa last Fall, "Mrs." invaded with the Army and started on the gigantic task of taking 5,000 miles of very badly run down and disorganized railroad and putting it back into first class shape under war conditions.

The bulk of the 6,000 "employees" of this railroad are men from St. Paul and the Northwest, drawn into the Army from the railroads that serve the St. Paul territory. At the top of the organization is Brig. Gen. Carl R. Gray, erstwhile operating head of the Omaha railway and one-time Boreas Rex of the Winter Carnival.

While the job of running this improvised railroad system bears little resemblance to a carnival, there is plenty of excitement and not a dull moment.

To begin with, there is nothing uniform about the equipment. Some of it is the most modern that American railroading has to offer. The rest of it is quite another story. Let no veterans of World War I worry lest the famous "40 hommes, 8 chevaux" box car has become merely a happy memory. It hasn't.

Coupled in with the modern American locomotives, 40-ton box cars and 10,000-gallon tank cars on the trains the Ameri-

cans are operating are the old "40 and 8" baby carriage freight cars.

Sometimes the size of trains is governed solely by the pulling power of the antiquated French locomotives and the steep grades. It's just one of Gen. Gray's headaches.

Another headache is the Arab brakemen. Arabs have many admirable qualities but a well-developed mechanical sense is not one of them. There is entirely too great a tendency to assume that Allah will take care of the train.

Little of the French equipment has air-brakes. Instead, it is controlled by hand brakes, controlled by Arabs who sleep in little cupolas. In theory the engineer signals with the whistle when he wants the brakes applied. In practice the Arabs are usually asleep.

It then becomes the head brakeman's job to climb back over the crazy assortment of cars and awaken them. After watching this system in operation for a while one gets the feeling that Allah MUST be watching out over the train.

There were no refrigerator cars on the system when the Americans arrived. In a very short time they had converted enough box cars into refrigerator cars to handle the fresh meat and other perishables needed by the Army.

The job was done by utilizing the North African cork which is so plentiful here. It costs only about \$550 a car.

Because "Mrs." is made up exclusively of railway technicians, don't get the idea that they are not fighting men as well. The men in the railway service are soldiers and they experience the dangers of soldiers.

The railway lines are pushed up so rapidly behind our combat troops that they are practically part of the front line. A train carrying gas and ammunition is a very inviting target for enemy planes. There have been explosions in ammunition cars that have brought forth acts of heroism resulting in decorations.

There has been a complete devotion to duty. In one instance a locomotive was completely assembled in 77 hours.



The Crew of a 3.7 inch heavy anti-aircraft gun at a site along England's northeast coast load their piece with a 49-pound round capable of putting up a flak barrage sufficient to blast the Luftwaffe's most heavily armored planes.

New Trends put Fighter

Changes are being made on both sides of the Channel. But American planes have the edge on the Axis' best.

By Bud Hutton

Stars and Stripes Staff Writer

A MESSERSCHMITT 410 fighter was destroyed over England one night last week. That designation—410 instead of the familiar 210—was in itself a pointer to the upset and change brewing in fighter plane construction, tactics and types in the air forces on both sides of the Channel.

Only a few hours earlier the British Air Ministry had announced that the long-range Mosquito, fastest bomber in the world, now was in operation as a night fighter. Presumably the introduction of the Mosquito to the night fighter fleet was in answer to the Nazi use of faster light bombers in hit-and-run attacks here, but it was also a sign of the increasingly pronounced shift to more and more speed in fighter types.

The Eighth Air Force announcement that Lockheed P38 Lightnings are in operation here as escorts for the day bombers and the disclosure of a new device for momentarily boosting the speed of the 400-mile-an-hour Republic P47 Thunderbolts were American pointers to the suddenly accentuated trend toward super-speeds.

The flurry in fighters comes, oddly

enough, almost exactly on the anniversary of the American Office of War Information's 1942 report on "Design and Operation of United States Combat Aircraft," in which the OWI handed the American public a sharp jolt with a frank discussion of U.S. warplanes, their merits and deficiencies.

USAAF Fighters 'Standardized'

Today the USAAF has shaken down its fighter elements in this and the Mediterranean theaters to a solid operating basis of P38s, P47s and, to some minor extent in the Mediterranean, P40Gs. In addition, it has the use of the versatile A36. North America's dive- or glide-bomber version of the P51 Mustang, and presumably the new Packard-Merlin liquid-cooled engines now coming off the production lines will go into the old P51 to give the USAAF a first-rate fighter at low altitudes.

The P51, or Mustang Mark I as the RAF calls it, already is ranked by RAF pilots who fly them from British bases as one of the best planes "on the deck" in operation. But the original Allison engines were too low-powered and there was no room in the design for the kind of two-stage, two-phase supercharging they needed. Now they're getting engines of better horse-

power—there are said to be versions in production with the Packard-Merlin engines—and should equal anything the Luftwaffe can put into the air below 15,000 feet.

The P47's new device for stepping up speeds to a momentary high is an apparatus which douses the cylinder walls of the engine with cold water to cool them sufficiently so that the supercharger and gas mixtures may be opened wide.

If opened up to maximum without some extra cooling, the air-cooled engine would "burn up" in seconds. For a burst of speed of short duration the water-cooling apparatus tested by Lt. Col. Cass Hough, of Plymouth, Mich., supplies the coolant which may be the difference between getting a Me109G and being gotten.

The air below 15,000 feet right now seems to be the lesser of Nazi worries. It is in the stratum from 20,000 to 30,000 feet—traffic lanes for the Fords and Liberators, Lancasters and Halifaxes—that their research and experimental activities are most apparent.

Within three months the Luftwaffe command has tried half a dozen schemes to stop the bombers, and almost as many in a different direction to get its light night bombers through to London.

Rocket Gun Spectacular Idea

Most spectacular of the schemes has been the anti-bomber rocket gun, fired by twin-engined Nazi planes laying back beyond a screen of fighters attacking the daylight formations of heavy U.S. bombers.

The rocket, which apparently is fired from a position beneath the wing, possibly on the bottom of the fuselage, seems to be about the size of a grapefruit, according to the best descriptions of combat crewmen who have watched the vivid flashes of the projectiles.

Its accuracy from 1,000 yards plus seems to be low, at least in the early models faced by the Fords and Libs since its introduction early in August. Possibly some of the big toll of 60 planes lost in the Schweinfurt raid last month were victims of rockets, although there has been no official confirmation of this.

Radio Control 'Old Stuff'

Apparently there is little or no connection between the anti-bomber rocket and the so-called "glider-bomb" described by Prime Minister Churchill as having been used in the Mediterranean and which is reported to have sunk one of the Italian battleships escaping from Italy after the fall of the government. The means of harnessing rocket propulsion may be the same, but the anti-bomber weapon almost certainly is not controlled after it leaves the discharge tube, while the "glider-bomb" would seem to have some sort of radio control.

Radio control of flying devices is not new; long before the war the whole world was told about the RAF's Queen Bee, a Moth light plane directed and flown by radio control from the ground, which was used for target and ack-ack location practice.

Certainly the Germans will have improvements in the aerial rocket. Possibly from the steadier and heavier platform of a Dornier 217E—such as repeatedly have been attacking day bomber formations over Germany—the rocket will become a more accurate weapon. The Me210s and 110s and Ju88s would seem relatively light and unstable firing bases for a very heavy missile, and until the Luftwaffe can fire its rockets accurately from outside the 1,000-yard-plus accurate fire range of the caliber .50s in the USAAF bombers the rocket won't hold the menace of heavy flak or determined attacks by first-line fighter planes.

Use of the rockets and the appear-



A For

ance of the 217s, plus a five-lin announcement from Picatinny Arsenal in New Jersey, may presage the introduction of major caliber cannon aerial warfare. Today, the large known caliber are the 37mm. and 40mm. cannon used by all of the powers on their tank-busters and ground-strafting planes.

(The caliber of the aerial rocket used by the Russians on their Lagg I

They Pack the Knock Out Punch—

It was a brilliant, tropical morning. One of Uncle Sam's newest and most powerful battleships was escorting a carrier through the blue waters north of the Solomon Islands. With other American warships, they were on their way to engage a Japanese task force, reported to contain three carriers.

Captain Thomas Leigh Gatch, commanding officer of the battlewagon, spoke quietly to the communications officer:

"Ask the ship's company if it is ready for action."

The communications officer called for attention on the ship's loudspeaker system and relayed Captain Gatch's message.

From all parts of the vessel, from bow to stern, from conning tower to engine room, nearly 2,000 officers and men answered—a huge, deep-throated, rumbling chorus, "Aye! aye!"

It was an expression, not so much of courage bred before battle, but serene and complete confidence in the monstrous new battleship of which they were all a part. It was the biggest, fastest and hardest-hitting vessel American engineering brains and shipbuilding skill had sent into action.

It did not fail the men that day, nor the men it.

