

Airfields Hit In U.S. Stabs Into France

21st Operation of Month By Heavies Follows Big RAF Raid on Essen

Strong forces of U.S. heavy bombers struck into southwest and central France yesterday to batter German airfields and boost their March score of attacks on Nazi targets to 21—three more than the previous high.

While the heavies attacked targets in France for the second successive day, Marauder mediums kept up the hammering of the so-called "invasion coast" with blows at the Pas de Calais area.

Covered by a "very strong" escort of P38s, P47s and P51s of both the Eighth and Ninth Air Forces, an estimated force of from 500 to 750 Fortresses and Liberators struck at the Reich's carefully conserved air strength after the Ruhr's armament city of Essen was saturated with a "great weight" of high explosives and incendiaries in a RAF raid late Sunday night.

In a swift assault which took the German defenses by surprise, the RAF "in very great strength" gave Essen, center of the great Krupp works, its first heavy bombing since last July 25.

Perhaps over 2,100 tons of explosives were dropped on the city in a blow apparently designed to destroy any repairs to the city's battered war plants.

Had Repaired Factories

The Air Ministry, announcing that nearly two-thirds of the Krupp works were either damaged or destroyed last year in the Battle of the Ruhr, said that since the last great raid the Germans had been methodically trying to repair some of the devastation. Damage inflicted in the sustained offensive, the Air Ministry estimated, was the equivalent of a six months' loss of output.

Testifying to the lack of German fighter packs until the return trip, one RAF pilot declared that "it was the quietest trip I've ever had over the Ruhr." Ground defenses were not strong either, indicating that the Germans had expected another mission against Berlin.

In other night assaults on the rubber center at Hanover, as well as several undisclosed points in the Reich and railroad targets at Courtrai, in Belgium, nine aircraft failed to return.

A joint ETOUSA and Air Ministry announcement disclosed yesterday the use of Ninth Air Force P51s as fighter-bombers Sunday in the raid on the railroad yards at Creil, north of Paris.

It was the first official disclosure that American Mustangs were being used as fighter-bombers in the ETO, although Allied air units in the Mediterranean have had them in operation for some time.

Conversion of the Mustang into a fighter-bomber was announced with the declaration: "The Mustangs now join Thunderbolts in the Ninth Air Force fleet of fighter-bombers which will operate as"

(Continued on page 4)

Knockout Dropper Sets ETO Record With Her 75th Raid

A FORTRESS BASE, Mar. 27—The veteran B17F Knockout Dropper gained further fame and set an ETO record today when it flew in from central France. It was Knockout Dropper's 75th mission.

Last Nov. 16, the old Fort, one of the two original ships left in Lt. Col. Kermit Steven's veteran Hell's Angels bomb group, made history when it became the first U.S. bomber to complete 50 raids over Europe.

In her raids, Knockout Dropper has hauled 150 tons of bombs into Germany and France. In 675 combat hours inside her well-worn fuselage, no man has won the Purple Heart for wounds received in action.

Other famous Forts which have finished 50 missions have been sent home, but the Dropper's no glamor gal. There have been no milk-run assignments or babying to help her to the record 75-mission mark. Since she passed 50 she has traveled into Frankfurt four times, Leipzig twice. She has been back to Schweinfurt and has hit targets such as Oschersleben and Brunswick.

Pilot for the 75th raid was 1/Lt. John N. Savage, of Cherryville, Man. The ground crew is headed by M/Sgt. Buford G. Barford, of Stewartstown, Pa., and the rest include S/Sgt. Morton M. Moon Jr., Leavenworth, Kan.; Sgt. Martin N. Strassburg, N. Tonawanda, N.Y.; Sgt. Stanley J. Jacobs, Newton Upper Falls, Mass.; Sgt. Wayne E. Trant, Kingsville, Tex.; Cpl. James T. McShane, Minneapolis; Cpl. George Rutherford, Chowchilla, Cal., and Pfc William S. Crowe, McKenzie, Ala.

Soldier Freed in Death Of Tennessee Worker

KNOXVILLE, Tenn., Mar. 27—A murder charge was dismissed here against Pvt. George E. Inzer, paratrooper, who admitted fatally injuring 37-year-old Robert Ricker for saying, "I think the Japs ought to win the war. Then they would not take so much money out of my paycheck."

Ricker died a few hours after the paratrooper struck him once on the jaw.

Supply Railway Reported Cut by Burma British

Airborne Troops' Mission Called a Success; U.S. Planes Hammer Foe

NEW DELHI, India, Mar. 27—British airborne troops, dropped secretly in northern Burma 16 days ago by Col. Phil Cochran's U.S. Air Commandos, were reported yesterday to have severed the enemy supply railway running from Mandalay north to Myitkyina—Jap outpost menaced by Chinese and American ground troops only 30 miles away on Saturday, a dispatch from "inside Burma" said today.

This is the first indication of the whereabouts of the airborne force apart from a brief announcement shortly after the landing that they had been in action. Observers at Allied headquarters said the troops probably were 55 to 60 miles southwest of Myitkyina along the railway near Mawlu, where fighting was reported last week.

