

19 Jap Vessels Sunk, 201 Planes Destroyed at Truk



THE STARS AND STRIPES

Daily Newspaper of U.S. Armed Forces

in the European Theater of Operations



Vol. 4 No. 95

New York, N.Y.—London, England

Tuesday, Feb. 22, 1944

8,000 Tons on Reich in 36 Hours

U.S. Losses 17 Aircraft in 2-Day Thrust

Pearl Harbor 'Partially Avenged'; Two Enemy Cruisers Sent Down

Hundreds of U.S. carrier-based planes, escorted by several new battleships, sank at least 19 Japanese ships and probably seven more, destroyed 201 Japanese planes and damaged more than 50 others in last week's two-day bold assault at Truk, the enemy's mighty sea, air and land stronghold in the Carolines of the Central Pacific.

This was disclosed yesterday by Adm. Chester W. Nimitz, U.S. Pacific Fleet commander, who said that Americans thus "have effected a partial settlement of the debt of Pearl Harbor."

Only 17 U.S. planes were lost and one ship "moderately damaged." Japanese losses were: Two light cruisers, three destroyers, one ammunition ship, one sea-plane tender, two oil tankers, two gunboats and eight cargo ships.

Jap Air Opposition Weak
The U.S. Fleet, steaming into territory never before penetrated by American surface warships in this war, was not detected before the onslaught began, and Adm. Nimitz said "there was no enemy air opposition on the second day." This explains why U.S. losses were so small in comparison to the Japs', he added.

A Japanese communique issued in Tokyo practically confirmed U.S. claims. The Japs admitted losing two cruisers, three destroyers and 120 planes at Truk. Adm. Nimitz's failure to mention enemy aircraft carriers and battleships indicated that the Japs had no ships of those classes at Truk. Naval quarters at Pearl Harbor said that aircraft carriers and heavier units of the fleet possibly had been recalled to guard the Jap mainland and vital lifelines along China's coast to Malaya and the East Indies.

75 Planes Destroyed on Ground
Shore positions on the principal islands of Truk, including airdromes, runways and barracks, were thoroughly bombed and strafed. Pilots claimed 75 Jap aircraft were destroyed on the ground and 50 others so damaged they never were able to take off. Adm. Raymond A. Spruance, who led the initial attack on the Marshalls and Gilberts, commanded the entire operation, with Adm. Marc A. Mitscher directing the aircraft assault.

Meanwhile, U.S. Army and Navy planes were continuing to bomb and harass other Jap positions in the Carolines and in the Marshalls. Libs smashed docks and shipping at Kusaie, 300 miles southeast of Truk, while torpedo and dive-bombers smashed at Jap positions in the eastern Marshalls.

Following up warships' shelling of Rabaul, New Britain and Kavieng, New Ireland, planes battered the two bases with more than 150 tons of high explosives.

Tojo Takes Over As Japs Fire Chiefs Of Army and Navy

Premier Hideki Tojo of Japan took over yesterday as chief of the Army general staff in one of a series of far-reaching changes in the high command announced five days after the U.S. Navy's attack on hitherto impregnable Truk in the Central Pacific.

In a military reshuffle breaking a long Japanese tradition—ignoring an unwritten law that the Army and Navy were independent of the Cabinet and responsible only to the Emperor—the Cabinet took over active command of both services, Tokyo radio announced.

Chiefs of both the Army and Navy general staffs, Field Marshal Gen. Sugiyama and Admiral of the Fleet Osami Nagano, were relieved and replaced by Gen. Tojo and Adm. Ebigetarō Shimada, Navy minister.

Tokyo's announcement said Tojo, who also is minister of war, education, commerce and industry, was installed as chief of staff by Emperor Hirohito—a step which Allied observers suggested was taken to lessen the hostility of Army and Navy officers to the change.



These are the German aircraft centers struck by the U.S. and British air forces in the heaviest 36 hours of aerial assault the enemy has yet felt.

Russians Battle In the Suburbs Of Krivoi Rog

Closing Giant Trap on Ore Center; Reds Driving For Dno in North

Three Soviet armies began closing a giant nutcracker on the Nazi hedgehog of Krivoi Rog, in the Dnieper Bend, yesterday, even as three other armies in the north drove forward in an attempt to trap the retreating garrison of Staraya Russa and break into Pskov.

Last night's Soviet communique, revealing that the Red Army had gone over to the offensive again in the Krivoi Rog sector, said troops already were fighting in the iron-ore city's suburbs. The Soviet Information Bureau at the same time announced 93,000 Nazis were killed in the last month.

Krivoi Rog, last German center of resistance in the eastern Dnieper Bend, was menaced on three sides. Already outflanked northwest and southeast by forces of Gen. Malinovsky and Gen. Tolbukhin, it faced encirclement as Marshal Koniev's Second Ukraine Army turned east against the Nazi rear after completing reduction of the Kaniev pocket.

In the north, two armies converging on the railway junction of Dno—where the Leningrad-Nevel railway cuts the Staraya Russa-Pskov line midway between the latter two cities—joined forces and moved against the city in an arc ranging from northwest and northeast. As they advanced a column of Gen. Meretskov's army, which bypassed Staraya Russa, began advancing on Dno from the south.

Moscow reported that the Germans falling back on Dno were suffering heavily in men and equipment. They were dynamiting bridges and river ice and rolling out log barriers to hold back the Russians. Bitter cold, for which the Nazis were not well equipped, handicapped their retreat.

Moscow had no news of the German-reported drive by eight Soviet divisions to knock out Bobruisk, north of the Pripet marshes, on the road to Minsk.