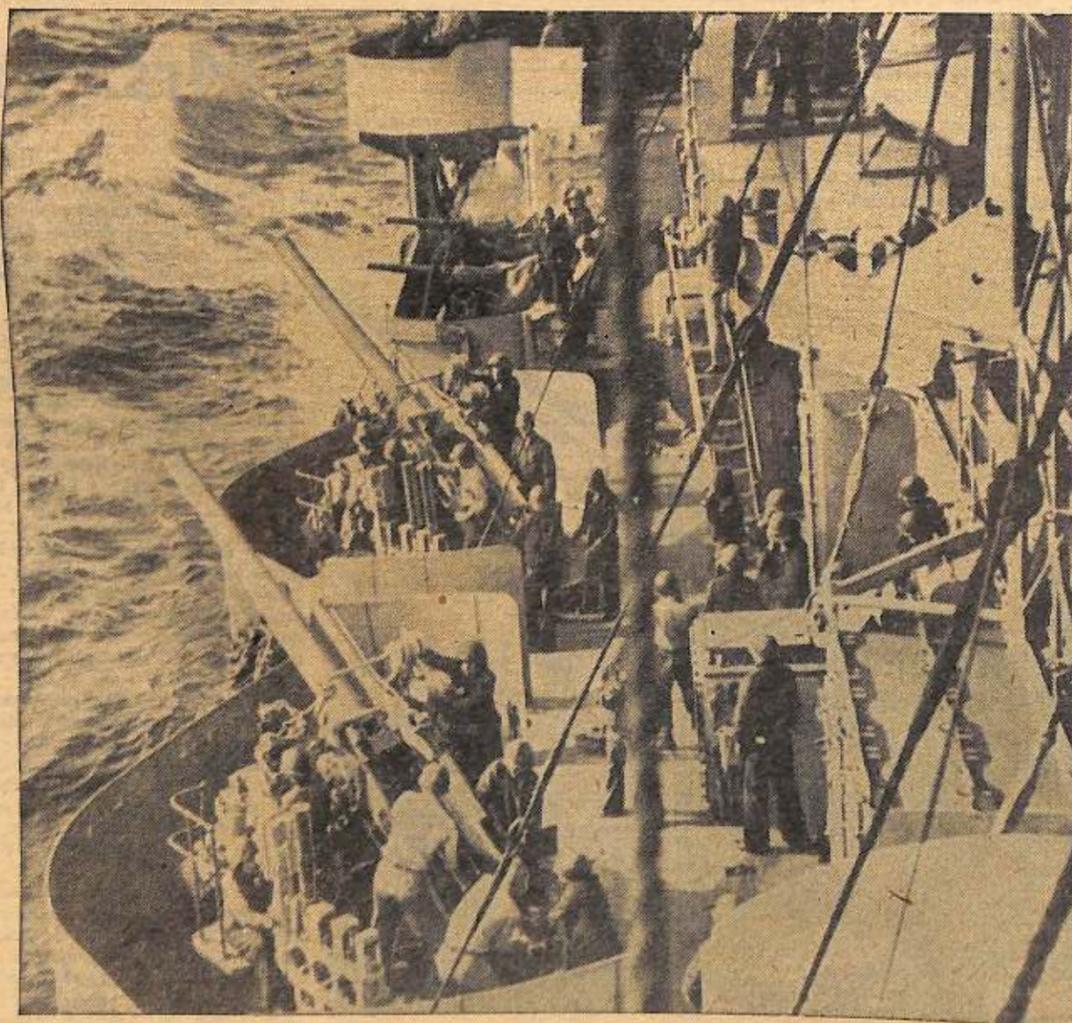
The Japs Swoop Down

At 11:12 am the first wave of Japanese dive bombers, sensing another massacre like that of the Repulse and the Prince of Wales, swooped down. The anti-aircraft guns along the battleship's deck bristled like needles on a porcupine's back. Gunners waited tensely, and when the Jap planes got within range they let them have it. A wall of red-hot steel flew up to meet the attackers. Twenty Jap dive bombers came over in the first assault and 20 were shot down.

All the while the battleship was cutting circles, figure-eights and other maneuvers. Captain Gatch later said, "I had less fear of attacking planes than of ramming the carrier we were assigned to protect."

Thirty minutes later the second attack came. This time there were 40 planes—dive bombers screaming down vertically from the skies, and torpedo planes skimming close to the water. Some of the Jap planes were shot down by anti-aircraft fire and the rest turned tail and fled.

The Japs tried to break through the wall of bullets a third time a half hour later. Again it was dive bombers and torpedo planes—24 of them. One plane,



Every time these big guns kick-off the enemy learns that our "battle wagons" are not in the Dodo class. Accurate fire power and increased armament keeps the ships in the running.

braving the murderous fire, got through to drop a 500-pound bomb on a gun turret. The concussion knocked Captain Gatch against the conning tower, wrenching a shoulder. A fragment caught him in the neck, severing his jugular vein.

But the battleship had won a clear-cut decision over Japanese air power. It had knocked down 32 out of a total of 84 planes, suffering only a single 500-pound bomb hit—which is only a scratch for a heavily armored battleship. Three weeks later the battleship was in action and Captain Gatch, his arm in a sling, was on her bridge.

This was no fluke. Shortly thereafter a second U.S. battleship beat off an attack of 40 Japanese planes, sending ten of them flaming and smoking into the sea. The battleship was undamaged.

"Battleships Will Beat Japs"

It is performances such as these that recently prompted Admiral William F. Halsey, commanding South Pacific Navy Forces, to predict that battleships will play a decisive role in beating Japan.

"I think it is going to be battleship that will win the war for us," he said simply and to the point. "And I speak as an airman, too."

Much of the confusion that has been generated by armchair strategists in arguing "battleships vs. airplanes" is due to the fact that the average man still thinks of battleships as slow, cumbersome vessels, moving into action in a long vulnerable line.

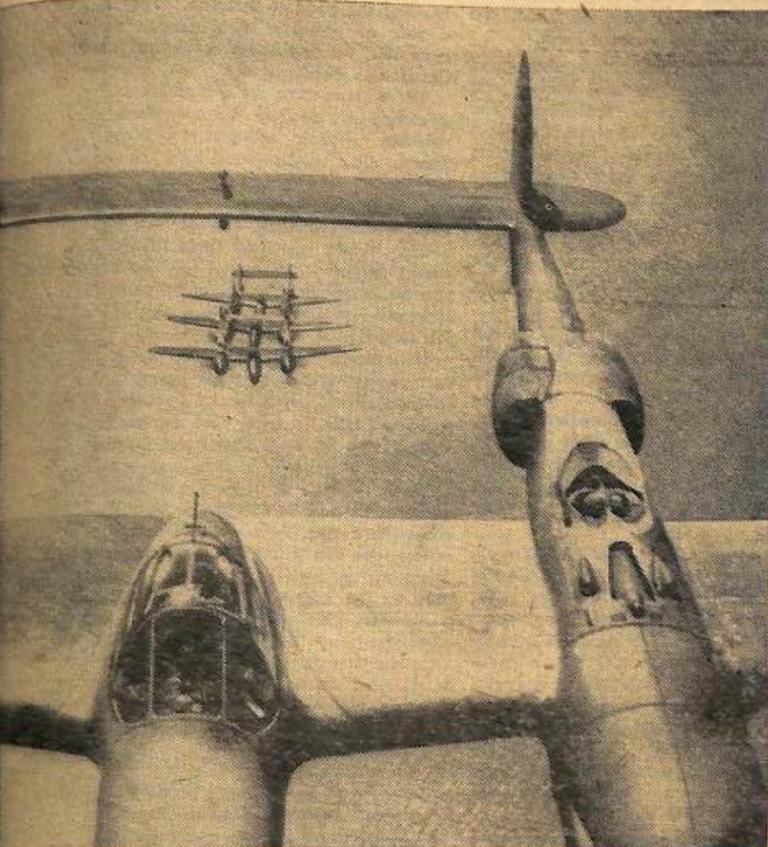
This might have been somewhat true before Pearl Harbor, but it is no longer the case. America's newest battleships—35,000-tonners of the North Carolina class and 45,000-tonners of the Iowa class, are speedy enough to keep up with 30-knot carriers, have anti-aircraft protection to keep away swarms of enemy planes, and are hard-hitting enough to be used in task forces rather than being employed as a fleet.

The Number is a Secret

The Navy hasn't revealed how many of the six 35,000-ton vessels—the North Carolina, the Washington, the Alabama, the Massachusetts, the Indiana and the South Dakota—have been put into service. It seems reasonable to suppose, though, that all of them are now in the battle zones, plus the giant 45,000-ton Iowa, which was commissioned last March.

When Japanese planes put a good part of America's battleships into the mud at Pearl Harbor and sank the Repulse and

Planes in the Limelight



ation of P-38's On Fighter Escort Duty

monoplanes has not been disclosed.) Cannon as heavy as 75mm. have been fired from planes in flight. During the last war the French worked out an ingenious device by which a standard 75mm. barrel and breech were hooked up with a reciprocating mechanism which fired a charge of buckshot to the rear of the plane to counter the recoil of the 75mm. firing forward. The experiment was technically successful,

but obvious limitations of space, number of rounds to be carried and production time made the project impractical with the planes of that period.

The U.S. air forces worked with somewhat similar ideas between wars, but Lawrence Bell's idea of building a plane—it turned out to be the P39 Airacobra—around a 37mm. cannon was the farthest they got in production

of a heavy aerial weapon. Late in September this year, however, Col. W. B. Larned, commander of the Picatinny Arsenal, said that not only were new bombs of deadly explosive power being developed, but that a new aerial cannon, heavier and with a novel principle of operation, were well along in the experimental phase.

It is possible that the 17-ton Do217 may be the basis for Nazi experiments with large cannon, or with rockets, but thus far in its appearances against both day and night bomber formations there has been no concrete indication of anything except that the Luftwaffe needed every plane it could get into the air to halt the bombers. With a maximum speed of 324 mph for a short time, the Do 217 is a formidable opponent of the bombers, although its wing loading (64.8 lbs. per sq. ft.) works against maneuverability.