Under Gen. Wingate

Allied headquarters said that the British airborne troops were some of the same specially-trained fighters which carried out the famous "Wingate Expedition" deep into Burma last year, and that the entire unit still was under the command of Maj. Gen. Charles Wingate.

Wingate, returning to his Indian frontier headquarters from the secret operational base, told war reporters today that "the first stage of the airborne operation is completely successful. Everything we set out to do has been done."

American airmen, flying from Col. Cochran's undisclosed air base in north Burma, are giving close support to Wingate's ground troops, dumping everything or anything that would explode or burn on Japanese troops.

Drop Even Depth Charges

Naval depth charges, mines, oil and fire bombs have been dropped on Japanese strongholds by medium bombers, while cannon-firing B25s are providing artillery support for the British. Fighter planes, with hook knives on the ends of long cables under the planes, have been flying over Jap telephone and telegraph lines (possibly along the Mandalay-Myitkyina railway), cutting them in low swoops.

It is the Mandalay-Myitkyina railway that supplies the Japanese 18th Army, which is fighting Lt. Gen. Joseph Stilwell's American and Chinese troops some 30 miles northwest of Myitkyina. In this area yesterday, Allied troops occupied the village of Tingpai on the Sumprabum-Myitkyina road.

In fighting along the Indian-Burma frontier, British shock troops knocked out several Japanese tanks along the Tiddim-Imphal road, while other ground troops dislodged Japanese troops from two more hill positions overlooking the road. Heavy Jap casualties were reported.

Escaped Frenchman Declares:

Panic Shootings by SS Troops Followed 1st U.S. Berlin Raid

By the United Press
GERMAN FRONTIER, Mar. 27—Panic shootings occurred in Berlin after the USAAF's first great daylight raid on Mar. 6 destroyed a Tiger tank factory and a machine-gun plant employing 25,000 foreign workers in the city's outskirts.

The shootings were described today by a French prisoner of war who worked in the tank plant and who since has gotten out of Germany. There is no doubt about the reliability of his story.

"Immediately after the great daylight raid on Mar. 6," he said, "the Gestapo ordered heavily armed SS men to patrol the streets in cars near the bombed areas, obviously fearing an outbreak by the foreign workers employed in the plants there."

Rail Escape for Pocketed Nazis Cut as Kamenets Podolsk Falls; Pruth Bridgehead Now 100 Miles

U.S. Paratrooper Bags Nazi Snipers



Two German snipers, rounded up by a U.S. paratroop unit in Italy, look glumly at one of their captors as he moves them toward a prison camp truck.

Germans Reported Moving Up From Carpathians

German troops pocketed in a 60-mile-deep trap between the armies of Marshal Gregory Zhukov along the northern Dniester and Marshal Ivan Konev 50 miles to the south on the Pruth yesterday lost the railway town of Kamenets Podolsk and with it the last rail line over which they could hope to escape across the Dniester.

Capture of the town was announced last night by Marshal Stalin in an order of the day as Soviet motorized infantry and tanks strengthened their east-bank bridgehead along the Pruth at the Rumanian border, thus coming within 25 miles of the former German general headquarters at Jassy, in Rumania across the Pruth.

Moscow dispatches suggested that advance units of Konev's armies very likely had already crossed the Pruth into Rumania. Col. Ernst von Hammer, military correspondent of German News Agency, said the Russians were "thrusting forward toward Jassy, continuously receiving new reinforcements."

Bridgehead Now 100 Miles

Even as the Red Army widened the Pruth bridgehead to 100 miles, reports reaching the Turkish capital at Ankara said at least nine German divisions—four of them armored—had passed through Hungary and entered Rumania to take up positions in the flat land between the Carpathians and the Pruth and to strengthen defenses at the mouth of the Danube.

Meanwhile, Moscow radio reported that Adolf Hitler had taken over the Hungarian general staff and put his satellite's troops under a special section of the Nazi high command.

At the same time, a new Red Army offensive which would be aimed at Brest-Litovsk and then at Warsaw, 90 miles farther northwest, was forecast by Nazi military experts quoted by German-controlled Scandinavian Telegraph Bureau. They said powerful Russian troop concentrations were being made on the central front in the area east of Kovel and Brest-Litovsk.

The enemy conceded that vastly superior Russian forces had been thrown into repeated attacks all the way from newly-captured Balti, some 30 miles from the Pruth, to Pervomaisk on the Bug, 130 miles to the east.

Several Divisions May Be Trapped

There was no indication how many Nazis had been caught in the Proskurov pocket by Zhukov's march into Kamenets Podolsk, but there was a suggestion in Moscow reports that it was at least several divisions.

Meanwhile, Konev spread out north and south from his position on the Pruth's east bank, moving in the north toward the rail town of Lipcani, 40 miles east of Cernauti at the northern tip of Bessarabia, and in the south toward Unghen, where the rail line from Odessa crosses the Dniester to Jassy ten miles beyond the river.

Moscow dispatches placed advanced units of Konev's armies less than 20 miles from this lateral line last night. They pointed out that if it were cut, German evacuation of such places as Tiraspol and Odessa in the southwestern corner of the Ukraine would be hampered considerably.

