



THE STARS AND STRIPES

Daily Newspaper of U.S. Armed Forces

in the European Theater of Operations



Vol. 4 No. 127

New York, N.Y.—London, England

Thursday, March 30, 1944

Forts Given Bitter Battle By Luftwaffe

U.S. Airmen Shoot Down 39 as Central Reich Is Hit Through Clouds

The Luftwaffe struck desperately at Flying Fortresses yesterday as the American heavies penetrated to central Germany and bombed military targets in the Brunswick area through almost solid clouds.

German fighter pilots in formations up to 150 slashed at the bombers and their American fighter escorts in brief but fierce battles over the heart of the Reich.

As the B17s went into Germany, Liberator formations—also in modest strength—were hitting more military targets in the bomb-cratered Pas de Calais. Thirty-nine German planes were shot down in air battles, and a number destroyed on the ground by the U.S. air fleet, which lost nine bombers and nine fighters, it was officially announced.

The double-pronged attack by Libs and Forts was the 23rd operational day of the record-breaking month, bringing the total to five more than the February total, previous high since the first U.S. heavy-bomber attack on the continent, Aug. 17, 1942.

The German fighters who went up to meet the Fortress formations inside the Reich were making their first serious attempt at opposition in six days, but their strategy was unprecedented; they made few major attacks on the bombers and their escorts until after the bombing run was completed and the damage done.

While the American fighter-pilots were beating off the Luftwaffe and running up a four-to-one score in doing it, Capt. Don S. Gentile, of Piqua, Ohio, shot down three German fighters to bring his revised official score to 21 enemy aircraft destroyed, one less than Capt. Bob Johnson's ETO record.

All bombers attacked their targets—which were unspecified in the official announcement—with the "through clouds" technique. Some crews had glimpses of the target areas through breaks in the undercast, but weather generally was "solid," returning airmen said.

The German raid-warning system began to function shortly after noon, with "achtung" announcements going on the air to report formations approaching northwestern Germany. The announcements soon afterward put the bombers over central Germany, and radio broadcasts began to refer to "giant air battles" over the Reich.

Berlin Dead 300,000

ZURICH, Mar. 29 (Reuter)—Berlin's air raid deaths are now estimated at between 300,000 and 400,000, reports a resident of the German capital just arrived here.

"What has been experienced in the last few weeks cannot be described in terms of sanity," he said. "Estimates differ, but well-informed people state that between 70 and 80 per cent of the capital's war factories are either totally destroyed or out of action."

'4th Termers' Claim 604 Votes

WASHINGTON, Mar. 29 (Reuter)—Circles favoring a fourth term for President Roosevelt estimated today that he could depend already on a minimum of 604 of the Democratic convention's 1,176 votes.

A preliminary survey indicated that thus far he had received public declarations of support from 116 of the 142 Democratic delegates chosen in four states, including 86 elected in the New York primary yesterday. He probably would be backed by ten more delegates to be chosen at the New York state convention, it was said.

Suggests 'Play' With Guns For Convalescent Troops

CLINTON, Iowa, Mar. 29 (AP)—Giving some bed-ridden soldiers a rifle or machine-gun "to play with" was suggested here by Maj. William S. Briscoe, chief of the educational branch of the Army's division of physical and mental reconditioning of hospitalized soldiers.

"For some men the best thing may be to place a weapon in their hands as soon as they recover from shock, which they can assemble and study—even play with," he said. He added that in other cases it might be best to let patients forget the war "for a while, at least."

Supreme Commander's 'Salute to the Soldier'

"This is United States Forces Day of Salute the Soldier Week in London. My salute to the soldier is for all the fighting forces I am privileged, as Supreme Commander, to recognize as comrades-in-arms. This is my salute:

"We of the United Nations must live and work together, regardless of race or nationality, creed or service, uniform or rank;

"Supported by our homelands, we must fight on relentlessly, side by side, at sea, on land and in the air,

"So that we will win together a better world, secure and free for all men, everywhere."

Dwight D. Eisenhower, Supreme Commander, Allied Expeditionary Force.

Democrat Wins In Oklahoma's 'Test Election'

Hannegan Calls Results An Indorsement of FDR; Republicans Silent

OKLAHOMA CITY, Okla., Mar. 29—Almost complete returns from yesterday's Second Congressional District special election, in which both major parties called the Roosevelt Administration the principal issue, today gave the Democrats their third triumph in 11 special elections throughout the country.

With only 19 of 331 precincts unreported—and those sparsely populated—Democrat William G. Stigler led Republican Edwin O. Clark 21,405 to 17,678. The victory gave the Democrats 217 seats in the House of Representatives against 210 for the Republicans.