At least two other types scarcely expected in use as interceptors have been found in the air recently by attacking Allied bomber formations—Ju 87D1s and FW 200Cs.

Kurier Was a Surprise

The 87D Stuka dive-bomber, weighing 14 tons with maximum load, conceivably could make a solid platform for rockets, but its limitations in speed—280 mph max.—make it a third-line choice as a fighter, and as for its vaunted diving powers, there is at least one recorded instance of a B17F out-diving the Stuka and shooting it down during a penetration into Germany.

The other unexpected plane was the Focke Wulf Kurier—200C—which night bombers recently encountered over a German target.

Apparently the Kurier was being used only to drop the huge flares with which the Nazis have been trying to illuminate the inbound streams of night bombers. There was no indication that the Kurier was using its formidable

armament of six 7.9mm. machine-guns, a 20mm. cannon in the nose of the bomb-bay and a cannon of unidentified caliber operated from a power turret just above and aft of the pilot's compartment. The Kurier was shot down by the bombers.

Flares Gave Longer Range

The Nazis' use of large flares, incidentally, to illuminate the path of the night bombers, seems to be intended to give the night fighters a shot at the bombers at a range somewhat longer than the 150 to 200 yards that they had to close. At 200 yards the hosepipe effect of our .303 cal. Enfields in the night bomber turrets was almost as strong as the best 20mm. fire from the fighters. At longer ranges the .303s begin to fall off.

The production of the Messerschmitt 410—presumably at one of the interior Messerschmitt factories on the eastern side of the River Elbe, since the Vienna Neustadt and Regensburg factories have been pretty well put out of commission for some months to come—undoubtedly is another effort to provide the Luftwaffe with a highspeed dual-purpose plane comparable to the Mosquito or Lightning. No details of it are yet available from official sources, but it is known to be an improvement on the old Me210, which in turn was a decided improvement on the original Me110, the twin-finned fighter still in use as a second-line interceptor. The 410's speed probably hovers just above the 400 mph mark, and it undoubtedly has a ceiling in excess of the 210A, whose DB605 engines can turn up at about 365 mph at 20,000 feet. The 410 destroyed over England by flak was flying at 21,000 feet with a bomb load.

Another reported type-development of a standard Luftwaffe craft is the Junkers 188, supposed to be an advance on the Ju88A design which is a 14-ton twin-engined plane capable, at its best, of speeds not far below the Mosquito's.

Nothing official has been disclosed about the so-called 188.

Not as new as the other two, but apparently already in production to a considerable extent, is the Messerschmitt 109G, best yet of the 109 series and probably Germany's best fighter today. It thus far has been used sparingly, probably because there aren't many yet, against the day bombers, but Luftwaffe aces have been assigned to the 109G for special tasks which include ambushes over the Channel for homing bomber formations.

The Me109G, apparently combining the better features of the heavily armed 109E and the speedy 109F, with some refinements of its own, is supposed to have a maximum speed of about 400 mph at 22,000 feet, a slight edge on the 109F. Its armament comprises two 7.9mm. machine-guns or two 13mm. cannon firing through the propeller disc, a 20mm. through the spinner and two 20mm. under the wings, a total fire power far heavier than the 109F's two 7.9s and a 20mm.

On the Allied side of the warfare in design, the use of the Lightnings and P47s with belly tanks for extra range is the first step in countering German fighter tactics as employed against the bombers. The 47s have proved able to take on anything thus far at altitudes above 20,000 feet, and the P38s—on the basis of their operations in Africa and the Pacific—may be the rest of the answer.

Bristol Beaufighters and Mosquitos also have been used as long-range fighters, but not for the bombers going into Germany. The solid bulk of the heavy Beau—21,000 pounds, some three and a half tons heavier than the P47s—and its middle-range speed militate against its use as a long-range escort, while the inability of the Mosquito to maneuver with first-line single-engine fighters works against its use.

The Battleship Proves She isn't Through

Prince of Wales, many persons jumped to the conclusion that the battleship was a dead dodo. But for every new weapon of warfare, a new form of defense has been devised. Our newest battleships are the answer to air power.

The reason why our latest type battleships can stand off air attack is, of course, increased anti-aircraft fire. Every square foot of deck and platform is covered with anti-aircraft weapons of several types and sizes. According to Rear Adm. William H. Blandy, chief of the Navy's Bureau of Ordnance, "our anti-aircraft fire is better than anybody's on either side and further improvement is in prospect."

"On our latest battleships, I can state that the amount of metal thrown up by our light guns (20mm. and 40mm.) is almost 60 times as great as it was before Pearl Harbor. When you add improved fire control and the development of explosive bullets and shells, it is no exaggeration to say that it is 100 times as great."

They've Hell on Keels

Anti-aircraft guns are really defensive weapons, and battleships must have a better excuse than beating off air attack for their \$70,000,000 cost. They have. Our newest battleships are the most powerful warships ever built—literally hell on keels. They pack a terrific offensive punch.

The Navy is wary about revealing facts concerning these super dreadnoughts, but a few facts are known. Ships of the 45,000-ton Iowa class are about 880 feet long and have a beam of 108 feet. Nine 16-inch guns and 20 5-inch guns give them a championship heavyweight's wallop.

The 16-inch naval rifle has been called a weapon of "fantastic range, accuracy and striking power." It hurls a 2,400-pound shell a distance of more than 20 miles. Firing at a rate of about one shell every minute, our new battleships can hurl more than 600 tons of death-dealing steel and TNT per hour at an enemy out of sight over the horizon.

Fire Control Is Accurate

Battleship guns are set in parallel alignment and all guns of a turret fire at the same time—thus laying down a pattern in the vicinity of the target. Fire control, the mechanism which lays the gun on the target and fires the shell, has been developed to an amazingly accurate degree. Naval guns have not shown much improvement in the past 30 years, but American scientists have given the U.S. Navy

the finest and most accurate fire control mechanism in the world.

Shellfire—especially from battleships—is much more destructive than bombing. Bombs are pulled earthward by the force of gravity and reach a speed ranging from about 880 feet per second (when released at 20,000 feet) to about 445 feet per second when released at 2,000 feet. A large shell, on the other hand, leaves the muzzle of the gun at 2,900 feet per second and even at extreme ranges may be traveling 1,500 feet per second when it hits the target. Thus, shells from a naval gun will penetrate much deeper than bombs of a comparable size dropped from planes.

Armor plating conforms to these facts. Among other superlative qualities, a battleship is the most heavily armored vessel afloat—up to 40 per cent of the newest ships' total weight being armor plating. A battleship must be built to take it as well as to dish it out.

Armor plating is specially toughened steel of the finest quality. It is heaviest on gun turrets and on the conning tower, reaching in some cases a thickness of 18 inches. Newest battleships have a belt of 14 to 16 inch steel running around the vessel at the water line where it is exposed to shellfire and torpedoes. Two armored decks, protecting the ship's vitals from bombs and high-angle shellfire, are six and four inches thick, respectively. Other areas on the vessel are armored according to their position and importance.

Shock Absorbers Save Ships

Additional protection against enemy shellfire and torpedoes is provided by compartmentation and false bottoms along each side of the hull. These spaces take up the blow like huge shock absorbers and prevent water from flooding the entire ship.

As this is being written, the Japanese admirals have not dared risk battleships in force against our newest super dreadnoughts. When they do, they'll be in for some surprises.

They got an unpleasant taste of what is to come one night last November when Captain Gatch allowed his battleship to get caught in a Japanese "trap." The Japs weren't expecting battleships.

"They had set a trap for foxes and we didn't think it would hold bears," was the way Captain Gatch put it.

The Japs thought they had trapped, perhaps, a lone American cruiser. Three Jap cruisers moved in for the kill. Then the American battleship's 16-inch guns spoke with a flash of orange flame and a thunderous roar. All three Japanese cruisers were sunk before their own guns

were within range of the American battleship.

"They never knew what hit them," Captain Gatch said.

Some naval experts have urged that the best way to defeat Japan quickly and at a minimum cost of lives is a direct attack in Japanese home waters. In this way the Japanese fleet would be flushed out of hiding and destroyed—leaving the way clear for landing of troops.

U.S. naval tonnage is increasing by leaps and bounds. With a fleet of new battleships of the North Carolina and Iowa classes, plus new carriers being built or already in commission, the United States late this year will have an unbeatable naval force.

Allies Have Wide Edge

At the start of the war, the United States and Great Britain were able to maintain control of the world's vital sea routes by a very slim margin. The American fleet had been dealt a punishing blow at Pearl Harbor and was inferior to the Japanese in carrier strength; the British fleet was wary of the Italian and German navies.

But today the Allies have a wide naval superiority over the Axis—perhaps a 2-to-1 edge. Figuring that all six ships of the North Carolina class are in service, the U.S. Navy now has 20 battleships, ten of them mounting 16-inch guns. The British Navy has at least 15 battleships and battle cruisers in service, and perhaps, in addition, two new 40,000 tonners. Thus the Allies have a total of 35 or 37 battlewagons.

The Axis capital ships add up as follows: Japan, ten to 13 battleships (figuring that two were lost in the Solomons); and Germany three. This makes a total of from 18 to 24 for the Axis against a possible 35 or 37 for the Allies.

No matter how cruelly the war lords of Japan and Germany drive their workers, they cannot hope to catch up with the stupendous shipbuilding program of the United States. American shipbuilding speed is one of the factors that Hitler and Tojo overlooked.