Yanks Attack Battered Nazis On Beachhead

Half of German Wedge Against Anzio Line Is Wiped Out

Nine German divisions, diminished by heavy casualties, have been sent reeling back to within two miles of Carroceto, reports from the front said yesterday as the Nazis claimed strong American units, supported by tanks, were launching furious counter-attacks.

With the German offensive broken and the initiative in the hands of the Fifth Army, the Allies wiped out more than half of the two-mile wedge driven into their bridgehead in 48 hours of the fiercest and bloodiest fighting of the Italian campaign.

Driven back at first under the weight and power of the Nazi attack, the Allies rallied after stemming the German drive in a fierce battle in which veteran American tank formations again demonstrated the same superiority over Nazi armor shown in Tunisia.

Air Forces Fly 900 Sorties

The Germans, commanded by Gen. Eberhard Von Mackensen, last reported on the Russian front, began their offensive early Saturday morning after a heavy artillery barrage.

The Allies' air forces played a large part in repelling the German drive, flying 900 sorties on Sunday alone. Libs, Marauders and Mitchells hit troop concentrations near Campo Leone, Bostons attacked German fortifications in Carroceto and a Marauder force blasted a tank hide-out in the woods off the Anzio-Cecchino road.

Along the main Fifth Army front the Allies continued to exert pressure on Cassino as the Germans clung grimly to Monastery Hill on Mount Cassino. Before a final attempt is made to drive the Nazis from the two-thirds of Cassino still in their possession the Allies are expected to mop up the enemy positions on Monastery Hill.

Desert a Pal or Risk Lives?—2 Gamble With Death—and Lose

A FORTRESS BASE, Feb. 21—This is the story of two men who could have bailed out and lived. Instead, they stayed aboard their crippled Fort to save a wounded pal—and died.

It is the story of an engineer and a navigator—neither an experienced pilot—who gambled on the slim, desperate chance that they might be able safely to land the big ship, but gloriously failed.

Cannon fire from Messerschmitts killed the co-pilot and seriously wounded the pilot in yesterday's raid on Leipzig. The Fort went into a flat spin. Top-turret-gunner Sgt. Carl Moore, of Williamsport, Pa., rushed to the cockpit and pulled the plane level.

Moore and the engineer had only eight hours' flying experience, the navigator four, but for three hours they took turns flying the plane home while standing up, unable to move the stricken pilots. The cockpit windows were blown out; it was icy cold.

Somehow the plane reached England and, on orders from a control tower, Moore and the other gunners bailed out. The engineer began searching for his home base. Almost every American on the ground knew he was up there. They knew what he was up against. They were pulling for him—hard.

For two hours he flew from one base to another. A dozen control towers talked with him.

"I'm the engineer," he told one base in a cool voice. "Don't know much about flying, but I'm trying to bring it back whole if I can."

He and the navigator were told from the ground to bail out, too. But the pilot was still breathing, and they refused. Then the radio went dead.

So the engineer picked out a field and crash-landed the Fort. It exploded. A medical examination of the wounded pilot's body indicated he would have had a chance to live had the plane landed safely.

2,000 U.S. Planes Out Again; Nazi Fighter Output Is Cut 30 Pct.

Two Day Raids of 1,000 Bombers Each Follow Devastating RAF Blows At Stuttgart and Leipzig

Two thousand American warplanes struck again at the German aircraft industry yesterday in the fourth major Allied assault on the Reich in 36 hours.

Switching their main attack from the Nazi fighter factories, whose production was slashed more than 30 per cent by the heaviest daylight raid of the war Sunday, the Fortresses and Liberators pounded airdromes, plane depots and two plants.

The attack carried the total tonnage dropped in the four raids to about 8,000, far and away the heaviest battering of the war.

Yesterday's assault, with nearly as many aircraft in the air as the 1,000 bombers and 1,000 fighters which Sunday ripped the heart out of the Germans' capacity to build fighter planes, cost 15 bombers and five fighters, it was announced officially. U.S. fighters destroyed 33 enemy planes, but there was no immediate announcement of aircraft destroyed by the bombers.

The attacks yesterday comprised the 12th day of operations this month for the heavies of the U.S. Strategic Air Force in Europe, equalling the previous high mark for any full month's operations.

The second great daylight blow was struck in the wake of the RAF's second straight major night effort—an attack Sunday night in "very great strength" on Stuttgart, in southwestern Germany.

Marauder medium bombers of the Ninth Air Force and RAF medium and light bombers meanwhile contributed to the strain on the Luftwaffe with their second straight day of attacks on targets in France and the Low Countries, all without loss.

Bombed yesterday were two air-frame-component factories in Brunswick, which were badly damaged on Sunday; targets at industrial Hanover, and large aircraft parks and other military installations near the Netherlands border, including Bramsche, Lingen, Vechte, Quakenbruck, Diepholz and Ahlhorn.

While USSTAF ground crews were working through the night to equip the bombers for a second successive major effort, preliminary recapitulation of claims in Sunday's battles showed 126 enemy aircraft destroyed in the air and some two score more damaged or destroyed on the ground.

Meanwhile, it was revealed that at least 38 per cent of the facilities producing single-engine fighters in Germany, and 30 per cent of those turning out twin-engine fighters, had been shut down following Sunday's attack. In a statement last night, Maj. Gen. Frederick L. Anderson Jr., deputy commander for operations of the U.S. Strategic Air Forces in Europe, said:

"The best evidence now available shows that results of Sunday's daylight operations by the Eighth Air Force were in part as follows:

"1—There is no production today in factories near Leipzig which, immediately prior to the attack, were manufacturing approximately 38 per cent of Germany's single-engine fighter aircraft. Heavy damage was done to these plants. Whether it may be possible in time for the Germans to restore partial production has not yet been determined.

