

# Super-Forts Bomb Japan

### S & S Reporter in Normandy



Listening to a French couple telling U.S. soldiers that five wounded Germans are hiding in their Normandy barn is M/Sgt. Bud Hutton, left, Stars and Stripes staff writer. Snipers, well entrenched in surrounding buildings, seemed determined upon preventing their wounded comrades, who were waiting for a chance to surrender, from falling into Allied hands. After a skirmish, however, the snipers were dealt with and the wounded Germans rescued.

## 1,300 Heavies Blast Germans; 9th's Planes Aid Land Forces

By Joe Fleming

Stars and Stripes Staff Writer

Another huge force of American heavy bombers dumped lethal explosives on enemy targets in France and Germany yesterday and Ninth Air Force warplanes joined in the fierce struggle raging for the Normandy town of Villiers-Bocage after a night in which the RAF smashed at Le Havre's E-boat pens with 12,000-pound blockbusters.

More than 1,300 Eighth Air Force Fortresses and Liberators, mounting their third huge attack in four days, at a cost of only three bombers flew 300 miles south of the battle zone in the deepest penetration of France since the European landings to hit an airfield at Bourdeaux, French rail junctions, rail bridges, airfields and aircraft assembly plants and unspecified objectives in the Reich.

German radio reported that the great industrial city of Hanover was bombed. No Luftwaffe opposition was encountered by most of the heavies, but one Liberator combat wing drove off two sharp assaults near Tours by 50 German fighters—the largest number seen by the bombers since the start of the Continental campaign.

Twelve enemy planes were shot down in all, seven by the B17s and B24s and five by escorting P51s, P38s and P47s. In addition, the Eighth pursued carried out low-level strafing attacks on transport, shooting up two locomotives, four freight cars, six flak towers, five trucks and other

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## The War Today

**Pacific**—B29 Super-Forts bomb Japan. . . "Largest Allied task force in Pacific war" attacks enemy bases on Mariana Islands, 1,500 miles from Philippines and Japan itself. . . 28 Jap planes downed over Biak and Palau islands.

**France**—Americans gain in westward push on Cherbourg peninsula, threatening Germans' last communication lines to port. . . Germans recapture Troarn. . . Allies knock out 17 enemy tanks in heavy fighting on central front.

**Air War**—More than 1,300 U.S. heavies raid airfields, rail targets and other objectives in France and Germany. . . Marauders bomb front-line town of Villiers-Bocage. . . New blows follow RAF assault in daylight on Le Havre's E-boat pens.

**Russia**—Finns report Soviet breakthrough through ten miles northwest of Terijoki, in drive for Vipuri. . . Moscow communique reveals capture of several strongpoints and claims 3,000 Finns wiped out.

**Italy**—Fast-moving armor smashes German attempt to curb Allied advances. . . Eighth Army takes Orvieto. . . Fifth Army encircles port of Orbetello, traps Germans there.

## Yanks Peril Nazi Lines to Cherbourg

### Troarn, Villers Retaken By Germans; Fighting On SW of Caen

By William R. Spear

Stars and Stripes Staff Writer

Yank infantry and armor, pushing westward across the Cherbourg peninsula on a nine-mile front, threatened yesterday to sever the enemy's last communication lines to the deep-water port of Cherbourg itself.

The American drive, the only important Allied gain of the day in Normandy, advanced from between Carentan and Le Ham to within six miles of the high ground around La Haye du Puits controlling the western highway and railroad up to the important harbor at the tip of the peninsula. The eastern road and rail lines were already in U.S. control from Carentan up to Montebourg, which the Germans claimed to have recaptured from the U.S. Fourth Division in heavy fighting.

The American capture of Quineville, five miles northeast of Montebourg on the peninsula coast, was announced at headquarters of the 21st Army Group. Capture of this small port represented the northernmost advance along the side of the peninsula.

As the Allied threat to isolate Cherbourg mounted, the Nazi-controlled Swedish Telegraph Bureau reported in Stockholm that the Germans had blown up the harbor facilities at Cherbourg, where vessels up to 30,000 tons may be docked.

### Germans Retake Troarn

At the far eastern flank of the front in France, Allied headquarters acknowledged that the Germans retook Troarn, and some of the fiercest fighting since D-Day raged from Troarn westward through the Caen sector to the St. Lo area.