Secretary of the Navy Frank Knox has revealed that the U.S. Navy's five-ocean fleet, originally scheduled for completion in 1947, will be ready for service in 1945.

But even in this autumn of 1943, concentrating its naval might around the new battleships and carriers, the U.S. Navy will give a good account of itself. Watch and see what happens when hell on keels breaks loose against Japan!

(From Popular Science)

'Hell on Treads'



LOOKING to the casual eye like another tank, the M10 destroyer is nothing of the kind. It is the U.S. Army ordnance experts' most advanced development in a caterpillar gun-carrier and Uncle Sam's most potent tank killer in operation.

Scattered around Britain in large numbers now, the M10 destroyers are waiting to follow up the tremendously successful work done by these "Seek, Strike, Destroy" weapons in Sicily and Italy.

With a long-barreled, three-inch rifle of greater velocity than the 75 on the Sherman, the M10 weighs about the same as the medium tank but is considerably faster. High-ranking officials declare that because of superior velocity it also is a

better weapon than the deadly German 88mm, and can put an armor-piercing shell through any German tank, including the 40-ton Mark VI, from stem to stern.

The M10 is mounted on an M4 chassis, can outshoot, outspeed and outmaneuver any of its gigantic opponents. Its three-inch gun is of welded construction with an open turret.

Powered by twin Diesel engines, the M10 weighs 33 tons but can move along at 32 mph, making it invaluable as a hit-and-run menace to enemy armor.

The five-man crew, trained to operate as an individual assault unit if its vehicle is knocked out, can move into combat armed with five rifles, a Tommy-gun, a caliber 50 machine-gun which is mounted on the M10 for anti-aircraft purposes, grenades and mines.

For Them the Men Will Go Through Hell

—For the 'Looeys,' boys just from school or a job, who live and fight—and die—with the troops in the field. They are the 'junior officers' who win the hard battles

By Ralph Martin

U.S. Army War Correspondent

THE thin-faced lieutenant with tired eyes pointed to a small mound of earth projecting above the soft shoulder of the road. "That's a mine," he said, "it's a sloppy job; they must have been in a hurry."

It was somewhere near Salerno. He turned around, looked at his nine jeeps spread out at proper intervals on the side of the road.

"This morning I had ten jeeps," he said. "Nine jeeps went over the by-pass and nothing happened. The tenth one ran over a Teller mine and blew up."

His tough, young face twisted a little. "That jeep wasn't supposed to blow up, mine was."

The lieutenant was right. His jeep was bracketed Italy's and supposed to blow up. He sat in the front seat of the first jeep, the "point of reconnaissance." Out in the field the lieutenant is always first. He is bait for the first bullet, the first machine-gun burst, the first hand grenade that might be thrown.

A sergeant came up carrying a mine sweeper which looked like a vacuum cleaner.

"The side of the road is lousy with mines, lieutenant," he said in a weary voice. "But we are getting them cleaned up pretty quick now. I guess we'll be all done in half an hour."

"Okay, Joey, that's swell," the looey said; and the sergeant went back to the mines.

This wasn't in the Army rule book. Back in the States the manual said that officers and enlisted men would address each other by the proper rank, that enlisted men would salute the officers before and after talking with them, that enlisted men would say "Sir." But that was back in the States or in the rear echelon. Up front the lieutenant and his platoon are a small family and the looey is mother and father. Before he even thinks about himself he makes sure that the bivouac area is the best possible one, that the men take their atabrine pills, that they get their cigarette and candy ration every week, that their mails are sent out right away, that they get the best food rations available.

Sometimes it isn't so easy. Deep in the hills behind Troina, in Sicily, a battalion was fighting forty-eight hours without rations. It was five miles to the nearest food dump—five miles over a winding, twisting ribbon of road hugging a mountain with German snipers looking down at you from the high ground. You could travel only at night and had to use mules.

Lt. John Simons, from Los Angeles, Calif., started out with 15 men and 12 mules. The lieutenant led his men over lapping rocks, falling into holes, running through machine-gun fire. Before they came back to the outfit they had lost two

men and four mules. But the officer had brought back food for his men.

It is a deep, warm thing—this comradeship between a lieutenant and his men, especially in a platoon where there are only four squads, 12 men to a squad. You see it typified best of all when there is mail call. Often it is a very brief mail call. Some Joe will get two or three letters, and most of the men, including the looey, won't get any. You'll see the lucky soldier read his letters and then reread them a couple of times with everybody looking at him enviously. Then, finally, the soldier will look at the lieutenant and hand him the letters and say, "Here, lieutenant, you want to read the funny things that the missus says—folks back home are being rationed to only two steaks a week!"

The officer will take the letters and

thank the soldier silently with his eyes. He will read the letters and pass them on to the rest of the men.

A good junior officer knows his men well. He not only knows how well they can fight but knows everything they think about and dream about and worry about. He knows that because he has censored their mail, because he plays poker with them, because he stretches out in the dark of night and talks his heart out with them and he always listens hard when they do the talking. They talk about everything that a bunch of men talk about when they are together. And at night the men can't see the gold bar on the lieutenant's shoulder, and he doesn't want them to.

To his men, the looey is a lot of things. He's a young punk who looks as soft as a woman but who tightens up hard when the chips are down; he is the guy the men turn to when they have got a pack of personal troubles and want somebody to talk to who will open his heart and understand such things; he's the one they go to when they need money in a hurry for a brand new baby back home (a private's base pay is \$50, a second looey has \$150 and a first looey \$166).

He is a junior officer to "the old man," who may be anything from a captain to a colonel. But in the field he is just the guy who faces the same bullets his men do, who flops in the same mud, eats the

same cold C rations, wears the same fatigues. He is always "lieutenant" when somebody else is around, but he may be Harry when two of them are alone. To his men, the looey is one of them.

Most of these junior officers understand their men so well because not so long ago they wore stripes themselves. The majority of the looeys now out in the field are "ninety-day wonders," enlisted men who went through a short, tough series of courses at Officer Candidate Schools before they came overseas. These courses consist of intensive training in all weapons, map reading, scouting and, above all, training in leadership and exercise of judgment.

Take two lieutenants in a tank-destroyer outfit holding the line in front of the infantry with two companies of 75s mounted on half-tracks. The half-tracks were carefully concealed in the curves of the foothills in front of a long flat plain. On the other side of the plain were more than a hundred tanks of the German Tenth Panzer Division being regrouped for a charge.

The two officers—Lieut. John Yowell, of Houston, Tex., and Lieut. Charles Munn, of Jackson, Mich.—knew what was coming. Nobody would have blamed them if they had pulled back to a stronger defensive line—especially since well-entrenched 81mm. mortars were beginning to blister their positions. But the lieutenants knew that if they retreated the whole line might be punctured. So they decided to stick. They told their men what the score was, and the men picked targets and waited.

They held their fire until the onrushing tanks came within range. Then they let loose with everything they had. When the smoke cleared away there were several burning tanks, several that were just stopped cold, and the rest had turned back. It wasn't all one-sided. The tanks were firing, too, and some of our half-tracks weren't working any more and some of our men were dead. But the rest stuck fast, and the two lieutenants scurried around in the thick of the fighting yelling orders and directions and encouragement, helping to carry out wounded and to resupply ammunition.

Before the darkness fell the German tanks had come back twice again and were thrown back each time. Finally there was nothing left but smoke shells, and headquarters radioed the companies to pull out. As they skirted round the hill ridges like goats they left behind them a field littered with several score of German tanks. The two looeys and their men had done their job.

That was a part of the now famous battle of El Guettar, the battle that turned the tide in southern Tunisia. That was a story of two lieutenants and their companies. Things get much more intimate on three-man patrols. There was

a patrol of Rangers which had to go several miles behind the German lines and park on the top of the highest hill overlooking the road to Feriana. They had a pair of powerful field glasses, some cans of C rations and a special radio set tuned into headquarters.

These three were the first to see a long stretched-out convoy of all kinds of vehicles almost bumper to bumper. Shortly after they radioed back the news they saw our medium bombers coming over in waves, blasting the convoy. They were together on that hill for forty-eight hours. When you have three soldiers in enemy territory on patrol for two days you no longer have a lieutenant and two sergeants—you just have three men with a job to do.

Of course, there are always some, in every army, who were never meant to be soldiers, much less officers. Their nerves just can't take the noise and the smell of war. They get rattled and run. It takes only one attack for a new looey's men to find that out. If he is one of the few who "can't take it" he has to be shifted somewhere else, because there is no officer who can stand the constant biting scorn of his men.

It was in the outskirts of Nicosia in Sicily that the colonel commanding a battalion said, "My lieutenants die like flies, but they die with their men." Then he pointed to several officers in the distance. "Those are three new lieutenants fresh from the replacement depot. We'll know how good they are tomorrow. We are going to attack tonight."

The three lieutenants were young, almost too young. One of them had joined up before he was graduated from college, the second had been going to law school and the third had been a soda jerker in a small town. All three were solid and fit. Their faces were free from strain that comes after days of battle. They were fresh and eager and looked good in their clean coveralls. All of them were excited about the "show" that was coming off that night. Tomorrow one of them might be dead. That's the big thing really that brings the junior officer and his men so close together. It's that common nearness to death.

You can't have military formalisms operating between a lieutenant and his men when all of them are pinned down under a ledge by a bunch of 88s, stuck there for eight hours, or when Stukas peel off over the bivouac area and looey and private jump in the same foxhole; when a corporal sees his lieutenant crawl through barbed wire up toward the German position to attract fire, and find out what guns the enemy has—going up himself because he didn't want to send any of his men; when a concussion grenade half blinds the lieutenant on an invasion landing and he refuses to go to a first aid station because he wants to stay with his platoon.