Nazis Reinforce Positions In Finland, Swedes Hear

STOCKHOLM, Mar. 27 (AP)—The Germans are strengthening their positions in northern Finland, reliable information reaching here from Helsinki said. Four Nazi transports, piled high with equipment, arrived at Hangoe last week, carrying mainly heavy war materials and comparatively few soldiers.

The Swedish press reported that Gen. Von Falkenhorst, the Nazi commander-in-chief in Norway, had gone to northern Finland.

Although it is now two weeks since the Finnish government rejected the Moscow terms for an armistice, belief in Stockholm exists that peace might still be rescued.

Wife Killer Gets Life

IDA GROVE, Iowa, Mar. 27—William Lorenzen, 58-year-old farmer convicted of putting poison in his wife's vitamin pills, was sentenced to life imprisonment. His wife Mac, 57, died last October.

Oklahoma Vote Is Seen as a Test

Bricker Confident GOP Trend Will Continue In Congress Election

By the Associated Press
OKLAHOMA CITY, Okla., Mar. 27—Gov. John W. Bricker, of Ohio, predicted today that tomorrow's special election in Oklahoma to fill a vacant congressional House seat would show that the Republican trend begun in 1942 with the defeat of Senator Josh Lee (D.) by Ed Moore (R.) was continuing in 1944.

Describing the balloting as "a most important" test of sentiment, Bricker declared it would be "most encouraging" if Edwin O. Clark, 63-year-old Republican, won over William G. Stigler, 53, the Democratic nominee. Clark is one-quarter Indian, Stigler one-half Indian.

Senate Majority Leader Alben W. Barkley, of Kentucky, has stumped for Stigler.

U.S. Commando Landing Wiped Out at Spezia—Nazis

"American Commandos" have landed on the coast of Italy northwest of Spezia, big Axis naval base on the gulf of Genoa, yesterday's German-communicate asserted.

The communique said the commando force consisted of 13 men and two officers and that the Allied formation was wiped out.

Big Guns Blast Foe in Cassino

Infantry Is Consolidating For New Thrusts; Anzio Beachhead Is Quiet

ADVANCED ALLIED HQ, Italy, Mar. 27 (Reuter)—Allied heavy guns have taken over from the infantry in the Cassino area. German mortar positions and the main Nazi strongpoints inside the town—Hotel des Roses and Hotel Continental—were shelled yesterday while Fifth Army strongpoints were consolidated for future use as springboards when the Liri Valley assault is renewed.

Snow and rain fell again on both the main front and in the Anzio beachhead, where two enemy attempts at infiltration were repulsed.

With ground fighting in Cassino at a standstill ten days after the Allies opened their assault, it was disclosed for the first time that Indian Gurkha troops were the heroes of Hangman's Hill. The Gurkhas scrambled two-thirds of the way up the craggy heights of Monte Cassino on the opening night of the big attack, only to have sudden torrential rains disrupt their advance.

Dawn revealed the Indians dug in but isolated. Since then they have been supplied by parachute and all efforts to re-establish ground contact have been frustrated.

Cassino a Failure, Naples Stars and Stripes Declares

NAPLES, Mar. 27 (UP)—Two more descriptions of the Cassino operations as a failure are given by the Naples edition of The Stars and Stripes and the Canadian Army newspaper, Maple Leaf.

The Stars and Stripes adds that the German grip on Cassino is nearly as strong as ever.

This is what they say: The Stars and Stripes: "The latest assault on Cassino and the Monastery has so far been a failure, it became clear this weekend."

Maple Leaf: "After 12 days of the heaviest hand-to-hand fighting, the battle of Cassino has abated, and the Allied bid to take Cassino and Monastery Hill can only be termed a failure. The Allies are not in the habit of kidding themselves, and this is not the time to start. The Allies failed in this attack, but there is no reason to believe that the failure is finito."

THE STARS AND STRIPES

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Pledges Renewed

Recently General MacArthur was honored in a Canberra celebration which marked the second anniversary of his arrival in Australia.

"Pin-Up" Contours

The Pin-Up Girl—like Donald Duck—is at long last leaving the Nissen hut and taking a co-ed place in the U.S. Army classroom.

Army Service Forces

Honoring the Army Service Forces on its second anniversary, the War Department released some of the outstanding records run up by the ASF which is supplying and servicing the nation's fighting men all over the world.

Begin at the Bottom

"I have observed in English and American authors a strong disposition to launch forth into grand strategy . . . and the larger operations of war, by men who could not, probably, perform a sentry's duty, post a guard, conduct an ordinary parade or mount a guard, handle a skirmish line or conduct a reconnaissance."

Hash Marks

Incidental Information. The GIs from a certain prominent New York borough did a little eye-brow raising when they attended a Red Cross "State Night" and saw signs all over the place reading, "State Night—New York, New Jersey, Brooklyn."

If you want to stay on the good side of Capt. Raymond A. Wesloski, don't ask him to censor any mail for you—at least,



not at odd hours of the night. The Captain worked later than usual one night and was all set to turn in when a GI came in and requested that he censor "just one letter," so he could get it off in the morning mail.