"2—The same statements hold true concerning the twin-engine fighter (Continued on page 4)

1,000 Fighters Set 3 Records In Great Raids

Streams of American fighters, numbering possibly 1,000 in all, took to the air for the second day in a row yesterday to escort the heavy bombers to Germany and possibly to add to at least three new records they had established the previous day in convoying bomber formations to Luftwaffe fighter production centers.

1—The greatest number of American fighters—P47s, P38s and P51s—ever dispatched on such a mission escorted the heavies, in many cases all the way to and from the targets, on Sunday. The number was probably equalled yesterday.

2—They destroyed a record 61 enemy fighters, exceeding by six the previous high score chalked up in the assault on Brunswick Feb. 2.

3—A far-ranging group of Mustangs led by Lt. Col. Don Blakeslee, of Fairport Harbor, Ohio, made the deepest American fighter penetration of the war when it flew all the way to Leipzig. The Mustangs made a round-trip of 1,070 miles, compared with the previous record trip of 900 miles to Brunswick and back.

Some of the fighter pilots said they were within sight of Berlin during the massive Sunday operations.

The Eighth and Ninth Air Force fighters compiled their records at slight sacrifice—only one U.S. plane was known to have been destroyed and three were missing.

Two pilots each claimed the destruction of three Me109s. They were Capt. Leroy A. Schreiber, of Plymouth, Mass., and (Continued on page 4)

Would Raise Draft Age To Keep Fathers Home

WASHINGTON, Feb. 21 (Reuter)—Rep. Andrew J. May (D-Ky.), chairman of the House Military Affairs Committee, said he could see no reason why the present draft-age limit of 38 should not be raised "by a few more years" to slow down the induction of pre-war fathers. "I think it is far better to take 42-year-old bachelors than 37-year-old fathers," he added.

A Lady Dreamed, So 4 Float Down To a Dream Feast

AN EAST ANGLIAN TOWN, Feb. 21—Four gunners bailed out of a crippled Fortress near this rural village yesterday and a few minutes later knocked at the door of the nearest house. The occupant, a Mrs. Buckingham, answered almost immediately.

"We've been expecting you," she said. "Won't you come in?" The gunners, astonished, filed into the house to find a table laden with 17 hard-boiled eggs, toast, marmalade, coffee and a bottle of whisky.

"I dreamed last night that a Flying Fortress crashed near here and four men came to the door," related the hostess. "I didn't want to see it come true, but if it did I wanted to be prepared. Some of the neighbors helped with the eggs, so here you are."

The gunners, almost as shaken by the reception as by the experience that preceded it, were T/Sgt. Bradley H. Parker, of Richmond, Va., and S/Sgt. Edward J. Roddy, of Chicago; Howard E. Anderson, of St. Paul; and John S. Rose, of Holden, Mass.

THE STARS AND STRIPES

Printed at The Times Publishing Company, Ltd., Printing House Square, London, E.C.4 (Tel. Cen. 2000), for U.S. Armed Forces, under auspices of Chief of Special Service ETO.

Editor and Office in Charge: Lt. Col. E. M. Llewellyn; Associate Editors: Maj. H. A. Harchar and Capt. Max R. Gibstrap; Feature Editor: Capt. J. C. Wilkinson; News Editor: U.L. Robert Moore; Air Force Editor: M/Sgt. Bud Hutton; News Desk: M/Sgt. Ben. F. Price, U/Sgt. L. P. Giblin, Sgt. J. B. Fleming, Sgt. R. B. Wood; Sports Editor: S/Sgt. Mark Senico; Navy Editor: Yeoman Tom Bernard; USNR: Circulation: W/O W. F. McDonald.

Contents passed by the U.S. Army and Navy censors; subscription 26 shillings per year plus postage. ETO edition. Entered as second class matter Mar. 15, 1943, at the post office, New York, N.Y., under the Act of Mar. 3, 1879. All material appearing in this publication has been written and edited by uniformed members of the Army and Navy except where stated that a civilian or other outside source is being quoted. Vol. 4, No. 95, February 22, 1944

Hash Marks

Pfc Wesley Nelson spotted this sign on a country tavern: Within this hive We are all alive With whiskey sweet as honey If you are dry, step up and try— But don't forget your money!

According to the lads in "Ye Olde Buddie Hutte" at a Fighter Station, the ETO has a new "service ribbon"—The



Distinguished Snoring Cross. First to receive the award are M/Sgt. Mike Harak and T/Sgt. R. E. Harvey. Each has put in 5,475 operational hours at "sawing wood" since their arrival here, 1,475 hours more than is required by Army Regulations.

An industrious young colonel had been putting in long, weary hours for several months. One night, leaving his place of slavery, he dutifully bent his back to "sign out" in the duty book. As he did so he remarked wistfully, "Many times in this book my name shows leaving this building after 2300 hours—but they don't give medals for that." In mournful and sympathetic reply from deep shadows the other side of the blackout curtain came this heartening reply from one of the guards, "Never mind, sir—we appreciate it."

London Scene (or, the American Invasion is Complete). Standing at a busy intersection the other day a lieutenant colonel observed a little British girl who was intently watching a group of men approaching. The little girl suddenly shouted, "Ooooh, look, mummy—there's an English officer!"

Milton Berle's crack. "My sister is going with a second lieutenant—the first one got away."

Home Front Flash. In Oregon you can drink beer standing up, but in the state of Washington the law says that you



have to sit down to imbibe. This recalls what a Scotsman once had to say: "I can drink just as well sittin' doon as I can standin' oop. But I canna stand oop as well after I hae been drinkin' doon as I can sit dgon after drinkin' standin' oop."