Democratic National Chairman Robert E. Hannegan declared in Washington the vote represented indorsement of the Roosevelt Administration's conduct of the war and "exploded completely and decisively the myth of a nation-wide Republican trend."

Republicans Make No Comment "It indicates conclusively," he said, "that the Republican Party cannot expect preference on a negative program based only upon complaints against necessary war-time restrictions."

Neither the defeated candidate nor Republican leaders in Washington made any comment. Clark said he would wait for complete official figures before making a statement. State GOP leaders, minimizing their defeat, attributed it to "the New Deal machine."

Though the contest was waged in a traditionally Democratic district which had gone Republican only once—in 1920—Republican leaders led by Gov. John W. Bricker, of Ohio, had forecast that the results would show a continuation of the GOP "trend" first noted two years ago when Senator Ed. H. Moore defeated Senator Josh Lee, Democrat.

Prepared for '4th Term Talk'

Sen. Alben W. Barkley (D.-Ky.) campaigned for Stigler and asserted in an election-eye speech: "If the Republicans wish to make the fourth term the campaign issue, the Democrats are prepared to meet it."

Of the 11 special elections since 1942, Republicans won eight, including three seats which, as in the current instance, had been Democratic.

Stigler, a Muskogee lawyer, as is his opponent, is 53 and one-half Indian. He served two four-year terms in the Oklahoma State Senate.

Biggest U.S. Parade Here Aids London Fund Today

U.S. Army units from scattered points throughout the ETO gathered in London last night in preparation for their biggest parade in this country, which they will stage today as part of London's Salute the Soldier Week observance.

Nearly every kind of unit, including WACs, will participate in the mile-and-a-half march through London streets, a demonstration in support of the city's drive to sell \$660,000,000 worth of war savings. Today has been declared American Forces Day in the drive.

The parade is scheduled to begin at 11 AM, and will end with a march past a reviewing stand in Trafalgar Square shortly before noon.

Murderer Gets Chair

HACKENSACK, N.J., Mar. 29—Robert P. Deegan, 26, was sentenced to die in the electric chair for the baseball-bat murder of Mrs. Ethel Herman. His confederate in the Jan. 14 murder, Martin A. Hoffman, 18, of Dorchester, Mass., was sentenced to life imprisonment because of his youth.

British Fleet in Indian Ocean?

A powerful British fleet is operating in the Indian Ocean, Madrid radio said yesterday, quoting a Japanese source.

American Units Fighting Beside Tito Partisans

Specially-Trained Raiders Have Clashed With Nazi Forces In Yugoslavia

By Daniel DeLuce

Associated Press War Correspondent

BARI, Mar. 3 (delayed)—American combat troops, specially trained for guerrilla warfare, are operating with Yugoslav partisans and British forces in the Dalmatian coast zone, it can now be revealed.

Special American raider groups were first sent across the Adriatic several months ago. In frequent engagements with German patrols, mixed Anglo-American and partisan detachments have taken scores of prisoners and have inflicted considerable casualties.

Their own losses were described authoritatively as "light." A veteran of World War I leads the American outfit, whose Dalmatian operations are co-ordinated under the senior British officer in the field.

Important "commando" missions have been carried out successfully.

Their commander said, "Having seen for ourselves, we have the highest admiration for the accomplishments of Marshal Tito's Yugoslav patriots. They have helped us in every possible way. Our American soldiers have been under fire with both Yugoslav and British troops, and there is complete understanding and confidence among the fighting men of all three nationalities. The mixed Allied forces along the Yugoslav coast are a very happy family.

The Americans are rapidly picking up the Slav language and the Yugoslavs are learning English at an amazing speed. We hope to do quite a lot of damage to the common enemy in the future."

Nearly every American now in the Dalmatian zone received training in the U.S. for special operations under Balkan conditions. They include reconnaissance, engineering and gunnery experts, as well as a number of paratroops.

Army No Longer Will Tell Everyone Where You Are

WASHINGTON, Mar. 29—Specific replies answering requests as to the location of individual soldiers in the future will be sent only to parents, close relatives of soldiers, members of Congress and certain public authorities, the War Department announced today.

The department said the volume of work necessary to answer such inquiries necessitated a restriction. In the future, requests for information from casual acquaintances will be acknowledged by a card from the Adjutant General stating that it is impossible to give detailed information.