Hitler's Secret Weapon? The "side saddle" pockets on GI fatigues.

Tops in Gratitude: Home safe at his base in India after parachuting from his burning plane, a pilot drew his liquor ration, hustled over to the parachute shed and presented the whole bottle to the pvt. who had packed his chute.

And then there was the GI who insisted on using a foxhole every time—so he wouldn't get trench mouth.

GI Philosophy. If Hitler's disposition is bad it may be because he gets up on the wrong side of the channel every morning.

A timely verse from the pen of Sgt. Engnath, entitled "Spring Comes to the Orderly Room," or "Obviously It Ain't From the Sun."

How Blue the Sky How Fair the Rose How Green the Grass How Red the Nose.

1/Lt. William Ames reports that the artillery men who so thoroughly pounded the infamous Hill 609 in Tunisia figure they did such a good job of shoving it down that now they're calling it Hill 606.

Cry in your beer for a certain Lt. "D.," whose phenomenal luck at poker and other games of chance have made him



almost a legendary character. One night "D.'s" luck changed and it changed with a vengeance. After a miserable evening of consistent losing he returned to his quarters emitting unhappy sighs and groans of misery.

J. C. W.

PRIVATE BREGER



"You dumb cluck! Leaving her an UNOPENED can of milk—and no can-opener!"

Post-War Aviation to Be A Giant in U.S. Industry

WASHINGTON, Mar. 27—The end of the war will find the United States sitting on top of the biggest aviation layout in its history, with a fleet of air carriers second to none, some 3,000,000 trained men whose business has been flying planes and a 20-billion-dollar industry five times larger than the automobile industry at its peace-time peak.

Add to that the job in the arm given the American people by the airplane's part in the war, and you have the reasons why leaders in the industry and government authorities predict aviation will become one of the "giants" of American industry after this war.

Summed up, the story of post-war aviation told by the experts goes something like this: Within three years after the war, 300,000 private aircraft alone will be traveling the airways. Within ten years, the number will approach the half-million mark.

Domestic airline service, on regular schedule, will be expanded to America's "Main Street" communities with the number of airports throughout the country doubled to 6,000—twice the number in use today—for both private and commercial planes.

Domestic airline stops will increase from the present 284 to about 3,400 and the current air mileage will be multiplied from 50,000 air miles to 500,000. Overseas routes now planned already exceed the 50,000 air mileage flown domestically.

Air freight trains, with gliders as their boxcars, will be used. Electronic controls for towing and landing will make flying in bad weather, flying at night or flying blind easier than at present.

Transcontinental trips will take only ten hours and the fare will be at least 30 per cent lower than today's. Service to European points will be on an overnight basis and the cost slightly below that of present first-class steamship fares.

Not for Auhile

Such industry shoptalk as 400-passenger super-planes, helicopters parked in the backyard for quick trips to the office and floating air stations in midocean, complete to hotel and golf course, isn't ruled out. But it just won't happen for awhile, the experts say.

William A. Burden, special aviation assistant to the secretary of commerce, divides post-war aviation into three distinct parts: (1) Air transport; (2) private flying; (3) the ground facilities needed to support the flying.

"In the immediate post-war period, our airlines will probably be operating converted military transport planes and rates and speed of service will show only slight improvements over pre-war standards," Burden said, "with the important exception that faster, four-motored transports will be available for domestic service."

America's heavy bombers won't be converted to transport use, according to Burden, since there will be enough military transports to handle the traffic.

When the first new transports do come off the factory belts, there will be no radical change in appearance. The tri-cycle landing gear will be standard and long-range planes may have pressurized cabins as standard equipment, but such principles as the flying wing and jet propulsion won't be used commercially for several decades. And while the 400-passenger jobs are technically possible, they're of no particular advantage, either economically or for running frequent service schedules.

American Export Lines which, with Pan-American Airways, operates one of the only two American trans-oceanic lines, plans expansion of its overseas routes using several new types of flying boats and land planes. Largest of the new aircraft, now on the drawing boards, will be powered by giant radial engines, will travel 4,000 miles non-stop at a top speed of 296 miles per hour and will accommodate up to 108 passengers easily.

Every major American airline will be out for the post-war aviation kill. United Air Lines has announced that it will spend between 18 and 20 million dollars for post-war expansion. Capt. Eddie Ricken-

backer, president of Eastern Air Lines, said his company would spend "all it could borrow," while TWA hopes to inaugurate a direct line from Chicago via Detroit, Boston, New York and Washington to London and Paris.

Just how much expansion will occur in the foreign fields, however, won't be known until it is decided whether the United States is to be represented in post-war world aviation by one or several companies, a question involving the plans of other nations, including reciprocal flying rights, and touching political and diplomatic issues as well.

Caution Is the Word

In the field of private flying, the experts walk cautiously. While it is the only real mass market open to the industry, it may be years before the general public, excluding Army and Navy veteran fliers, actually take to the airways as they have taken to the highways.

Before the war there were only 25,000 privately-owned planes in America. To reach the half-million mark predicted for the end of the first pre-war decade, the industry must put three qualities into its product—safety, utility and an attractive price.