So help us—it happened! An orator, in an appeal for the Army Ordnance Maintenance Corps, concluded, "The slogan of this organization is, A gun in one hand and a wench in the other!" J. C. W.

Secret Weapons: No. 2—Allied Planes Super B17 in Van of New Air Power

But United Nations Have Others Up Their Sleeves

Herewith the second of a series of articles summarizing the secret weapons of the warring powers:

By Bud Hutton Stars and Stripes Staff Writer

Just as the Luftwaffe has turned every productive horsepower to building defense in the air, so the Allies have based their production lines on striking power, and it is in the attack weapons of aerial warfare that 1944's Allied secrets probably will be found.

Aside from the obvious broad conclusion that the very productive power itself of the United Nations—Britain's sprawling shadow factory scheme and the endless assembly lines which in the U.S. are approaching 10,000 airplanes a month—is the United Nations' chief secret weapon, the secrets around which most speculation revolves concern the bombers.

The B29 Superfortress, first child of the visionaries who see literal winged battleships to come, certainly is in the forefront of America's secret weapons. Its reported dimensions dwarf present concepts of bombers.

Span, 141 feet; length, 99 feet; speed, 250 mph at 25,000 feet; weight, between 50 and 60 tons.

As a comparison, the B17 which has bettered the Luftwaffe's best is 70 feet long, 103 feet nine and five-eighths inches in span, and has an operational speed of a considerable but unpublishable number of miles per hour less than 200.

The Boeing B29's secrets rest in an accepted and conventional direction. Not all the Allied air secrets do. Gen. Henry H. Arnold, USAAF chief, told a New York audience last week that new planes, unusual in design and as startling as the jet-propulsion craft, are on the way. He gave no details, for obvious reasons.

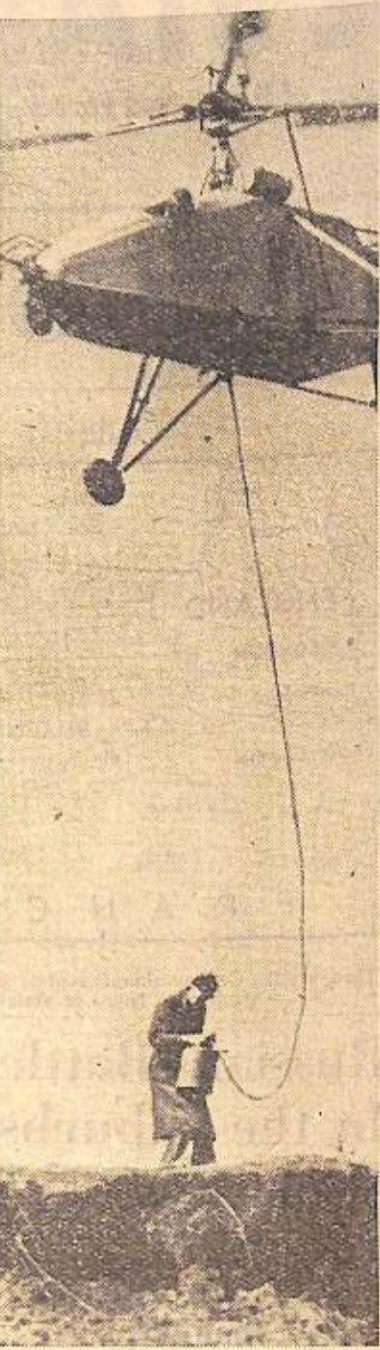
Secrets No Longer

As a matter of fact, any discussion of the Allies' secret weapons suffers from the same condition—there is no point in detailed discussions which would tell the enemy what he wants to know. Yet some so-called secrets already are out, and there are broad lines down which the Allies obviously are traveling.

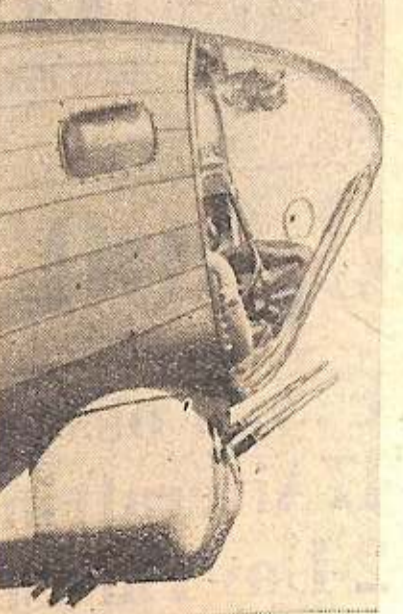
As far as most of the German military targets are concerned, the B17s and B24s now operating have range enough to get there. The recently-reported alterations in the 17 which increase normal bomb load by at least 1,000 pounds, through addition of external wing racks, probably will not affect range to a large degree.

As a matter of simple logic, 1944 is almost certain to see new types of American fighters. There has been no published development of single-seater fighters since the P51 Mustang. The basic P51 is a craft designed in the very initial stages of the war, and it is highly unlikely that U.S. designers stopped there, or with nothing more than refinements on that.

Yet the Mustang—51 and 51B—provided one of the most startling secret weapons of the war in the air to date—a range which five years ago would have been considered fantastic. It is that sort of built-in, long-range factor which has



Helicopters, hailed as an Allied answer to the need for convoy protection, are in production now.