The main fighting took place before Villers Bocage, southwest of Caen. After the Nazis recaptured Villers Bocage, Allied troops occupied high ground facing the town a quarter of a mile away, with the Seulles River dividing them and the German forces across a 500-yard valley. As the Germans threw in their panzers, the Allies countered with planes. Marauders, in answer to an urgent call from the ground forces, dumped 50 tons

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## U-Boat Attacks Boston Trawler

BOSTON, June 15 (AP)—A German submarine invaded the North Atlantic fishing grounds last week and shelled and machine-gunned a Boston trawler, forcing all but two of the crew to abandon ship, her skipper, James L. Abbott, disclosed today.

The U-boat finally left, apparently thinking the trawler was sinking, Abbott said, and the crew brought the battered fishing boat to port today.

## House Told Tokyo Hit; Believe Planes Struck From China

WASHINGTON, June 15—America's monster new monarchs of the skies—the B29 Super-Fortresses—were hurled at the heart of Japan yesterday in a sensational assault which not only blasted the Japanese home islands but signaled the start of a bold new strategy in aerial warfare.

The War Department disclosed that the Super-Forts, with a range and striking power far beyond that of the heaviest bombers previously in action, have been organized into an independent arm known as the 20th Air Force, headed by Gen. Henry H. Arnold himself, which will be controlled by the Joint Chiefs of Staff and used against the Axis on a global scale.

Their initial blow at Japan today was made from distant land bases somewhere in the India-Burma-China theater—just where was not revealed, but it was generally believed the big planes operated from China bases. Rep. Joseph Starnes of Alabama told the House that he had received official confirmation that Tokyo had been bombed with "great destruction." Neither were the number of the planes, their targets nor their results announced. The War Department issued only the brief but electrifying announcement:

"B29 Super-Fortresses of the USAAF 20th Bomber Command bombed Japan today."

## Yanks Invade Isle 1,300 Mi. From Japan

American assault troops have landed on Saipan Island in the Mariana group, 100 miles north of Guam and 1,300 miles from Yokohama, Adm. Chester W. Nimitz, Pacific fleet commander, announced last night.

"Assault troops have effected landings on Saipan Island after an intensive preparatory bombardment of Saipan, Tinian, Pagan, Guam and Rota Islands by carrier-based aircraft and by a portion of the battleships, cruisers and destroyers of the Pacific fleet," Nimitz's communique said.

Preliminary reports, the official statement said, indicated American casualties were moderate, although "the landings are being continued against strong opposition under cover of a supporting bombardment by air and surface forces."

Earlier, fleet headquarters at Pearl Harbor announced that battleships, cruisers, destroyers and carrier-based planes attacked enemy bases in the Marianas, about 1,500 miles from the Philippines.

This task force, officially described as "the largest in the Pacific war," directed its assault against Saipan and Tinian, Japan's two main bases in the Marianas. Twenty enemy ships, including four destroyers, were sunk and 17 more damaged.

The armada's initial attack on the Marianas was made last Saturday, when carrier-based planes bombed enemy installations and continued the attack Sunday. Warships' big guns shelled Saipan and Tinian Monday, and planes attacked again Tuesday.

The Mariana group consists of 14 islands covering an area of 246 square miles and with a peacetime population of approximately 40,000. The most southerly of the group is Guam, a U.S. naval base captured early in the war.

Meanwhile, American units gained slightly on Biak Island, off Dutch New Guinea.

On the Burma front, Lt. Gen. Joseph W. Stilwell's troops continued to move forward slowly in Myitkya.

## Push Continues, Orvieto Taken

Fast-moving armor is smashing the Germans' dwindling attempt to curb the Allied advance in Italy, dispatches from the front said yesterday.

Forward elements of the Eighth Army were reported pushing up the road toward Arezzo and Florence after capturing Orvieto, northeast of Lake Bolsena, where Nazi resistance had slowed the British for 48 hours.

German News Agency late yesterday announced the evacuation of Aquapendente, on Highway 2, eight miles north of the lake and 12 miles west of Orvieto.

The Fifth Army, advancing up the Tyrrhenian coast, cut off the port of Orbetello by occupying Magliano, 12 miles to the north, and then thrusting through to the coast. The move trapped Nazis in an area 15 miles across and eight miles deep.

A United Press dispatch said "there is no doubt the Fifth Army will be able to squeeze them into the sea."

Other Allied troops took Bagnoregio after two days' stubborn battling and closed in on the key communications city of Terni. Advance units were said to have entered Terni's suburbs yesterday.