Technically, the post-war private plane will be much safer and easier to handle than the pre-war model. The dual-control, spin-proof plane has already made the grade and can be soled in many less hours than older designs. If the demand makes it possible, the private plane can also be brought within pocketbook reach of the average family and a four-seater could be sold for between 1,500 and 2,000 dollars.

Actually, it is the utility angle that presents the big hurdle. Since short trips make up the great part of civilian travel, experts say some way must be found to overcome the loss of time getting to and from airports, or when bad weather makes it unsafe for the average post-war pilot to continue his trip by air. And though the helicopter has made the headlines, it is still far from perfect and it will be ten or more years before it is developed for private use.

If ground facilities expand into the 6,000 airports as predicted—only 600 short of the total American cities with a population of 1,000 or more—part of the utility problems will be solved. An autoplane would finish the job, say the experts, but that is years off.

"Keep your head in the skies but your feet on the ground" is the advice of aviation men when they discuss the post-war outlook for their industry.



Along the Road to Tunis

I walked, alone, in dead of night, Along the shell-torn way That once had been the road that led Toward the Tunis Bay.

Beneath the ancient olive trees, Stood crosses side by side, Where men, in death, had found the peace That war, in life, denied.

At last, I crossed the sprawling hill, We knew as "Six-O-Nine"; And in the eerie shambles that Had been the "Rommel Line," A ghastly figure blocked my path, So startling, gaunt, and grim, I'll be forever haunted by The gruesome sight of him.

His brass was fouled by damp of earth— His tunic rotting mould, And crusted black, where blood had flowed From wounds that long were cold. His glassy stare pierced thru the mists, That clung like battle smoke, And held me fixed as rooted there, While then, at last, he spoke.

When in the solemn moment that I shall have come to die There yet will ring upon my ear His plaintive query, "Why?"— "Why must it be, as ever has been, That with each twenty years The earth is bathed in blood of men And wet of woman's tears?"

"Where is the fault; and whose the sin, That wars may never cease?— Why is it man has conquered all, Except himself, for peace?— Shall it be, that now, we number wars Like numbered kings, to reign— The 'Second' be followed by 'Third' and 'Fourth'— And this, again, in vain?"

He paused and waited my answer then; And failing him, he cried, In words that told of an anguished soul "Forbid, for such, we died!"— But then, again, in a warrior's tone, He spoke with the angry roar That a distant cannon splits the night: "It must happen, never more!"

As to my teeth he flung this charge, He stood at a hero's height— Then left me, once again, alone, And vanished in the night; While I, with thought that we might fail, In that which he had bid, With head bowed low in reverent prayer, I echoed, "God forbid!"

Lenhard T. E. Bauer.

This Is The Army

ADD postal prizes: S/Sgt. Wilton B. Oliver, of Ossining, N.Y., who recently received a V-Mail from his mother addressed to him but with the "Fleet P.O., San Francisco," address of his Marine brother who is in the southwest Pacific; and Pvt. Charles W. Watson, of Arlington, Mass., who on Mar. 13 received a V-Mail written by his mother on Mar. 2 and bearing only her return address in the space where his address should have been. The letter failed to mention his name, unit, address or APO and Watson wants to know if the Army postmen do it with mirrors.

Tobacco chewing champions of the ETO are the engineers, according to Cpl. Robert E. Goldy, of New York, manager of an engineer unit's PX. A salesman in New York in the Hotel Commodore's haberdashery shop for six years before he entered the Army, Goldy says his big worry now is keeping the engineers in chewing tobacco.

He was bound to turn up sooner or later: An egg candler in the Army.

Sgt. Arthur D. Blazer, of Mesabero, N.M., is a 14-k candler of old-fashioned eggs with the shells on and claims he can candle 90 dozen per hour at a QM depot in the ETO. Fearful of starting a march on the depot, ETOUSA headquarters is quick to announce that the supply of eggs is mostly for hospital patients and combat flying crews.

(A simple definition of an egg candler: He holds a light to an egg to determine if an unborn chick is inside the shell instead of what you crack onto a frying pan.)

Lt. Col. Herbert F. Batcheller, of Hendersonville, N.C., and Lt. Col. Mark J. Alexander, of Lawrence, Kan., paratroop officers now in the ETO as instructors, recently received from the British government the DSO for services in Italy while the paratroops were attached to a British armored division. As a military decoration, the DSO is second to the Victoria Cross.

SGT. Bob Debnam, Snow Hill (N.C.) paratrooper stationed in the ETO, specifies no line of demarcation between the French Foreign Legion in French Morocco, where he spent 19 months fighting in desert warfare, and the hazardous job in Uncle Sam's paratroops. "Both offer an outlet for adventure," says Bob, "and to be respected for your fighting ability is about one of the best feelings you can have."

In #938 Debnam left New York for Casablanca for what he thought was for good. He nevertheless returned and entered the airborne forces in 1942.

Notes from the Air Force

LIVES of USAAF crew members forced down at sea depend in large part on a crew, specializing in the use of carbon dioxide gas, who work in a refilling shop at a General Depot. Under supervision of Lt. John J. Morrison, of Augusta, Ga., the crew checks and refills life rafts, then returns them to USAAF units.