The chin turret of the Fortress B17G was a secret weapon which made the Luftwaffe change its head-on tactics.

types being used by the USAAF, which will bear the designation PG. Two Waco-designed gliders (the CG4A is the basic type) have been fitted with small engines, presumably to be used for flight after an assisted take-off. They are said to be the PG1, with two 130-hp Franklins in nacelles attached to the wing struts, and the PG2, with two 175 hp Rangers directly beneath the wing. The development would seem to have a direct connection with invasion.

In the realm of equipment and auxiliary devices, there have been virtually no Allied revelations comparable to the infinite stories of new Nazi flak, parachute bombs, rockets and so on, other than the "through-the-clouds" bombing technique which has vastly increased the potential operational hours of the daylight bombers and which already has been discussed in detail.

Presumably there are Allied counterparts of the German rocket-powered bombs and their glider bombs but their use, if any, has not as yet been confirmed.

75-mm. in Mitchells

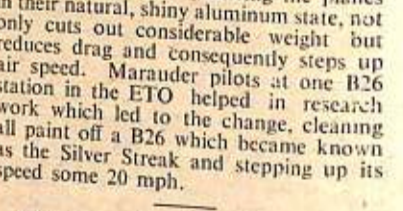
While the Allies aren't talking about armament, they have disclosed details of the 75-mm. gun which, mounted in B25 Mitchells, has come close to revolutionizing accepted design of firepower in an aircraft.

The 75mm. cannon, roughly double the bore of the largest previous aircraft gun, is mounted on the left-hand side of the B25's nose. It fires a 15-pound projectile at about the rate of one every four seconds, with the bombardier loading and the pilot firing as he sights the entire plane on the target. As installed in the Pacific, the 75mm. does not obviate the use of normal .50-cal. machine-guns in the bomber's nose as well.

Two weeks ago there were reports in neutral circles that 105mm. cannon are under development in the U.S. for installation in Allied warplanes.

The very antithesis of "secret weapons," but in itself a new application of aerodynamic theory, is the decision in the States to send warplanes to some theaters of war completely minus the hundreds of pounds of camouflage paint which have been standard practice. Elimination of the camouflage paint, leaving the planes in their natural, shiny aluminum state, not only cuts out considerable weight but reduces drag and consequently steps up air speed. Marauder pilots at one B26 station in the ETO helped in research work which led to the change, cleaning all paint off a B26 which became known as the Silver Streak and stepping up its speed some 20 mph.

Modern warfare has so closely integrated military power in the air, the sea and on land that all, to some degree, affect every ground-force soldier. Tomorrow, in the third article of a series, The Stars and Stripes will print an analysis of those new weapons on both sides which may affect future operations by land and sea.



Beyond the Call of Duty 'Twas in the far-off Solomons, where the Yanks won deathless fame, That Pvt. Izzy Cohen also made himself a name. This Cohen, unassisted, captured 27 Japs! Quite a warrior was Izzy, and I do not mean perhaps. On the way back with his captives, Cohen, marching in the rear, Poked the hindmost in a region which will not be mentioned here. "Splendid going!" said the captain, "but I'm curious to know, Why is it you keep prodding that poor little so-and-so?" Once again then Cohen jabbed him and replied: "This yellow swine Is the guy that broke my lawnmower—back in '1939!"

Fred Myers.

Washington's Directive

This year, as we honor George Washington, first President of the United States, it is well that we review the note struck in his first inaugural address, for it has not failed to resound in American hearts to the present day.

On that occasion Washington referred to the evident favor of Providence which had saved the colonial cause during the revolution. Then he reaffirmed the fundamental belief of Americans of that generation that their revolution had been one of the great liberating events in the history of the world.

At that time President Washington declared, and all America still believes, that "the propitious smiles of Heaven can never be expected on a nation that disregards the eternal rules of order and right, which Heaven itself has ordained; and since the preservation of the sacred fire of liberty and the destiny of the republican model of government are justly considered as deeply, perhaps as finally, staked on the experiment entrusted to the hands of the American people."

In the years that have passed since President Washington so clearly stated the world mission of the United States and the sacred trust it was to fulfill, many thousand-year-old systems of government have died, systems that seemed as deeply rooted as any the world has ever known. And rulers who would have laughed to think that the simple republican magistracy to which a successful rebel had just been inducted would outlast their dynasties are today known only to historians. But to its fundamental faith the American people have never been false, and in the way traced out for us by Washington we have at great cost carried on the torch handed to us at the first inauguration. In this war we continue to fight for our tradition of freedom, and before this struggle ends dynasties, new and old, based on the false assumption that might makes right will have perished from this earth.

Washington Was 'Drafted'

In this election year it is interesting to note that Washington, first President of the United States, was "drafted" to fill the executive office and accepted with grave misgivings. This fact is clearly stated by Washington in a letter which he wrote to Lafayette, in which he said: "I assume the task with the most unfeigned reluctance and with a real diffidence for which I shall probably receive no credit from the world."

Certainly those were very human words; but the first President failed on that occasion to read the mind of colonial America, for the people acquitted the President-Elect of vulgar ambition and saw in his acceptance the best augury for the future of the new system of government.

The Call For Faith

President Roosevelt in an address broadcast a year ago tonight from the White House, commemorating the birthday of George Washington, said: "The sceptics and cynics of Washington's day did not believe that ordinary men and women have the capacity for freedom and self-government. They said that liberty and equality were idle dreams that could not come true . . . just as today there are many Americans who sneer at the determination to attain freedom from want and freedom from fear, on the ground that these are ideals which can never be realized. They say it is ordained that we must always have poverty and war."

"Today the great successes on the Russian front have led thousands of Americans to throw their hats in the air and proclaim that victory is just around the corner. Others among us still believe in the age of miracles. They forget that there is no Joshua in our midst. We cannot count on great walls crumbling and falling when the trumpets blow and the peoples shout."