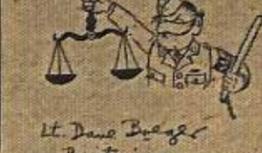
From The New York Times



500 British War Orphans sponsored for a minimum of 5 years is our Christmas goal. Give generously NOW to The Stars and Stripes War Orphan Fund.

GI JOE

Articles of War Part X



RUDDY CASE! WHEN ALL THE YANKS WENT HOME BACK IN 1944 THEY ASKED US TO HOLD THIS ONE PENDING HIS RELEASE IN ANOTHER TWO YEARS, SEVEN MONTHS, 3 DAYS...



ART. 107- Every soldier who... deserts... or... absents himself... or... confined... or through... drugs, liquor... or... injury, rendering himself unable to perform duty, shall [make good the time lost]...

NOW, G. I. JOE DISAPPEARED AFTER SMASHING CPL. CUNNINGHAM'S MERKLE, VALUE 27¢. THIS HAS TO BE PRORATED AMONG 212 PRIVATES, 24 PFCs, 9 CORPORALS, 7 ASSORTED SERGEANTS, 1 WARRANT OFFICER, 3 2ND LIEUTENANTS, 2 1ST LIEUTENANTS, 1 CAPTAIN. OKAY, A CAPTAIN'S SALARY FIGURES 7¹/₂ TIMES A BUCK PRIVATE'S, SO IF WE CALL X THE PRIVATE'S SALARY THEN 7.2X IS THE CAPTAIN'S, A 1ST LIEUTENANT'S IS 6.1X, A 2ND LIEUTENANT'S IS 5.8X, MASTER AND FIRST SERGEANT'S 3.9X, TECH SERGEANT'S 3.4X....

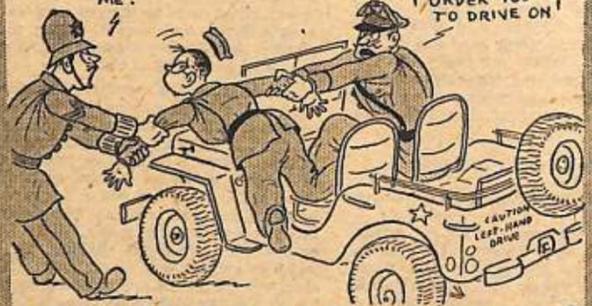


ART. 105- Where the offender can not be ascertained, but [his] organization... is known... the amount of damages inflicted may be... assessed in... proportion... upon the individual members... with such organization...



ART. 108- No enlisted man... shall be discharged from... service without a certificate of discharge...

DRIVING THROUGH A RED LIGHT, IS IT? COME ALONG WITH ME!



ART. 106- It shall be lawful for any civil officer... to arrest offenders...

"I, GIUSEPPE D'ALESSIO, DO SOLEMNLY CHIEARA (OR AFFIRM) DAT I WILL BEARA TRUE FAIT AN' ALLEGIANCE TO DE UNITA STATES OF AMERICA; DAT I WILL SERVA DEM HONESTY AN' FAIT FULLY AGAINST ALLA DER ENEMIES WHATSOEVER; AN' DAT I WILLA OBEY DE ORDERS OSA DE PRESIDENT OSA DE U.S. AN' DE ORDERS OSA DE OFFICERS APPOINTED OVEARA ME, ACCORDIN' TO DE RULES AN' ARTICLES OSA WAR."



ART. 109- At the time of his enlistment every soldier shall take the following oath (above): This oath... may be taken before any officer.

By Lt. Dave Breger

Yanks in Sub Took a Jeep With Them

It was on one of those south Pacific islands with secret, deep bays where American warships anchor long enough to support a naval officers' club on the beach.

In front of the club was the most dilapidated jeep you ever saw.

"That," an officer related, "is probably the only jeep in the world that ever traveled on a submarine."

"One of our submarines swiped it from a pier at Pearl Harbor. When they submerge, they'd take out the motor and remove the tires and put them inside the sub. Then they'd lash the rest of it to the conning tower outside. Went all over the Pacific that way."

Someone asked how it got on the beach.

"The sub officers didn't get into port often enough to enjoy using it," the officer explained, "so they sold it to the captain of that warship out in the bay for three gallons of ice cream."

"It still runs good."

Chicago Still Paying Stagg \$3,000 a Year

Pacific Mentor Left Windy City Ten Years Ago, But Is Pensioned

NEW YORK, Nov. 10—Amos Alonzo Stagg, the Old Master now operating at College of the Pacific, receives \$3,000 a year from Chicago University which retired him ten years ago. It's still a good investment for the Maroons, as they get almost as much publicity out of his successes as does College of the Pacific.

When track coach Johnnie Jacobs, of the University of Oklahoma, learned that Jim Thorpe wanted a job in the Oklahoma athletic department, he said, "Hell, let's make him president of the school. That's what we need most." The present O.U. prexy, Joseph Brandt, retires Jan. 1. Looks like Jim still holds his popularity in the home state, though he's lived in Detroit for a number of years.

Shirts Off Their Backs

The 21 bowling leagues sponsored by the Boeing Aircraft plant in Seattle literally "gave the shirts off their backs" to the armed forces overseas. Each year the corporation allots \$3.50 to each team member to buy a fancy bowling shirt, and this year all the bowlers voted to donate the cabbage to buy recreational equipment for overseas forces.

Lt. Hughie Gallerneau, the former Stanford and Chicago Bear halfback, doesn't have time for football at his Marine station in North Carolina, but he recently took time out from his officer's duties to win the 100-yard dash in a station track meet just because someone asked him if he still had his old speed. . . . Sammy Lo Presti, the former Chicago Black Hawk goaltender who drifted 42 days in a life-raft after being torpedoed last spring, will mind the nets for the Brooklyn Naval hockey squad of New York's Metropolitan Hockey league this year. . . . Ralph Metcalfe, the old Marquette "World's Fastest Human," has resigned his USO post to report to his Los Angeles draft board.

How to Win Friends

They are saying that the secret of Bruce Smith's success at St. Mary's Pre-Flight is that after each scoring run he comes back out of the end zone and pats his blockers on the back in appreciation of their help. Elated at praise from an All-American of Smith's caliber, the blockers then go out and knock the opposition cockeyed for Smith to run some more. That Nov. 20 game that pits Del Monte and St. Mary's should be some game, with Len Eshmont and Smith trying to outdo each other. Eshmont has the edge because of the help he has on the Del Monte squad.

Chief Petty Officer Charley Weisner, former professional at the Muskogee, Okla., Town and Country Club, was aboard the destroyer Bristol when she went down in the Mediterranean in October. . . . Lt. Frank Carideo, once a Notre Dame All-American and coach at Missouri, is stationed at Fort Lauderdale, Fla., with the Air Corps. . . . When the Utah hunting season was 12 days old, 15 of the state's hunters had died from injuries. . . . Marine transfers put an end to the discussion of whether to play the College of the Pacific-Cal game over again, when 11 varsity members from College of the Pacific were ordered to Parris Island for advanced courses. Included were team sparkplug Johnny Podesto and Fullback Ray Ahlstrom.

Help Wanted —AND GIVEN

Write your question or problem to Help Wanted, Stars and Stripes, Printing House Sq., London, EC4.