Carbon dioxide is used to inflate the life rafts in tanks. An exact amount of carbon dioxide must be put in the tanks, or the rafts will burst or fail to support the weight of airmen.

M/Sgt. Donald Van Lente, of Holland, Mich., and Sgt. E. Wayne Barnett, of Huntington, W. Va., have taught courses for men from other depots on the intricate process of refilling life-raft tanks. Cpl. Anthony Paul Strubel, of Detroit, with a machine tool and some ingenuity, overcame a lack of proper adaptors for the tanks.

First B26 combat photographer to win the Distinguished Flying Cross is T/Sgt. James C. Hinkle, 23, of New Castle, Va.

TOLD in combat crew huts and interrogation rooms throughout the Eighth and Ninth Air Forces these days is the story of a conversation between a USSTAF bomber crew and the men of an anti-aircraft battery of a certain mountainous neutral country in central Europe. It may be apocryphal, but it could be true:

AA battery to bomber: "You are flying over our territory.

Bomber to AA: Yes, we know it.

AA: We must fire at you.

Bomber: Yes, we know it.

AA: We are firing at you.

Bomber: Yes, we know it. Your bursts are a couple hundred yards low.

AA: Yes, we know it.

Someone thinks M/Sgt. C. E. Hankal, of Louisville, Ky., set a record. Hankal, 17 years in the Army, changed the engine on a P-47 in 18 hours.

THE RAF's fleet, all-wood Mosquito bombers now can carry two-ton block busters, an official commentator revealed.

Originally designed for a bomb load of 1,000 pounds, the Mosquito's capacity has been stepped up gradually and now is about that of an operational American B26. Tactically, the development means headaches for German ARP defenses in particular. RAF tactics lately have included the despatch of Mosquito bombers to hit targets plastered earlier in the evening by the heavies, and two-shoulder hamper ARP work in target areas more than the lighter bombers originally carried.

Presumably the modifications will not extend to Mosquitoes used as fighter-bombers and as intruders.

This Is How Ten Miles of the 'Invasion Coast' Looks from England's Cliffs



Planet Photo

Exceptionally fine weather conditions in the English Channel during recent weeks enabled a London cameraman to take this clear view of France's invasion coastline. It is from a point slightly east of Calais harbor, thence west for ten miles. At this point France is roughly 20 miles from England. (Note chalk cliffs much like those along England's coast in the Dover area.)

News From Home

You're a 'Smear on Congress'; You're a 'Peddler of Scandal'

Let's Meet, Tell More Lies, Said Walter Winchell. To Martin Dies

NEW YORK, Mar. 27—The nation was regaled by an acid battle of epithets between two of its most expert name-callers—Columnist Walter Winchell and Rep. Martin Dies (D., Tex.), chairman of the House Committee investigating un-American activities.

Winchell fired the first shot recently by calling Dies a "smear on Congress" and accusing him of hounding loyal citizens on the pretext they were Communists. He followed it up last night by charging in a broadcast that Dies's committee had shielded and "aided off key American pro-Fascists" in his investigations. He offered to appear in any court if Dies would waive legislative immunity in order to be cross-examined.

Dies countered in a later broadcast by labeling Winchell a "peddler of bedroom scandal" and charging he was "being used as a transmission belt for political propaganda sandwiched between divorce, infidelities and keyhole gossip."

Winchell's method, Dies alleged, was to smear loyal citizens by innuendo, linking their names with those of known seditionists.

"Winchell represents a dangerous and aggressive movement to undermine Congress in the interests of setting up an all-powerful central executive," the Texan said. "The people want to know who are supplying the brains and paying the bill. I promise you Congress will soon find out."

Afterward, Winchell and Dies met in a studio reception room and exchanged acid remarks. Winchell again asked to be subpoenaed and Dies replied, "All in good time."

Winchell had the final say. He told Dies:

"Let's get together soon and tell more lies about each other."

8 Injured in Hailstorm

NEW YORK, Mar. 27 (Reuter)—Eight persons were sent to hospitals by a hailstorm which struck Memphis, Tenn., last night. Hailstones as big as baseballs were said to have fallen. The storm "sounded like a freight train," observers said.

Want a Fourth Term

LEWISTON, Me., Mar. 27—Maine Democrats have instructed state delegates to the National Convention to vote for the renomination of President Roosevelt.

Capone's Cousin Seized

KANSAS CITY, Mo., Mar. 27—Charles Fischetti, a cousin of Al Capone,

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, Mar. 28**
 1100—News Headlines—Personal Album with Anita
 1115—Gerardo and his Orchestra.
 1150—French Lesson.
 1200—World News (BBC).
 1205—Barracks Bag.
 1300—World News (BBC).
 1310—Novelty Time—The Four Belles
 1330—Crosby Music Hall.
 1400—Visiting Hour—Aldrich Family.
 1430—Sound Off.
 1445—Melody Roundup.
 1459—News Headlines.
 1500—Music While You Work.
 1530—Off the Record.
 1630—Falkman and his Apache Band.
 1655—Quiet Moment.
 1700—Jack Payne's Orchestra and Program Resume.
 1730—Gay Nineties Revue.
 1800—World News (BBC).
 1810—GI Snapper Club.
 1900—Seven O'Clock Sports.
 1905—Comedy Caravan.
 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—Calling APOs.
 2030—Carnival of Music.
 2100—World News (BBC).
 2120—Chamber Music Society of Lower Basin Street.
 2145—USO in the ETO—Laugh Time (with Bobbe Arns, Bob Evans, Penny Caldwell and Jack Grand).
 2200—Duffy's Tavern.
 2225—One Night Stand with Bob Chester.
 2255—Final Edition.
 2300—Sign off until 1100 hours, Wednesday, Mar. 29.