"It is not enough that we have faith and hope. Washington himself was the exemplification of the other great need—charity. Most of us Americans seek to live up to those precepts. But there are some among us who have forgotten them. There are Americans whose words and writings are trumpeted by your enemies to persuade the disintegrating people of Germany and Italy and their captives that America is disunited, that America will be guilty of faithlessness in this war and will thus enable the Axis Powers to control the earth."

The President concluded his address with the statement that the Beatitudes had helped to shape Washington's character and career, and added: "Today, through the darkness that has descended upon our nation and our world, those truths are a guiding light to all. We shall follow that light, as our forefathers did, to the fulfillment of our hopes for victory, for freedom, and for peace."

HUBERT by SGT. DICK WINGERT



"... Left handed. . . . Pulled the grenade—threw the pin . . ."

NEWS FROM HOME Kentucky Flood Takes Lives of 3 More Victims

Death Toll Rises to Four; 100 Families Forced to Flee Their Homes

CUMBERLAND, Ky., Feb. 21—Floodwaters of the Cumberland River claimed the lives of three persons yesterday, bringing to four the number of deaths since floods struck southeastern Kentucky several days ago.

Three men were drowned yesterday when their car sideswiped a truck on a highway partly flooded by rain and melting snow and plunged into a swollen stream.

Thursday, seven-year-old Peggy Spangler, of Middlesboro, was drowned in a culvert.

Floodwaters caused more than 100 families to flee their homes in Harlan and Bell Counties. Reports from Pineville and Middlesboro said the waters were subsiding and that some of the families were returning to their homes.

Recommendation Enough

CAMDEN, N.J., Feb. 21—Mrs. Mary Ludwick walked into a police court where her son and his wife were charged with neglecting their eight children. "I can take care of their children," said Mrs. Ludwick. Asked what experience she had had, she listed the following: 21 children of her own, reared 27 others, now caring for five blind persons. The eight grandchildren were placed in her charge.

Year Old, Gets Scholarship

BOSTON, Mass., Feb. 21—A one-year-old girl has been awarded a scholarship at Boston University. She is Ann Hamilton Landess, who will receive a free education under a BU plan which grants scholarships to children of graduates killed in this war. Ann was born three months after her father, Capt. Robert Henderson Landess, was killed at Oran.

Howling Success

GRAND COULEE, Wash., Feb. 21—An alley cat solved a big problem for engineers at Grand Coulee Dam. The problem was how to string 500 feet of cable through a 25-inch winding drain pipe. The engineers tied a string to the cat. A blast of air was used for a tail wind. The cat pulled the string, the string pulled a rope and the rope pulled the cable.

Red Skelton Divorced

HOLLYWOOD, Feb. 21—Red Skelton's sense of humor has won him thousands of fans, but cost him his wife, Edna Marie Skelton, who has been the comedian's agent and chief script writer since 1931. She divorced him and explained: "He's a good guy, but I couldn't take that wild sense of humor any longer." She charged cruelty.

Shot Him and Lost Him

BURBANK, Cal., Feb. 21—Mrs. Helen Smith, 40, phoned police and said she couldn't find her husband. "I shot him and now I can't find him anywhere," said Mrs. Smith. Police located him in a hospital, booked Mrs. Smith on suspicion of assault with a deadly weapon. Smith, a night-club operator, will recover, police say.

'Finders Keepers'

ENGLEWOOD, N.J., Feb. 21—Pvt. Robert Westcott, now overseas, may keep \$930 he found on an Englewood street May 31. A court decided he was entitled to the money under the old principle of "finders keepers." His father brought suit against the city when it first refused to let his son keep the money.

Ely Would Be President

BOSTON, Feb. 21—Former Gov. Joseph B. Ely, long an opponent of President Roosevelt, announced today he would be a candidate for the Democratic presidential nomination.

AFN Radio Program

On Your Dial

1375 kc. 1402 kc. 1411 kc. 1420 kc. 1447 kc. 218.1m. 213.9m. 212.6m. 211.3m. 207.3m.

Tuesday, Feb. 22

- 1100—GI Jive.
- 1115—Personal Album with Shirley Ross.
- 1130—RAF Regiment Band (BBC).
- 1200—Ranch House.
- 1230—Music We Love.
- 1255—Quiet Moment.
- 1300—World News (BBC).
- 1310—Barracks Bag.
- 1400—Visiting Hour—Aldrich Family.
- 1430—Sign off until 1700 hours.
- 1700—Sign On—Spotlight on George Olsen.
- 1715—Showtime with Dinah Shore and Program Resume.
- 1730—Gay Nineties.
- 1800—World News (BBC).
- 1810—GI Supper Club.
- 1900—Seven O'Clock Sports.
- 1905—Chamber Music Society of Lower Basin Street.
- 1930—Boxing Bout—from the Rainbow Corner with Sgt. Marty Smith and Cpl. Ford Kennedy.
- 2000—News From Home—Nightly roundup of news from the U.S.A.
- 2010—Fred Waring Program.
- 2025—Miniature.
- 2030—Burns and Allen.
- 2100—World News (BBC).
- 2115—Music in Three-Quarter Time.
- 2125—Into Battle—A BBC Dramatization of heroic incidents of this war.
- 2135—Duffy's Tavern.
- 2200—March of the Movies (BBC).
- 2230—One Night Stand with Harry Owens.
- 2255—Final Edition.
- 2300—Sign off until 1100 hours, Wed. Feb. 23.