APOs Wanted

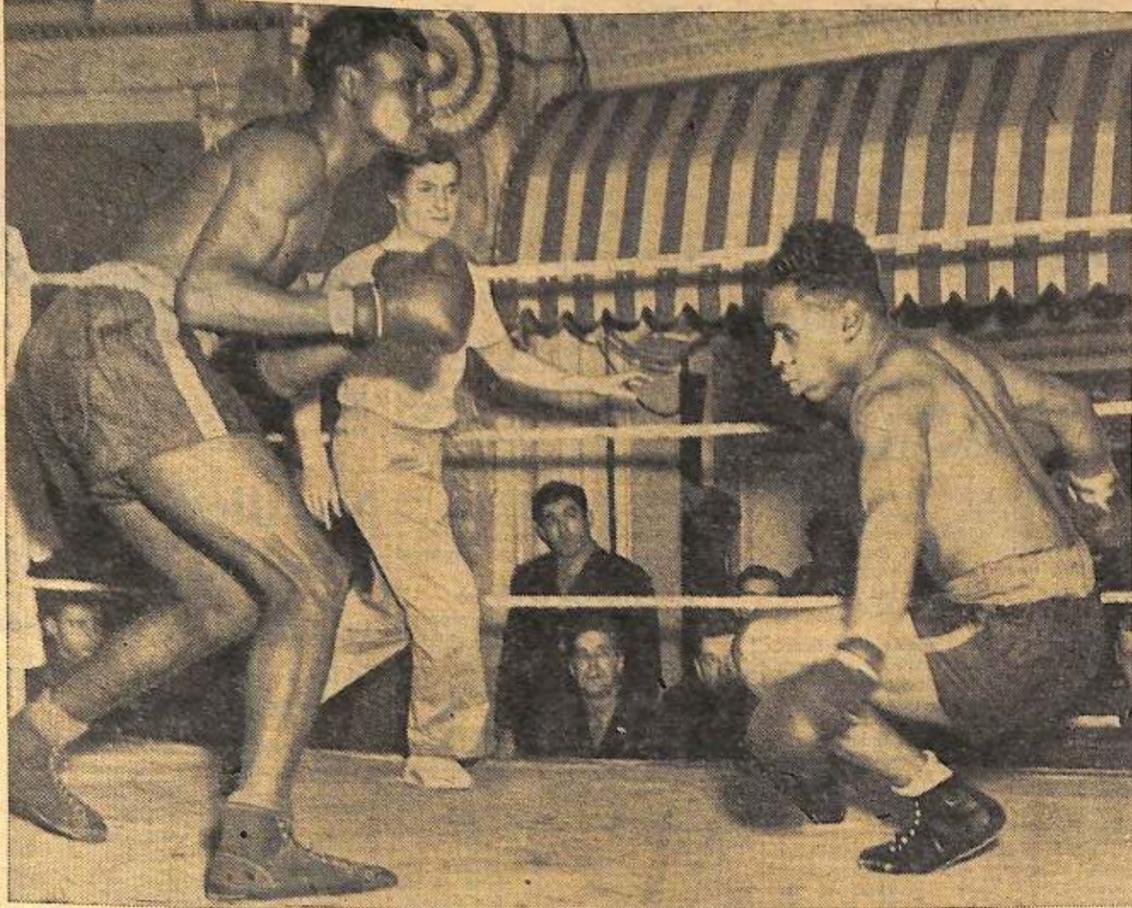
PVT. Donati Rafni, Oneida, N.Y.; Sgt. Benson Scoullins, Sgt. Bud Silbaugh, Portland, Ore.; Cpl. Nelson Anderson, Malad City, Idaho; Sgt. Oliver S. Brown; Clarence Fisher, Gorham, U.S.M.N.; Sgt. Samuel Kasser, Philadelphia; Lt. Lorraine McCuskey, Afc. Whitins, Ind.; Lt. Earl Sundry, Minneapolis; Pfc. Lamont C. Ward; Cpl. Robert C. Tyk, Berwyn, Ill.; 1/Sgt. Henry Schlit, Ohio; Lt. Mac Ambrose, Fiyon, Providence, R.I.; Capt. C. A. Wallace, N.Y.; Milburn R. Rains; James H. Melvin, 1/Sgt. Francis Thompson, Pontiac, Ill.; Capt. A. J. Clark, Houston, Tex.; Lt. Richard Ayling, Lt. Jack Perkins, Detroit; Lt. O. H. Harper, Gainesville, Fla., and Lt. E. L. Dukate.

Lost

RED CROSS KIT.—On Nov. 9 I got a lift on an Eighth Air Force truck and when I got off I inadvertently exchanged kits and took one containing shaving equipment, mess gear, etc., in place of mine, which among other things contained a Brownie camera.—Will re-exchange via Help Wanted, Sgt. Orville Peters.

For Sale
CAP. officer's QM Service, size 6 1/2, worn only seven times, 10s. Lt. Melvin I. Kaplan, c/o Help Wanted.

Combat Support Wing Fighters in Action



Army-Navy Tilt Change Sought

Switch From West Point Asked by Weiss; Cites British

WASHINGTON, Nov. 10—Representative Sam Weiss, Pennsylvania Democrat, has renewed agitation to have the Army-Navy game on Nov. 27 played in New York, Baltimore or Philadelphia. The War Department has announced that the game will be played at West Point, and the only persons eligible to attend are those living within a ten-mile radius of the Academy.

Weiss asked Secretary of War Henry L. Stimson to have the game played where no transportation problem will be encountered, and where, according to Weiss, a real bond-selling job could be done on a crowd of 75,000 or more.

In his pleas to Sec. Stimson, Weiss said, "A soccer game in England on Nov. 21 is expected to draw 100,000 people. If the British, who are within half an hour of the real danger of the Luftwaffe, can enjoy a soccer game, for goodness sake, what has happened to the good old U.S.A.?"

Pirates Acquire Hopper From Leafs for \$10,000

PITTSBURGH, Nov. 10—The Pirates have paid \$10,000 to Toronto of the International League for James Hopper, right-handed pitcher. Hopper cost Toronto \$500 last year when purchased from the Landis club in the defunct North Carolina State League.

Hopper won 15 and lost six for Toronto, an exact duplicate of his record with the Class D Landis club. Hopper beat the Newark Bears six times and they couldn't beat him.

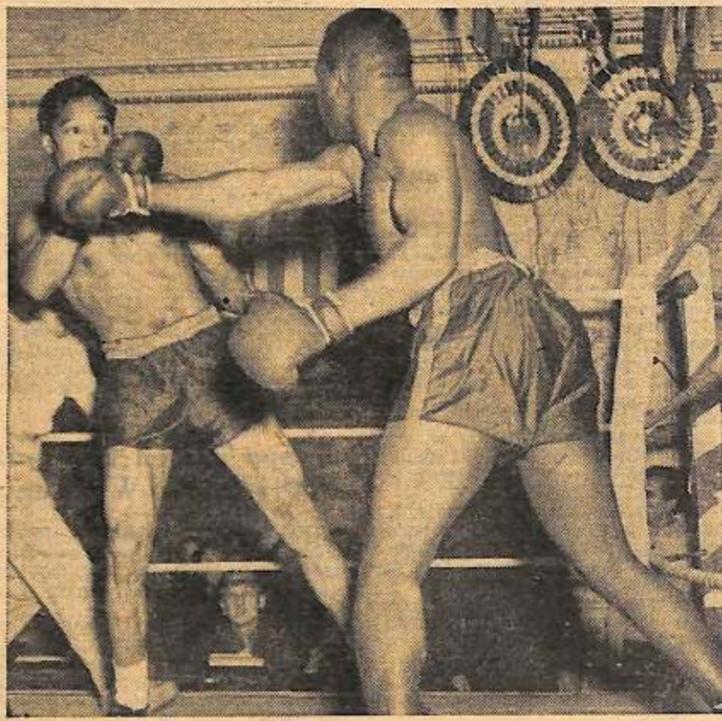
Jim Thorpe Fails to Get Oklahoma University Post

SHAWNEE, Okla., Nov. 10—Jim Thorpe, famous Indian athlete of 30 years ago, yesterday returned to his Oxnard, Cal., warplant job after vainly seeking a job at Oklahoma University.

Thorpe's sister said Jim was disappointed at the collapse of negotiations for a job in the university athletic department.

Five Yards for Offside

Yesterday's story of the Combat Support Wing boxing bouts at the Rainbow Corner wrongly credited Pvt. Arthur Franklin, of Detroit, with a knockout over Pvt. James Bates, of Philadelphia. Bates, and not Franklin, was the winner.



Pvt. James Bates, of Philadelphia, Pa., had an easy time with Pvt. Arthur Franklin, Detroit light heavyweight, at the Rainbow Corner Tuesday night. Here (top) Bates is sending Franklin to the canvas for one of four knockdowns in a bout which Bates won on a kayo. Pvt. William Mason, of Bessemer, Ala., has just missed a right (bottom), but he outpointed T/4 Bradford H. Grant, of Everett, Mass., in their heavyweight contest.

Gridiron Larceny Explained For Benefit of Cadet Fans

By George Trevor
New York Sun Sports Writer

NEW YORK, Nov. 10—For some peculiar reason the football public entertains the mass delusion that stealing the ball from a runner's grasp is either illegal or unethical. It is neither. Pigskin purloining has always come under the head of lawful larceny on the gridiron.

A tackler is entitled to wrench or pry the leather loose from an adversary's arms. He can legally punch the ball out, but his aim had better be good or he will be disqualified for slugging.

These thoughts are prompted by the hue and cry which ensued when Notre Dame's Jim White so rudely snatched the ball from Army's Glenn Davis. It's up to the ball carrier to protect the ball from would-be bandits. It is perfectly legal to tackle the ball, but the tackler runs the risk of missing his man. Hence few coaches recommend ball tackling as standard procedure.

White is an alert fellow. He noticed that Davis had a foolhardy style of holding the ball away from the body at arm's length. White took advantage of this idiosyncrasy on the spur of the moment and doubtlessly Davis has learned a lesson.

Arm tackling, as practised by the Irish, is a fine art which encourages fumbles. Eastern teams are not versed in this sandlot trick, hence Army's bewilderment. Navy's scouts noticed all this and may copy Leahy's crafty tactics. The tide really turned when the ball was jarred loose from Davis' grasp and caromed into the paws of Creighton Miller, who ran 40 yards to set up the clinching touchdown.

The fans apparently were puzzled by this violation of the rule which forbids advancing a fumbled ball. They forget that if the ball doesn't touch the ground it is immune from the dead ball rule. You can run with a fumble plucked from the ozone before it touches the ground.

Irish Receive Unanimous Vote As Top Eleven

91 Sports Writers Cast First Place Ballots For Notre Dame

NEW YORK, Nov. 10—Whatever doubt may have remained in the minds of some of the nation's sports writers as to the best football combination in the country was dispelled on Saturday by Notre Dame's 26-0 triumph over Army at the Yankee Stadium. Consequently, the scribes yesterday unanimously voted the Fighting Irish the outstanding team in the country in the weekly Associated Press poll.

Ninety-one writers participated with each casting ten votes for each first place selection, and Frank Leahy's boys from South Bend scored 910 votes, all first placers. This is the first time any team has been selected unanimously.

Purdue Ranked Second

Purdue's Boilermakers, unbeaten though they are, edged out once-beaten Navy for second-place honors. Purdue garnered 570 points while the Middies, as a result of their comeback victory over Pennsylvania, scored 518. Next in line are the Wolverines from Michigan with 486 followed by the Iowa Pre-Flight Seahawks with 459.