## S & S Reporter's Notebook on France

G. K. Hodenfield, Stars and Stripes staff writer with the U.S. Forces in Normandy, returned to London yesterday to pick up "a typewriter, an extra shirt and a couple pairs of socks" to replace those lost on D-Day. Before leaving to rejoin the troops in Normandy he wrote the following article.

By G. K. Hodenfield

Stars and Stripes Staff Writer

England is a lovely place. You can walk down the roads with never a fear that a sniper is going to cut loose at you. You can forget about that gas mask. You can drink water that doesn't taste like the swimming pool back home. I suppose you can even walk all the way across Hyde Park in London and never step on a single land mine.

France is a lovely place, too, when and if you can ever find a spot that the war has passed by. That's hard to do, but not impossible.

One of the easiest ways to forget the

war is to get into conversation with a French family and accept their inevitable invitation to have a drink of Calvados, the local version of liquid dynamite.

The things that I remember about France now aren't the battles, the snipers, or even the Calvados. I remember the funny little things that kept popping up here and there, the incongruous little things that are only sidelights to the big show.

Like the wooden bullets we found near a German ammo dump. At first we thought they were dummies, but we soon learned they had their lethal uses. The Jerries use them when they have troops surrounded or outflanked. They won't ricochet, and they only carry up to about 50 yards. But if they hit anyone up to that range they'll either kill him or leave a nasty wound from the splintered wood.

There's a woman who lives in a little house near a very busy intersection in Normandy. Her name in French contains about 14 letters and is almost un-

pronounceable, at least to the GIs from Brooklyn, so the men call her Mrs. McGinnis. She worked for two years in London during the last war and every time she sees an American she runs out to the road and hollers the only words of English she knows: "Good morning, Gin, Whiskey."

I'm not the only one who will remember the following incident. It seems Pfc Bill Carter of New York had lost his rifle, and his company commander sent him back for another. Bill was walking down the road when six Germans came out of a field with their hands up. He took them back to the first MP he could find—and his only "weapon" was a balpeen hammer he found in a ditch.

And when my little grandchildren, bless their unborn hearts, climb up on my knee and say: "What did you do in the great war, Grandpop?" I'll have the perfect answer:

"Me, I'm the damn fool who went to war in a \$12 tailor-made dress shirt."

## French Crowd About DeGaulle

Gen. Charles De Gaulle yesterday returned to England after a brief visit to the liberated areas of France—the first time he had been "home" in four years.

In Bayeux, where he said "we shall fight to the finish," DeGaulle was greeted with cries of "Vive De Gaulle" and vigorous hand-clapping, a Reuter dispatch said. People rushed down the streets and out of houses after his presence became known.

United Press said 3,000 persons jammed a park to hear DeGaulle, then joined him in singing the Marseillaise. Afterward, elderly men, young girls and black-shawled women thronged about DeGaulle wearing their resistance arm bands.

The general was overwhelmed in Isigny when children ran to greet him with roses and carnations, United Press added.

THE STARS AND STRIPES

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Hash Marks

Comedienne Martha Raye tells this gag on herself. While on an overseas tour, says Martha, I opened my mouth to sing and a GI in the audience screamed, "Hey, guys, look—there's a foxhole with teeth!"

Kids at Play. A group of air corps officers were standing around their Lib base waiting for transportation to town.



A bunch of children gathered about and were playing and talking among themselves, apparently unnoticed. After a bit of silence, one kid was heard to exclaim, "Goodness, all those Yanks are officers!" Another contradicted him instantly with, "Oh, no, some of them are captains!" (evoking loud whoops of laughter from the looey in the group).

Our nomination for the poem of the week. It's by M/Sgt. H. W. Roof and it's called "Memories of England": E is for the eggs; they're always powdered. N is for the Naafi and their tea, G is for the gum the kids all want, chum, L is for the lights you never see, A is for the ack-ack always acking, N is for the nights you never sleep, D is for the dampest weather ever. Life is rough in the ETO!

And T/S Benedict Borrazzo comes through with the shortest verse of the day, titled "Reveille": Sour Hour.

Incidental Information. We've found another guy over here whose initials are ETO. He's an ordnance soldier: Pvt. Elijah T. Owings.

A GI private, writing on "Why I am proud of the WACs" for a \$25 prize, sent in the following essay: "No nylons, no nuttin—just GI miseries and no draft board to encourage them. What else could a fellow feel toward a gal like that than pride? GI Jane will come marching home beside GI Joe with her head high and her chin out—cause she's doing her job." He won the prize.