As They Returned from War's Greatest Daylight Air Operation



A wounded gunner from the Liberator Black Jack, which took part in Sunday's attack on fighter factories deep in Germany, is placed on a stretcher to be taken to hospital.



Crew members of the B24 Heaven Can Wait tell an intelligence officer their story after returning from the war's greatest day raids, in which 2,000 planes participated.

Americans Help Fight Raid Fires

See 2nd Attack on London In 48 Hours; Called Propaganda 'Blitz'

American troops on leave in London or stationed there had their second taste within 48 hours Sunday night of the minor blitz the Luftwaffe has aimed at the capital as propaganda for the home front, shaken by the non-stop aerial offensive of the Allies.

Oil bombs, incendiaries and high explosives were dropped on scattered sections of the city by a force of perhaps 60 enemy bombers which penetrated the terrific anti-aircraft barrage. Three schools, a convent, church, hotel, pub and houses, apartments and business properties were bombed out or damaged, causing numerous deaths and injuries. American soldiers helped to extinguish several fires, one of them caused by an incendiary which hit a Red Cross club.

Although the raids were a fraction of those the city experienced in the 1940-41 blitz, Berlin radio and newspapers said that 750 planes had dropped thousands of bombs on the city, that Londoners were fleeing the city in such masses as to paralyze transportation and that huge areas of the city were in flames.

Naples Typhus Epidemic Checked, U.S. Medics Say

ALLIED HQ, Italy, Feb. 21 (UP)—Brig. Gen. Leon A. Fox, field director of the U.S. Typhus Commission, said today that the "unfavorable progress" of the typhus epidemic in Naples had been halted.

He said that immunization of Allied troops would be carried out in the future by a method of killing lice which transmit the disease, rather than by the present method of vaccination.

Rayburn Says Roosevelt Will Veto the New Tax Bill

WASHINGTON, Feb. 21—Speaker Sam Rayburn of the House told newsmen today, after a White House conference, that President Roosevelt would send Congress a message tomorrow vetoing the \$2,315,000,000 tax bill. Rayburn predicted that the veto would be sustained. The measure, which would raise only a fifth of the \$10,500,000,000 revenue proposed by the Treasury, has been criticized by Mr. Roosevelt as "unrealistic."

9 GIs In England Receive U.S. Citizenship Papers

Nine soldiers recently were naturalized as U.S. citizens at a base section headquarters in England. Certificates were presented by J. Stanford Edwards, U.S. consul at Liverpool. The men were:

- Frederick Kurt Rojan, Brooklyn; Harvey George Hodder, Medford, Mass.; Cyril Levy, Newark, N.J.; Angelo Lamirata, Brooklyn; William R. Mounser, New York; Abraham M. Tamarin, Los Angeles; Francis C. One, San Francisco; Emery Busak, Bronx, N.Y.; John J. McCarrick, San Francisco.

8,000 Tons on Reich in 36 Hrs.; 2nd U.S. Raid Is 4th Giant Blow

(Continued from page 1)

assembly plant at Bernburg, where, immediately prior to Sunday's offensive, Germany was producing approximately 30 per cent of its twin-engine fighters.

"It was estimated that the bombing of the major twin-engine fighter components factory at Brunswick, where production was interrupted previously by our attacks on Jan. 11, on final assembly, has postponed re-establishment of production for an additional three to four months."

Bombing throughout the two daylight attacks was reported "good" to "excellent" by almost all formations. Yesterday there was clear weather over most of the targets, and bombardiers hunched over their Norden sights sent ton after ton of high explosive crashing into factories and transport junctions.

Fort crewmen returning from the raids reported perfect visibility, accurate bombing and evidence of extensive damage.

"As our group came over the target it was already smoking from bombs that the group ahead of us had dropped. We laid our bombs right on the target, I'm sure," reported 2/Lt. Elwyn J. Warfle, of Lansing, Mich., a bombardier.

"The target was wide open and visibility was perfect. When we left you couldn't see the target for smoke," said 2/Lt. Donald L. Ahlwardt, of Danbury, Iowa, pilot of the Fortress Romeo.

The opening blow of the great 36-hour offensive was struck just before dawn Sunday by a force of RAF bombers probably totaling 1,000 planes. The major part of them hit Leipzig, about 4 AM, with more than 2,500 tons of high explosives and incendiaries. Fires spread across the aircraft-manufacturing city of 700,000.

Meanwhile, other forces had struck at Berlin, at targets in western Germany and along the northern coast of France. The night's operations cost the RAF 79 planes, the highest single Allied loss of the war.

Leipzig was still burning, its smoke visible from bombed Berlin, less than 100 miles to the northeast, when the greatest attack force of history went out from USSTAF bases in Britain in daylight Sunday and dumped a record tonnage on aircraft-manufacturing plants in Leipzig, Gotha, Bernberg and Brunswick, and on other types of targets at Oschersleben, Tutow, Stettin, Rostock and a few more industrial centers.

The force of more than 1,000 bombers and almost as many fighters headed home from the targets with 21 bombers and three fighters missing. U.S. fighters definitely destroyed 61 enemy planes for a new record—the old mark was 55, set Feb. 10 over Brunswick—and bomber gunners' claims were 65.

Dispersed from their bases by the costly RAF raid on Leipzig, then mauled and further scattered by the hammering of the 2,000-plane armada in daylight, the Luftwaffe's interceptors were able to do little with the major RAF force of heavy bombers which carried on the assault with a blow at Stuttgart Sunday night.

Only ten aircraft were reported missing from the Stuttgart attack and lighter raids on Munich and other targets, as well as mine-laying operations.