Strangely enough, Army, with a record as good as Navy's, has fallen all the way to sixth with 404 points. Duke, the only team from the South, follows with 365 and Northwestern, Southern California and Pennsylvania bring up the rear with 285, 250 and 131 points respectively.

Detroit Bosses Back Sinkwich

DETROIT, Nov. 10—Although it took him seven games before he scored his first touchdown, executives of the Detroit Lions think Frankie Sinkwich is the tops. At any rate, he is tops in salary as far as touchdowns go. He is paid \$1,000 per game, giving him \$8,000 for a lone touchdown.

"We aren't disappointed in Frankie," said coach Gus Dorais. "Perhaps his record isn't particularly good on paper, but it must be remembered he is working under unfavorable conditions. We are satisfied."

Owner Fred Mandell readily agreed with Dorais and added a few complimentary remarks of his own.

Last year Sinkwich, who recently was released by the Marines because of flat feet, gained 2,187 yards for Georgia and easily gained All-American recognition. This year he will be fortunate to reach the 1,000 mark.

Zivic Takes On LaMotta Friday

NEW YORK, Nov. 10—Fritz Zivic, veteran welterweight now campaigning among the middleweights, has arrived here for Friday night's fight with Jake LaMotta.

Zivic recently fought his 170th ring battle and said he considered retiring. Asked when he planned to quit Zivic said after his next 170 fights.

Zivic probably will be outweighed by ten or more pounds Friday. Yesterday, at the Boxing Commission offices, Zivic tilted the scales at 152 and LaMotta 165.

Cleveland Indians Send Hal Trosky to White Sox

CLEVELAND, Nov. 10—The Cleveland Indians have sold Hal Trosky, first baseman, to the Chicago White Sox. Trosky retired from baseball at the close of the 1941 season because of chronic headaches, but applied for reinstatement to active status last week.

Asked at his Norway, Iowa, farm, whether he would play next year, Trosky said, "I don't know."

Oris Hockett 1-A

DAYTON, Ohio, Nov. 10—Oris Hockett, Cleveland outfielder, has been reclassified 1-A. Married and the father of three children, Hockett works as a toolmaker in a Dayton war plant during the off-season.

Haegg and Andersson May Run in U.S. in '44

NEW YORK, Nov. 10—Dan Ferris, national secretary of the Amateur Athletic Association, has disclosed that Gunder Haegg and Arne Andersson, Swedish track aces, have been invited to compete in the American indoor campaign during February and March.

Ferris' invitation has been forwarded to the Svenska Idrottsforbundet, governing body of Swedish amateur athletics.



Churchill's Son Will Take Part In ARC Forum

Rainbow Corner Schedules Talk; Mostyn Resumes 'State Nights'

Prime Minister Churchill's son, Commando Capt. Randolph Churchill, will take part in the Rainbow Corner Roundtable tonight at 7.30. British Minister of Production Oliver Lyttelton, Socialist MP Emmanuel Shinwell and Barbara Ward, foreign editor of The Economist, are other participants. The questionmaster is Ed Murrow of CBS.

For the week, Rainbow Corner has dances on the 12th, 14th and 15th at 7.30 PM; movies on the 13th at 2.30 and 6.30 PM, and on the 14th at 3 PM. There will be boxing on the 16th at 7.30 PM, on the 17th at 2.30 and 7.30 PM, and on the 18th at 7.30 PM. There will be a cabaret at 8 PM on the 17th.

The Mostyn club starts a new series of "State Nights" Monday. All begin at 7.15 PM; nurses, WACs and officers welcome.

Mostyn

Thursday—Square dance, 8.30.
Friday—Reunions, AAFIS, Rawling, N.Y. (Class 26), 7.15 PM; ping-pong tournament, Mostyn team vs. ATC officers' team, 8 PM; "Quiz Me," 9.30 PM.
Saturday—Dance, 8-11 PM.
Sunday—Tea-dance, 3-5.30 PM; symphonic recordings, 8.30 PM.
Monday—Roller-skating party, 6 PM; Ohio reunion dinner, 7.15 PM; international forum, 8 PM.
Tuesday—Movies, 6.15 and 8.15 PM; brothers' night, 7.15 PM.
Wednesday—Dancing lessons, 6-7.30 PM.

Eagle

Thursday—Broadcast to the U.S., 3.30 PM.
Tuesday—Movies, 3 PM.

Liberty

Thursday—Dance, 7.30-10.30 PM.
Friday—Theater party (50 GIs leave club at 3 PM).
Saturday—Tea-dance, 3-6 PM.
Sunday—Musical tea hour, 4.30 PM; supper-dance, 9-8 PM.
Tuesday—Fun and games, 7.30 PM.
Wednesday—Theater party, 8 PM.

Milestone

Thursday—Conversational German, 8 PM; recorded concert, 9.30 PM.
Friday—Dancing class, 7 PM; dance, 8-11 PM.
Saturday—Horse riding, 11 AM; varieties, 11.30 PM.
Sunday—Tour of London, 10 AM; open house, 7-10 PM.
Monday—Movie, 8.30 PM.
Tuesday—Theater party, 5.30 PM; bingo and games, 8 PM.
Wednesday—Dancing class, 7 PM; dance, 8 PM.

Washington

Thursday—Archery, 2.30 PM; German class, 7 PM; shorthand practice, 7 PM; variety show, 8.30 PM.
Friday—Shorthand practice, 7 PM; movies, 8.30 PM.
Saturday—Windsor Castle and Eton College trip, 11.45 AM; dance, 8.15 PM.
Sunday—Tea dance, 1 PM; movies, 9 PM.
Monday—Archery, 2.30 PM; shorthand practice, 7 PM; French class, 7 PM; Spanish class, 9 PM; piano music, 9 PM.
Tuesday—Dancing instruction, 2.30 PM; dance, 8.15 PM.
Wednesday—Italian class, 7 PM; chess instruction, 8 PM; play, "Love from a Stranger," 8.30 PM.

Columbia

Thursday—Dramatic classes, 6.30 PM.
Friday—Wild West dance, 7.30 PM.
Saturday—Dance, 7.30 PM.
Sunday—Ping-pong tournament, 2.30 PM; dance, 7.30 PM.
Monday—Dramatic class, 6.30 PM; bridge tournament, 9 PM.
Tuesday—Dance, 7.30 PM.
Wednesday—Movies, 7 PM; meeting of Carolers, 9 PM.

10 Charles Street

Sunday—Classical recorded concert, 2.30 PM; Buffet dance, 7-11 PM.
Tuesday—Movie, 7.30 PM.

47 Charles Street

Sunday—Movie, 6 PM.
Tuesday—Pennsylvania Night, 8 PM.

Victory

Thursday—Secretary to write home, 7-8 PM; singing, 9-11 PM.
Friday—Discussion group, 8 PM.
Saturday—Varieties, 8 PM.
Sunday—Dance, 3-6 PM.
Tuesday—Polish choir, 9 PM.
Wednesday—Dance, 8.30-10.30 PM.

3 Stick With Wounded Fort To Save Trapped Bombardier

A BRITISH MILITARY HOSPITAL, Nov. 9 (AP)—Six crew members baled out of a badly damaged Fortress on a recent raid over Germany, but three others, rather than abandon their bombardier trapped inside the nose escape hatch, stuck with the bomber and brought her safely home.

How the stricken plane survived attacks by enemy fighters, with only tail guns available for defense, grave danger of wildly racing propellers flying off and ripping the ship to pieces and a ball turret gunner flying as co-pilot was told here by the men who brought the "ghost" ship back.

Big Fight Begins On Bougainville

Leathernecks Using Tanks In Battle With Japs On River Line

ALLIED HQ, Southwest Pacific, Nov. 10—U.S. Marines, moving five miles north of their landing base on Bougainville yesterday, engaged newly-landed Japanese forces in fierce battles along a river line which commands the main jungle pathway to one of the island's big airfields.

The Leathernecks, supported by tanks, succeeded in crossing the river at several points but the Japs held elsewhere on the defense line in a determined effort to stem the U.S. advance. The Jap troops, Gen. MacArthur's communique said, were landed earlier this week from landing barges at night a few miles north of the American positions.

No details of the battles have reached Allied headquarters as yet. Allied planes, meanwhile, pounded away at enemy gun and supply bases southeast of Cape Torokina, at the northern end of Augusta Bay where the Marines originally landed.

Bad weather hampered Allied air operations on the Japs in New Britain and New Guinea.

'Over-optimism Bad'—Devers

Lt. Gen. Jacob L. Devers, in an address before the Anglo-American Press Association, added his voice yesterday to Winston Churchill's in cautioning the Allied peoples against over-optimism.

"I don't know when the war will be over, although I hope it will be over soon," Gen. Devers said. "But the end may not come for a year, and if there is slowing up of material anywhere along the line it may tie us up."

Expressing hope the "body of water" between Great Britain and the continent "will soon be crossed as though it were not there," Devers said:

"If we appear to move slowly, it is not from any desire at the top but because when you are building up a tremendous force and bringing supplies across seas, the problem is not easy."

He expressed the belief that German U-boat crews would lose their morale under the "beating they have been taking."

U.S. Officer Is Head Of Italy Control Group

ALLIED HQ, North Africa, Nov. 10—Formation of an Allied Control Commission for Italy, charged with "carrying out the terms of the armistice and aligning Italian economy in complete support of the United Nations' fight against Germany," was announced tonight by Gen. Dwight D. Eisenhower.