has been arrested by the FBI. He is wanted in New York as a witness against alleged leaders of a motion-picture racketeering ring. Police said he fled New York when he was due to testify.

Guilty of Slaying WAC Wife

CAMDEN, N.J., Mar. 27—Edward Rodia, 32-year-old cab driver, has been found guilty of murdering his wife Elvera. The death sentence is mandatory, as the Camden County jury did not recommend mercy. Mrs. Rodia, who had enlisted in the WAC, was found in the Rodia automobile with her throat cut.

10 Airmen Killed in Crash

NEW YORK, Mar. 27 (Reuter)—Ten airmen were killed and one injured when a four-engine bomber crashed through telephone wires onto a railway last night in Florida. Owing to the crash, Florida's southeast coast was cut off from communications and train service was delayed several hours.

Some Swoon Earlier

Life Begins at 40, It Seems, for Some Of Fwankie's Fans

HOLLYWOOD, Mar. 27—No doubt about it, this Sinatra guy's really got the gals ga-ga.

Frankie's press agent, who has to make a living just like the rest of us, came up today with a choice statistic: The average age of the swoon crooner's fans is 19.

But what was much more interesting, he listed the names of some of their clubs.

There's the Frank Sinatra Fan and Mah Jong Club composed of New Yorkers over 40. There's the New Jersey Sighing Society of Sinatra Swooners, Minnesota's Wacky - over - Frankie Club, Florida's Moonlight Sinatra Club.

There are also the Slaves of Sinatra, who wear blouses embroidered with the first notes of the Voice's theme, "This Love of Mine."

(Because of the razzing attendant upon their name, members decided to change it. The club is now Secret Slaves of Sinatra. Presumably the embroidered blouses are worn at secret meetings.)

But special pet of the telegraph companies is the Girls - Who - Would - Lay-Down - Their - Lives - and-Die-for-Frank Sinatra Club.

Raids - - - -

(Continued from page 1)

low-level strafing and bombing planes during the combined invasion operation."

There was no official announcement late last night of the number of enemy craft destroyed or USAAF planes lost in either the heavy-bomber or Marauder operations.

The Marauders were escorted by Czech and Belgian Spitfires in the assault on Pas de Calais. Photos taken in the B26 attack Sunday on German E-boat installations at Ijmuiden, in Holland, revealed many bomb hits on the pens and damage to workshops and buildings. Three barges also were sunk by the Marauders, two trawlers were set afire and four hits were scored on a camouflaged area covering small naval craft.

Truman Backs Fourth Term

Senator Praises the War Leadership; Colleagues Call Plea 'Politics'

WASHINGTON, Mar. 27 (AP)—Sen. Harry S. Truman (D.-Mo.) said yesterday that the country's war leadership must be "continued until the job at hand is completed." He called for "prayerful understanding and vigorous support" for President Roosevelt in the "hardest test we have yet to face."

"I think the country realizes that we have wise and experienced leadership," he said, "and I am further convinced that this leadership will be continued until the job at hand is completed."

This statement brought a reply from three Republican members of Sen. Truman's War Investigating Committee—Sen. Ralph Brewster, of Maine; Sen. Joseph H. Ball, of Minnesota, and Sen. Harold H. Burton, of Ohio.

The senators called Sen. Truman's statement "politics" and a speech for a fourth term for President Roosevelt. Sen. Truman's Republican colleagues said his remarks about the country's leadership were "at variance" with findings of the committee.

Criticize Plan to Limit Overseas Airlines to One

WASHINGTON, Mar. 27 (AP)—Major American airlines have criticized a congressional proposal to limit American overseas air commerce to one airline as destructive of the principles underlying development of the nation's air-transport system, but have suggested that economic considerations might limit the number of trans-oceanic operators.

The statement is directed largely at a bill introduced by Sen. Pat McCarran (D.-Nev.) which would authorize a single American overseas airline, the shares in which would be held by carriers now engaged in such operations.

Unit Goes Mechanized, Dobbin Gets Discharge

SAN FRANCISCO, Mar. 27—More than 500 Army cavalry horses went on the auction block here because a mounted regiment switched to jeeps, tanks and armored cars.

A crowd of 2,000 appeared at the Treasury Department sale to look over the animals. The first horse sold, a 14-year-old gelding, went for \$235.

300 Japs Killed On Bougainville

ALLIED HQ, Southwest Pacific, Mar. 27 (AP)—Three hundred Japanese were killed yesterday in a futile enemy counter-attack against American forces at Toro-kina, on Bougainville, in the Solomons, Gen. MacArthur's communique said today.