'Invasion Already On,' Arnold Says, Citing Giant Air Attacks

WASHINGTON, Mar. 29 (Reuter)—Mass bombing attacks against Europe are not mere preliminaries to invasion, they are invasion itself, Gen. H. H. Arnold, chief of U.S. Army Air Forces, declared here today.

"We are invading, and not at some remote beachhead," Arnold said. "We are hitting the enemy where he lives. He knows if he cannot stop us he's licked."

Arnold's assertions were made at the premiere of the film "Memphis Belle," titled after the famed Flying Fortress and dedicated to its crew. The Memphis Belle, an ETO veteran, was flown home to the States by its crew last summer.

Arnold declared that the increasing tempo of aerial assault was a part of the general invasion operation.

"This plan is simply to destroy Germany's ability to make war," he said. "The missions we send out are not to be confused with what used to be called air raids. A great mission of today is a planned battle. We try to take the enemy by surprise, to go by a route he doesn't expect, to feint him out of position, and, if possible, to make him uncover to the point where we can slug him. . . .

"The only way the enemy can fight back is by putting up strong forces of fighter planes. And he has no fighters to spare. He knows that when we come ashore in the West he is going to need them desperately."

Carpathian Foothills Reached by Russians; Reds Warn Balkans

Zhukov 30 Miles From Czechoslovakia's Pre-War Line; Trap Threatens 100,000 Nazis; New Central-Front Drive

Russian armies under Marshal Gregory Zhukov struck into the foothills of the Carpathian mountains and within 30 miles of the pre-war boundaries of Czechoslovakia yesterday as other Soviet armies to the south advanced in their drive to Odessa and threatened to develop a giant trap enveloping possibly 100,000 Germans hard-pressed along the Rumanian frontier.

Meanwhile, Moscow warned both Bulgaria and Rumania of dire consequences of collaboration with the Germans and urged the two countries to take up arms in defense of their sovereignty. The Moscow warnings were coupled with an announcement of renewed Nazi crackdowns in Rumania. The Ploesti oilfields were said to have been placed under martial law.

Ploesti Reported Under Martial Law

A "quit-now-or-take-the-consequences" warning was broadcast to Rumania and Bulgaria by Moscow yesterday as Germany placed the Ploesti oilfields under martial law and, according to the Soviet News Agency, replaced its Rumanian administrators and technical personnel with Germans.

"Several large SS detachments have arrived to guard the oilfields and the German authorities are hastily removing all oil stocks from the Ploesti area," the dispatch added.

The Moscow newspaper Izvestia, in what was viewed as a semi-official "last chance" warning, told Rumania's 15 divisions and Bulgaria's 20 that they had the choice either of seeing their countries become battlefields and go down with Germany or "firmly and decisively rising in defense of their sovereignty and their very existence."

"Time will not wait," the paper said, adding that "Germany no longer possesses sufficient forces to break the resistance of any satellite country which decides to defend its existence with arms."

Bucharest Being Evacuated

Moscow radio meanwhile broadcast that a general evacuation of the Rumanian capital at Bucharest had been ordered and Soviet News Agency reported that Rumanian police had been ordered to shoot at sight any person who failed to stop when called upon. In occupied Hungary, Moscow said, German commissars have been installed as supervisors in the government ministries of commerce and the interior.

Swiss dispatches described hundreds of suicides in Budapest, the Hungarian capital, and reported that the Nazis were conducting a wave of terror against Jews. They added that the chief rabbi had been among those interned in concentration camps. In Bulgaria, the same sources said, 6,000 Jews were impressed into forced labor building a 200-mile single-track railway connecting Sofia with Salonika.

Quads—3 Girls and a Boy Born to New York Mother

NEW YORK, Mar. 29 (AP)—Quadruplets—three girls and a boy—have been born to Mrs. Harry Zariff. Two of the girls weighed five pounds each, the third girl four pounds 12 ounces and the boy four pounds 13 ounces.

Mother and babies are doing "exceptionally well," a hospital announcement said.

Soviets Advancing On Odessa

Soviet troops reached the Carpathian foothills only 30 miles from the pre-war Czechoslovakian frontier yesterday in an advance that severed all communications between the German forces at Lwow in Poland and those defending Cernauti and lower Rumania.

More than 300 miles to the southeast, Gen. Rodion Malinovsky's Third Ukraine Army group began the battle for Odessa by forcing the lower Bug 80 miles above the port and pushing forward 15 to 20 miles toward that last Nazi stronghold in the Ukraine.

Along the Pruth, Marshal Ivan Koniev's armies laid the groundwork for a gigantic trap to pocket an estimated 100,000 Nazis along the Black Sea coast

Russia Map on Page Four

by a push south along the river to the Black Sea, hemming in a box formed by the Pruth, the Black Sea and an arc line from south of Nikolaiyev to the Pruth opposite Jassy.