The Allied commander-in-chief said the new commission, which replaces a military mission headed by Lt. Gen. F. N. Mason Macfarlane, governor of Gibraltar, began work today under Maj. Gen. Kenyon A. Joyce, U.S.A., of New York.

"In all areas behind the combat zones Allied Military Government of enemy territory will gradually be replaced by Italian administration under the supervision of the control commission," Gen. Eisenhower said; stressing that AMG would still go forward with the army to organize newly captured territory.

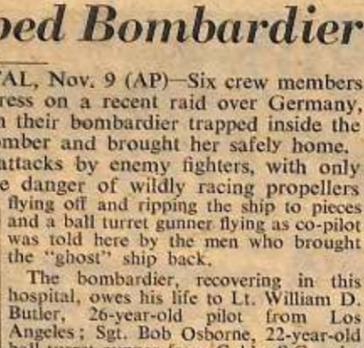
Pioneers Did It, Too

LOS ANGELES, Nov. 10—The Misses Minnie Sperla and Rose Kurek have completed a 3,000-mile horseback ride from Buffalo, N.Y., where they were war-plane workers. They said their health had forced them to seek a warmer climate. Miss Sperla sold her car to obtain money to buy a horse. Miss Kurek swapped her furniture for a horse.

Terry and the Pirates



GI Nightmare



Here is a brussels sprout to end all brussels sprouts (we hope). Grown in a Hendon garden, it weighs a pound and 12 1/2 ounces and is 10 inches long.

No Allied Planes Bombed Vatican

AIRCRAFT WERE NO CLOSER THAN 17 MILES FRIDAY, EISENHOWER REPORTS

WASHINGTON, Nov. 10 (AP)—Acting Secretary of State Edward Stettinius Jr., in a statement today, said that a message received from Gen. Dwight D. Eisenhower, Allied commander-in-chief in the Mediterranean, "establishes beyond doubt" that the plane which bombed Vatican City last Friday night "was not an Allied aircraft."

"Gen. Eisenhower reports," Stettinius said, "that the only Allied aircraft that conducted operations in the vicinity of Rome on Friday night were two Mosquito intruders and seven Boston light-bombers. Seven Bostons carried out armed reconnaissance on roads north and south of Rome between 7.20 and 8.25 that evening. At eight minutes past eight bombs were seen by one of these craft to burst in Rome. Visibility over Rome was reported to have been good at the time. There were no clouds."

"The only bombs dropped by any of the Allied planes were as follows: Six of the Bostons carried out a bombing attack at Castelnuovo di Porto, 28 kilometers (17 miles) due north of Rome on the Via Flaminia. The seventh Boston developed engine trouble and bombed objectives on a road near Arce, 192 kilometers (119 miles) southeast of Rome.

"No bombs were dropped by the Mosquitoes within 40 miles of Rome.

"In his report Gen. Eisenhower recalled that a Berlin broadcast of several days ago predicted the early bombing of Rome by the Allies and German aircraft bombed Naples on the night that Vatican City was bombed."

Taylor to Be Instructor
NEW ORLEANS, Nov. 10—Lt. (jg) Robert Taylor, the movie actor, arrived here for six weeks of training as a primary flight instructor at the naval air station. He received his primary flight training at Dallas, Tex. For the last few weeks he has been promoting sale of War Bonds.

Escape Tunnel Is Found In Prisoner-of-War Camp

TRINIDAD, Colo., Nov. 10—Investigation of recent escapes from Camp Trinidad led to the discovery of a 150-foot-long electrically-lighted tunnel dug by German prisoners of war.

Lt. Col. William S. Hannan, commanding officer of the camp, said that the tunnel's exit had been found first. It was 65 feet outside the fence and was covered with foliage growing in dirt-filled boxes which could be lifted out by men escaping. The tunnel entrance was found beneath a trapdoor in a barracks closet.

GI Talent Show 'Get Crackin' Gets Crackin' at Big Premiere

By Charles F. Kiley
Stars and Stripes Staff Writer

A U.S. INFANTRY BASE, England, Nov. 10—"Get Crackin'," a two-hour vaudeville show presented by soldiers of an Infantry Division, opened here last night before an enthusiastic audience of officers and men.

Though it has no original Berlin song hits, professional USO comedians or a name band, "Get Crackin'" has a good bit of salty humor, lively music and a variety of able soldier performers to become a laugh hit with the thousands of troops it will entertain nightly during the next three or four weeks.

Directed by Cpl. Jean Lowenthal, of Baltimore, under the guidance of the Division Special Service Section, the show features a capable "emcee" in Pfc Howard Brown, of Jersey City, an impersonator in Pfc Bob Killoran, of Newark, N.J., whose theatrical background included a part in the stage pro-

GI Nightmare



Here is a brussels sprout to end all brussels sprouts (we hope). Grown in a Hendon garden, it weighs a pound and 12 1/2 ounces and is 10 inches long.

No Allied Planes Bombed Vatican

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NEWS FROM HOME

Ack Ack Guns Hitting Enemy Every 90 Shots

New Electrical Director, Called 'Great Advance,' Unveiled in States

SUMMIT, N.J., Nov. 10—Army ordnance officers demonstrated here yesterday a new electrical anti-aircraft gun director described by Maj. Gen. L. H. Campbell, chief of Army Ordnance, as "one of the greatest advances ever made in the art of gun fire control."

The new instrument, known as the M9 and effective to 30,000 feet, already is in use in distant theaters. In the South Pacific recently, Gen. Campbell said, "Sixteen Japanese bombers flying at 14,600 feet were fired on by 90mm. anti-aircraft guns equipped with these directors, and with 88 shells 12 of the 16 were shot down."

"Our men are knocking down on the average of one plane with every 90 shots of 90mm. ammunition," Campbell said. "In the last war we used to hit a plane on the average of every 17,000 shots and rarely knock them down."

The new director was inspired by a dream. Three years ago Dr. David Parkinson, research worker at Bell Telephone laboratories at nearby Murray Hill, had a dream in which he saw an anti-aircraft crew bring down a plane with every shot. The new M9 is the result of Parkinson's research to find a device which would approximate that result.

More Pocket Money for Gloria

NEW YORK, Nov. 10—New York Circuit Court has approved an increase in 19-year-old Gloria Vanderbilt's weekly expense account from \$840 to \$1,250 so the heiress, whose \$4,000,000 fortune gained \$136,000 in interest last year, can meet the expenses involved in traveling from post to post with her husband, Pat di Cicco, former film agent, now a U.S. Army lieutenant.

California Fires Dying Down

SANTA MONICA, Cal., Nov. 10 (AP)—Brush fires extending 160 miles from the Mexican border to Ventura were under control today, or nearly controlled, after devastating thousands of acres of rangeland and a watershed, killing cattle, destroying 150 houses, and threatening an oilfield. The blaze was "pocketed" in a canyon six miles from the Malibu Beach film colony.

Record U.S. Earnings

WASHINGTON, Nov. 10 (AP)—America's gross income reached a record of \$103,000,000,000 for the first nine months of 1943, the Treasury reported today. It added that Americans are spending the unprecedented amount of 91 billion dollars annually.

Gasoline From Coal

WASHINGTON, Nov. 10 (AP)—The Senate yesterday authorized expenditure of \$30,000,000 for construction of demonstration plants to produce gasoline from coal.

American Forces Network

Operated by Radio Branch, Special Service Division, SOS ETO

1402 kc On Your Dial 1420 kc
213.9m. 211.3m.

Thursday, Nov. 11

- 1100—GI Jive
- 1115—H. Neighbor.
- 1130—Concert for Chowhounds.
- 1200—Music we Love.
- 1230—All-time Hit Parade.
- 1300—World News (BBC).
- 1310—Barracks Bag—A Grab-bag of entertainment.
- 1400—Sign off until 1745 hours.
- 1745—Program Resume and Spotlight Band.
- 1800—World News (BBC).
- 1810—Personal Album.
- 1825—GI Supper Club.
- 1900—Sports—Presented by The Stars and Stripes.
- 1905—The Aldrich Family—The popular American Serial.
- 1930—Crosby Musical Hall.
- 2000—News from Home—Nightly roundup of news from the U.S.A. presented by The Stars and Stripes.
- 2010—Fred Waring Program.
- 2025—This is the Army!
- 2030—ITMA—A BBC feature, with Tommy Handley.
- 2100—World News (BBC).
- 2110—Novelty Time.
- 2125—Mail Call.
- 2155—Weekend Leave—Suggestions as to what to do on that leave that may be coming up.
- 2200—Meet the Band—Shep Fields.
- 2220—Final Edition.
- 2230—Sign off until 1100 hours, Friday, Nov. 12.

By Milton Caniff



Berlin - - -

(Continued from page 1)

Buddy" got as big a hand as it did from the soldiers at the dress rehearsal Tuesday. The lyrics, which were released for publication last night, are:

I arrived in London just the other day Speaking to a soldier from the U.S.A. He told me of the army life he led, And speaking of the British boys he said:

Chorus (first): My British Buddy we're as different as can be He thinks he's winning the war and I think it's me But we're in there "pitching" and on one thing we agree

When the job is done and the war is won We'll be clasping hands across the sea.

(Second) My British Buddy we're as different as can be I like my coffee and rolls and he likes tea— But we're in there "pitching"—till we get to Germany When we have licked the Huns and the Japs are done We'll be clasping hands across the sea.