In Stuttgart, too, great fires were re-

ported raging around the principal target—the Daimler-Benz airplane-engine works which provides power plants for Messerschmitt pursuit planes, Heinkels and other craft. The Hirth and Bosch works, turning out engines and magnetos, also were targets, as were submarine-parts factories in the suburbs.

The continued hammering obviously was on a well-organized plan of operations aimed straight at the heart of Germany's ability to resist invasion.

The ability of the USSTAF to put up more than 1,000 bombers, with escorts, and so make major attacks on targets as scattered as Sunday's further stretches the hoarded reserves of the Luftwaffe, cuts down Allied losses and increases those of Germany.

The reconnaissance photographs of the Sunday attacks showed "major damage" to fighter factories at Leipzig, Brunswick and Bernburg, according to an official announcement last night.

The two main assembly buildings of the Messerschmitt 109 single-engine fighter assembly plant at Leipzig-Mockau were damaged severely by direct hits, as were two flight hangars on the adjoining airfield.

Photographs show fires blazing at a related Me109 component plant at Leipzig-Heiterblick.

These two Leipzig factories are the essential parts of a production complex that has produced more than half of Germany's Me109s since the two other principal Me109 production centers at Regensburg and Weiner Neustadt were attacked by AAF bombers.

An official statement from ETO headquarters last night pointed to the cumulative effect of the blows on German fighter production in reference to invasion of the Continent.

"The aircraft factories represented a major portion of Germany's remaining fighter aircraft industry. Reduction of their capacity to produce would affect, to a great degree, Germany's ability to resist the coming invasion, and would result eventually in increased freedom for our heavy bombers to attack further industrial targets in the Reich," the statement declared.

Fighters - - -

(Continued from page 1)

Lt. Frank A. Cutler, of Cleveland, Ohio. Cutler's flight attacked seven Me109s. He dove on one of them, got in effective bursts in around the fuselage, and then, without altering his course, found himself on the tail of another, which he sent spinning down. By that time, Cutler was separated from his flight and headed for "the deck" to go home. Through a break in the clouds he saw an Me110 taxiing for a take-off on an airfield below. Whipping down, Lt. Cutler fired on the German plane and saw it swerve and overturn in flames.

Capt. Schreiber, already an ace, ran his total to nine by picking off, systematically, three of the Me109s he spotted. He took the No. 4 plane first, then the No. 3 and finally No. 2, which "exploded all over the sky." No. 1 escaped by diving for the deck.

Mark Birthday Of Washington

U.S. and British Officials To Unveil Plaque at Ancestor's Home

The 212th anniversary of George Washington's birthday will be observed today at a ceremony at the home where the First President's ancestors lived as far back as the 12th century.

U.S. and British officials will visit Washington Manor, situated in the tiny town of Washington, in the County of Durham. The house was built in 1613, but includes parts of the original building constructed in 1183. Col. Roy W. Grower, deputy commander of a base section, will head the American group.

To the memory of John Washington, ancestor of George Washington, a plaque will be unveiled in the cloister of Durham Cathedral, a few miles away. The plaque reads: "Remember, in these cloisters, which were finished in his day, John Washington, of this County, Prior of this Cathedral 1416-1446, whose family won an everlasting name in lands to him unknown."

The history of the town of Washington reveals little-known facts about the origin of the Washington name. It was derived from Wassa or Wessa, a family name probably of Anglo-Saxon origin; — ing, the children of; — ton, a farm; Wessington: "The farm of the children of Wessa." First mention of Washington occurs in an Anglo-Saxon charter dated 973.

Oona O'Neill Chaplin Says The Stork Is Due in August

LOS ANGELES, Feb. 21—Mrs. Charles Chaplin, the former Oona O'Neill, 18-year-old "glamour girl No. 1" in New York before her marriage to the comedian last June 7, announced today she was expecting a child in August.

Mrs. Chaplin, daughter of playwright Eugene O'Neill, is the comedian's fourth wife.

Meanwhile Chaplin, arraigned on a federal indictment charging a Mann Act violation involving 22-year-old Joan Barry, was given until Friday to enter a plea. Judge J. F. Connor also granted the comedian until March 9 to answer a charge that he conspired to deprive Miss Barry of her civil rights by "rail-roading" her out of California.

Roosevelt Has a Powwow With Military Chieftains

WASHINGTON, Feb. 21—President Roosevelt conferred this afternoon with Gen. George C. Marshall, Army chief of staff; Adm. Ernest J. King, Navy chief of operations; Gen. Henry H. Arnold, Air Forces commander, and Adm. William D. Leahy, the President's chief of staff.

Earlier, the President saw the Soviet ambassador, Andrei Gromyko.

Snow in Los Angeles

LOS ANGELES, Feb. 21—Los Angeles had its first snowstorm since 1932 today. It lasted only a short time, but the city's electric service was interrupted.

Terry and the Pirates

By Courtesy of News Syndicate



"DID YOU SEE CAPTAIN MIDDY?"

"YEZZR, HE WENT BY HERE IN A JEEP—HEADIN' DOWN THE LINE!"



"SHE'S GOING TO GRAB THE LAST AIRPLANE ON THE LINE... THAT'S MY SHIP..."

"GEEZT—IMAGINE THAT CAPTAIN MIDDY BEIN' A DAME ALL THIS TIME.... GEEZT..."



"IT'S TOO FAR FOR US TO CATCH HER BEFORE SHE TAKES OFF... I'LL USE LEUT. DAVEY'S AIRPLANE!"



"SO THEY THOUGHT THEY COULD TRAP SANJAK!... I WEEEL DEEELEVAIRZ MYSELF TO THE JAPO-NEES, PLUS A NEW P-40..."