From German sources meanwhile came news of a new offensive on the central front 30 miles east of Mogilev where, Col. Ernst von Hammer said, "the Soviets concentrated strong forces which attempted to force a decisive breakthrough even at the cost of great sacrifices." One attack was repulsed, he said, but a second achieved a "decisive breakthrough."

The Russian thrust into the Carpathians at the upper end of the southern front captured the town of Kolomea, from which a difficult road that rises from 390 feet to 3,076 feet in 40 miles leads through the Tartar pass into the Tisa River valley in Ruthenia, the Czechoslovakian province seized in 1938 and now occupied by Hungary.

The pass, through which a railway also runs, would be exceptionally easy for the Nazis to defend and extremely difficult for Marshal Gregory Zhukov's armies to take, Moscow dispatches conceded. There were no indications that Zhukov, having achieved separation of the Nazi forces in Poland and lower Rumania, intended to storm it. Instead, his next objective was expected to be Stanislovov, Galician oil center 25 miles to the northwest on the Cernauti-Lwow railway.

A few miles to the northeast, in the so-called Proskurov trap formed between Zhukov and Koniev in their advance beyond the Dniester, seven Nazi divisions from the First German Panzer Army were virtually cut off but still fighting.

Fires still burned in Nikolaiyev, the Black Sea naval base taken by Malinovsky's army Tuesday with the help of (Continued on page 4)

House Votes Navy Billion To Develop Pacific Bases

WASHINGTON, Mar. 29 (Reuter)—The House yesterday approved and sent to the Senate a Navy request for \$1,019,000,000 for developing advanced bases in the Pacific.

Coin Shower; 500 Won't Come In Out of the Rain

WINDSOR, Ont., Mar. 29 (Reuter)—Harry McLean, wealthy Canadian whose hobby is giving away money, opened his hotel window today and tossed out more than \$4,000 in notes and coins.

About 500 persons joined in the "gold rush," McLean commented: "I like to see people happy. This is the way I spread joy among mankind."

THE STARS AND STRIPES
 Printed at The Times Publishing Company, Ltd.,
 for U.S. Armed Forces, under auspices of the
 Special Service Division ETOUSA.
 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.
 Editorial office—The Times, Printing House Sq.,
 London, E.C.4 (Tel. Cen. 2000). Business and
 circulation offices—37 Upper Brook St., London,
 W.1 (Tel. ETOUSA 2133).
 Vol. 4, No. 127, March 30, 1944

A Fateful Spring

The most fateful spring of the war is here . . . and it's the season in which Hitler once used to feel himself so fresh. It is possible that even in the fifth spring of the war some Germans will face the future with a lighter heart. A few Nazis may even believe that some sort of miracle may save Germany from the complete defeat that has been waiting to burst its bounds now that the darkness of winter is past. But for Germany there is no real hope for victory and no ground for such hope. As Churchill bluntly put it: "The guts of the German army have already been torn out by the Russians." What remains to be decided is the date when Germany will admit defeat and the condition in which Germany will find herself when that time comes.

In every war a point is reached when it is certain that one side has lost and when it is senseless for the losing side to continue the struggle. This point was reached in the last war in the summer of 1918. The men who led Germany at that time drew the consequences in a few months. The same point was reached in this war in the late Fall of 1943. This time, because the lives of German leaders are at stake, it will take longer to complete the total defeat.

But it is clear now that four events in 1943 decided the outcome of the war. These were the destruction of large sections of industrial Germany by round-the-clock aerial bombardment; the defeat of German U-boats in the Atlantic; the landing of Allied troops in Sicily and Italy and the subsequent surrender of the Italian fleet; the defeat of German armies on the eastern front.

Under Hitler's leadership the Nazis can be expected to fight on till five minutes past 12, which means until Germany is engulfed in chaos and destruction. Germany did not admit defeat in the autumn of 1943, nor has she admitted defeat during the past hard winter. This has been celebrated as a great victory by the only men who have gained by it—namely, the Nazi leaders who have thus prolonged their own lives.

This spring, however, Allied military leaders are sowing the seeds of total German defeat. The harvest will follow in good time.

The Jitterbug

From the Alaskan frontier comes a report that further brightens the prospects of post-war aviation. It is a report of successful operations of the versatile helicopter in skies less than 100 miles below the Arctic Circle.

On the basis of recent tests the "Arctic Jitterbug," as the plane has been named, is to be used for rescue work, for which it is especially suitable, since it can land in any small clearing and can be fitted with an ambulance litter attached to the forward part of the fuselage.