Fun in Battle. A Canadian Service Corps clerk captured 27 Germans single-handed, his only weapon a rifle. He



returned to his post riding a German bike, smoking a German pipe and pulling a trailer loaded with the following booty: a radio, two Luger pistols, a revolver, a camera, compass, watch, field glasses and scissors. In his excitement he forgot to bring back his own rifle!

Epitaph for an atheist. Here lies an atheist—all dressed up and no place to go.

J. C. W.

PRIVATE BREGER



"Dear Folks: My fight for the Four Freedoms has been temporarily suspended . . ."

Move on Split-Second Schedules

Secret CP in Britain Funnels Armies Into Combat

By William Smith White Associated Press Correspondent

AN ADVANCED COMMAND POST, June 13 (delayed)—In this underground, cavernous, highly-secret command post—on which the success or failure of the Allied assault depends—I saw today the great traffic-control system which shuffles troops about Britain and sends them across the Channel on an infinitely complicated timetable, ready to begin fighting at the beachline where they land.

This heavily-guarded place, lined with tunnels and subterranean barriers, is, apart from those grim touches, rather like some tremendous and orderly series of filing rooms—but deadly serious filing rooms.

In those rooms we were shown how men could pick up a card and tell where any one of thousands upon thousands of military units was at that minute.

Along the walls of one cave-like office there hung chartboards, showing colored dots, each representing a ship, the various colors denoting various types of craft—just where they were—in the Channel, in port or at beachhead landing points.

Vital Factor

It is upon this lonely, rather shabby command post that Gen. Eisenhower must depend for the most vital thing in all warfare—movement in time of the right number of men and the right amount of equipment to the right area.

They tell him—or his various army commanders—how much they can have, where and when, giving information many days in advance. They know what "lift"—amount of men and material going over—is constantly. Everything in this organization—and it is a unique one in the history of warfare—works by chart until an occasional urgent call comes in for vital replacement.

It is an Allied operation. "Allied"—not British or American—is constantly used, and everybody is represented here—army commanders, the British War Office and Ministry of War Transport, the American War Shipping Administration, the American Transport Organization, the British and American Navies, and the Allied air arm.

An air representative told us all was being worked out on the basis of synchronization between ground and air forces. "Air forces—fighters—can't go on operating on the British side of the Channel indefinitely," he told us.

"One squadron in France is worth three in Britain, so we are building up our air forces in France with as much urgency as we build up the ground forces. We are not relying on captured German fields—they have been damaged too much by our bombing—but we are building our own air strips. My job is really pretty easy, since the Army and Navy are so air-minded."

Say a division is to be sent over. It is sent ticketed out as carefully into separate units as watch parts on a jeweller's work bench. It goes first from

How N.Y. Papers Screamed the News



Newsboys in New York didn't have to scream about D-Day. The headlines in every newspaper, many of them usually conservative in displaying the news, did it for them.

Global War

TREMENDOUS events across the Channel naturally have occupied our thoughts and conversation since our soldiers, sailors and airmen embarked upon the Great Crusade. Their importance are underlined by Marshal Stalin, who declared, "The history of war does not know of any such undertaking—so broad in conception, so grandiose in scale and so masterly in execution."

However, to correctly assess the progress of the war it is necessary to lift our gaze from the struggle in Normandy and look farther afield, where our brothers-in-arms on distant fronts are marching together to bring about the destruction of the enemy's war machine. The Allied troops fighting in Italy and in the South Pacific are making vital contributions toward the success of the grand-strategic plan and final victory.

In Italy, despite stiffened German resistance, the American soldiers of the Fifth Army are pounding their way northward. Following the capture of Latera, northwest of Lake Bolsena, and Albina they have cut off the port of Orbetello by occupying Magliano. Hard fighting is reported near newly-captured Orvieto, as the Eighth Army consolidated its gains on the Pescara River.

Kesselring's forces have apparently dwindled. However, the Allied advance may be slowed down by the lengthening of supply and communication lines and the absence of good ports on the west coast. It will be necessary for Kesselring to obtain reinforcements to avoid defeat and an Allied advance right up to the Alps.

These reports, added to word of new Russian advances; the news of the "largest task force in the Pacific war" shelling enemy bases in the Marianas Islands, and the bombing of Japan, depict an encouraging global picture of a tide that has turned to inexorably engulf the enemy.

Channel News

WITH the vast amount of supplies and reinforcements for our forces in France growing increasingly greater, recent statements by Admiral Sir Bertram Ramsay, Allied Naval C-in-C, are of particular interest. "We intend," said Sir Bertram, "to clear up the Channel of small enemy boats, then the whole business will become merely a matter of transport as it was in the last war."