Meanwhile, escorted U.S. heavy, medium and attack bombers dropped 207 tons of explosives on airdrome, bivouac and supply areas at Wewak and Boram, New Guinea. Several parked planes were destroyed or damaged, buildings demolished and smoke from burning fuel dumps rose 3,000 feet.

The text of Gen. MacArthur's communique was in part:

"St. Matthias Group—Construction activities continue without enemy interruption north of Kavieng, New Ireland.
"Admiralties—We occupied small islands off the coast of Manus. Our naval units shelled Pityilu Island, leveling all buildings and sinking three harbor craft.

"Rabaul—Our Solomon-based air units dropped 82 tons of bombs on Vonakana and Trobera airdromes and supply areas at Vanuope. Ten gun positions were destroyed or damaged and numerous fires blanketed the area."

Twin Destroyers Launched

KEARNY, N.J., Mar. 27—The twin 2,200-ton destroyers *Ult* and *Waldron* were launched here.

150th Birthday Finds Navy Grown to World's Mightiest

The 150th anniversary of the founding of the U.S. Navy was observed yesterday without celebration or fanfare, but Americans everywhere—at work benches, in planes, tanks, foxholes and on warships—must have marked with a sense of security and satisfaction the growth from a fleet of six wooden ships to the largest concentration of sea power in world history.

On Mar. 27, 1794, Congress authorized construction of our first six frigates—among them the famed *Constitution* (Old Ironsides), *Constellation* and *United States*. More than three years were required to build them.

Modern American shipyards from July 1, 1940, to July 1, 1943, completed 15,376 ships of all types. The U.S. Navy on Jan. 1, 1944, had 817 combatant vessels, plus thousands of auxiliary craft, compared with 344 warships on Dec. 7, 1941.

Adm. Harold R. Stark, commander,

U.S. Naval Forces in Europe, in a commemorative statement yesterday, said:

"To me this is a fitting tribute to the men who sailed our first six frigates and fought so courageously during our earliest wars. Were they able to peer into the present, they would, I am sure, be proud of America's production record and the gallant efforts of the sailormen who have followed after them."

In 1933, with another World War looming, the U.S. laid down the first ships of what was to have been a two-ocean Navy, but which has become a seven-ocean Navy, with 12 first-line fleets, plus scores of task forces.

Today, unofficial estimates place our sea power at 21 battleships in commission and three others being fitted out, almost 100 aircraft carriers, scores of cruisers, hundreds of destroyers, destroyer escorts and submarines. A total of 80,000 of the all-important "little ships" are expected to be in service by the end of this year.

London to See Yanks Parade

1 1/2-Mile Line Thursday To Support 'Salute the Soldier' Campaign

U.S. troops in ETO will stage their biggest military parade of the war Thursday in London in support of the British Salute the Soldier drive to sell \$660,000,000 worth of war savings in Britain's capital city.

The parade will be a mile and a half long. Nearly every type of Army unit will be represented, including WACs, light and medium tanks, artillery, airplanes mounted on motor transport and four bands.

American soldiers also will take part in parades and demonstrations in other cities conducting their Salute the Soldier campaigns later.

Brig. Gen. Pleas B. Rogers, commanding Central Base Section, will be marshal of the London parade. Troops will pass in review in Trafalgar Square shortly before noon.

Thursday has been set aside as American Forces Day by the London City Council, sponsor of the drive. The council will give a luncheon in honor of the U.S. troops at its headquarters.

The bands in the London parade will be from ETOUSA Headquarters, the Eighth Air Force, the Ninth Air Force and an MP unit.

Soldier-Vote Bill Passed By Delaware Legislature

DOVER, Del., Mar. 27—The Legislature approved Gov. Walter W. Bacon's soldier-vote program in full at a special session. Four bills were passed, providing: Registration any time in the year except ten days before or after an election; earlier selection of state and county tickets so a full ballot may be sent overseas; preparation of ballots for mailing at least 60 days before an election; permission for an absentee voter to apply for a ballot at any time not less than three days prior to a general election.

New Mexico Bans Vote

SANTA FE, N.M., Mar. 27—The New Mexico Supreme Court has vetoed efforts of the state administration to revive absentee ballots for members of the armed forces. By a vote of three to two the tribunal reaffirmed two 1936 decisions which held absentee voting unconstitutional. A remedial constitutional amendment cannot be proposed until the Legislature next meets in January, 1945.

Fiddlers Say They Can't See Strip Artists for Dust

DETROIT, Mar. 27—Dust raised by skirts which are twirled on burlesque stages entitles musicians to two-week vacations, according to a ruling of the War Labor Board.

The musicians appealed to WLB because they said they suffered from long hours in smoke-filled theaters. Dust created by strip teasers was the worst hazard, they said.

"When a teaser begins her work in a full-length skirt she twirls it on the stage in such a way that a befouling cloud of dust and talcum hits the pit and every man from the bull fiddle to the drums comes up choking," a spokesman declared.

Terry and the Pirates

By Courtesy of News Syndicate

By Milton Caniff