That our supply problem is reaching the same basis of that of the last war, when France was not enemy-held territory, is an amazing accomplishment; but that is the way the situation is shaping up. Factors contributing to the success of the operation, Sir Bertram explains, are the fact that we caught the enemy on the hop on D-Day; our coastal ships and destroyers are actively engaged in keeping enemy craft out of our convoys; and the men loading and working the landing craft are "working 100 per cent."

When asked what he was going to do about the E-boats, Admiral Ramsay said, "We shall just wrinkle them out one by one if necessary until we clear the Channel."

As regards enemy aircraft, he thought we had had an unexpectedly easy time so far. "Only the very brave have come out against us," he said. "The others have found very good reasons for staying at home."

Team Play

ONE of the most successful liaison features of the Normandy campaign has been the close support our air and ground forces have obtained from the Allied navies. Time and time again ground observers have spotted targets and the belching guns of the warships have swung into action, quickly obliterating enemy strongpoints. Now comes another story of air-sea co-operation.

Two Seafire pilots of the Fleet Air Arm, flying over Tilly-sur-Seuilles, saw a concentration of enemy tanks in the town. They called a bombarding ship, and the first shell fell within fifty yards of the position. The next shell was a direct hit. Like ants disturbed from their hill, the tanks scurried from the town to the woods. Newly directed fire drove them back to the town again.

"When we left," said one of the pilots, "Adolf's tankmen were having a most unhappy time—a description which paints an adequate picture of the manner in which Allied air, sea and ground power is "hotting it up" for the Axis, leaving no loophole of escape.

the concentration area to the marshalling area, then to the port of embarkation. Heavy stuff—tanks and so forth—must obviously go on slow ships, while men go on fast ships. So all scattered units of one division are sent out at varying times—but it is all figured out so fine that all land in France as one united fighting division.

"Curses" in these people's job include the fact that England is, after all, a limited area for an assault of this size; that the Channel is no smooth Mediterranean; that civilian areas still exist in England; and that it is not far across the Channel, so that any slip in the timetable causes much graver trouble than it might do in other places.

U.P. Writer Dunked in Channel When E-Boat Torpedoes His Ship

By Robert Miller United Press Correspondent

AN ENGLISH PORT, June 15—I was torpedoed in the English Channel. My ship died in a black, slimy pool of her own fuel and oil. She went down 40 seconds after the torpedo thudded home.

Those 40 seconds are graven deep within me. An E-boat struck—one of those E-boats which with the U-boats are trying desperately to cut the supply lines to the beachheads.

I went on the bridge. Star shells were arching across the sky, rivalling the moon's brilliance. Miles astern the corvettes, destroyers and MTBs were out searching for E-boats.

A destroyer flushed one of the quarrys and there was an abrupt exchange of shots. Dull flashes split the darkness on the sea to our right. Red tracers streaked into the sky.

A plane flew high over our heads. There was a huge explosion somewhere astern with a great belching roar and a sudden huge gout of smoke.

I spoke to the men on the guns, glanced at the sky and uneasily down at the sea. Then the torpedo hit. It tore into the ship's entrails. The whole ship shivered and then leaped. I went reeling down the deck, grabbing for a hold.

Then a blinding flash like a photographic magnesium flare. Sea water erupted all over the ship. I was temporarily blinded in filmy spray. I picked myself up with the others and found, surprisingly, I was unhurt and that I had my glasses on and they were intact.

But the deck's crazy slant showed that the ship was going down fast. Someone cried out: "The liferaft—cut it loose!"

An unrecognizable figure crawled past on hands and knees, dragging a useless and dangling left leg behind him. Oily water moved up around our ankles. We began hacking agonisingly away at the bindings of the liferaft as the ship began to settle.

Abruptly, it came loose and I plunged with the others on to a maze of ropes and debris, tearing to free myself as the raft bobbed teasingly away—just out of reach.

I had, I suppose, one more second. With a desperate lunge, I reached the raft and hauled myself on to it as the ship I had left rolled heavily over and then plunged, leaving boiling black bubbles on the sea as she went down.

Thick, choking oil covered the water like syrup, clogging my ears and nose and matting my hair. The night was alive with sound. Men

Signs of the Times



Pvt. Willie Hiney, of Linn, W. Va., a Signal Corps lineman, in Carentan. As the signs indicate, he has choice of working toward Paris or Cherbourg.