But of more importance to the man who wants to fly his own plane after the war is the easy handling and assembly of the "jitterbug." A helicopter flown to Alaska in a transport plane was re-assembled by two sergeants who had received six weeks' special training. It takes 25 hours of instruction to qualify as a helicopter pilot, but it is predicted that improvements and foolproofing of controls may cut that down. Yes, it looks like the next prosperity slogan will be "Two planes in every hangar."

Information, Please

In the past Army leaders have been worried some because the average soldier had only a vague idea of what the war around him was all about and seldom knew how it was progressing.

Then the Army decided to do something about it, and several months ago a definite program of making our combat troops the best informed in the world was inaugurated and it is taking good effect now in many phases of our operations overseas.

Ernie Pyle, widely read war correspondent, reporting from Italy gives an example as he saw it operating in the Air Forces. At a bomber station which he visited pilots came down to the enlisted men's mess hall every evening and told them what had happened on missions flown that day. One squadron had flown three missions on the day of Pyle's visit, so three pilots were on hand, one to describe each mission. They brought maps and told the soldiers exactly what they were trying to bomb, how successful they were, how much flak they ran into, how many enemy fighters they saw, and what road strafing they did on the way home. They also told the men why each point was selected for bombing and what its destruction would mean in future operations.

The pilots made it informal and one of them, who had had a rather tough mission, wound up by saying: "I think I earned my pay today." The next one got up and said: "Well, I didn't earn mine." His flight had been an easy ride with no opposition or flak.

And the men who serviced those planes and who, through their combined efforts, had made each mission possible left the mess hall that evening fully aware of the part they were playing on the "team," and morale in that squadron is high.

Hash Marks

Last Year's Daffynition, The Mason-Dixon Line. The boundary between "you all" and "youse guys."

The crews at a Liberator base were getting a pep talk. Several speakers got up and told them in a forceful manner what they were fighting for and why. "We are here to bomb and bomb," said one leader, "in fact we live only for bombing." From the back of the room came a dissenting voice, "Not me, sir, I'm not that old."

This Week's Oldest Gag. A GI and his girl friend were sitting on a park bench. The moon was bright and it was a swell night for romance. Suddenly the girl asked, "Have you kissed other girls



before?" The bewildered GI hesitated a minute, decided honesty was the best policy, then blurted, "Why, yes. . . ." To his happy surprise the girl relaxed and sighed, "Good, go ahead then—I just didn't want you experimenting on me."

Overheard in a Pub. An Englishman turned to his companion and exclaimed, "Time was when we could complain about this blasted weather—now, with the Yanks over here, we have to defend it!"

From Sgt. J. C. P. comes a delightful little story about an ingenious young guy of a postal unit who has mastered the art of sleeping until the last minute and still getting to the office on time. His secret: he is on good terms with the mess sergeant, so he secures his ration of powdered eggs as-is and brushes his teeth with it in the mornings—thereby getting breakfast and cleaning his teeth at the same time. (Bob Hope and Pepsodent, please note.)

How To Make Friends and Influence People (?) A GI belonging to an artillery outfit had to have his teeth fixed. The dentist plopped him in a chair and



was really giving him a workout with the drill. The going got rougher and rougher. Finally, during a breathing spell, the weary soldier gaped, "Say, sir, what did you do in civilian life?"

A GI who had just gotten giegged for a sloppy uniform was overheard to remark, "Yeah, they ought to call this place the 'ETI'—European Theater of Inspections."

J. C. W.

Flash Gordon Flies to War In a Versatile Piper Cub

His Saucy 'Lucies' Are Shrouded in Legend

By Earl Mazo

Stars and Stripes Staff Writer

Edward S. (Flash) Gordon is to be in the Army what Ace Bob Johnson is to fighters and Jimmie Doolittle is to bombers.

There are Piper Cub pilots in Africa, Italy and Sicily who perhaps have seen more combat than Gordon, but none can match the legends that have grown up around this 32-year-old artillery observation flier who stopped counting his missions in Africa and Sicily when they passed the 100 mark.

Flash Gordon, a major, is chief of the aircraft section of an artillery regiment. Despite over a year of operations in the Mediterranean area, no one has yet figured out his status since, officially, he is an infantry officer doing Air Forces work in an artillery outfit assigned to an armored division.

Folks who know the major say his cubs (first, Little Lucy, and now Lucy Sr.) are as fabulous as he is.

One officer recalled that shortly after the landing on Sicily Gordon forgot the attacking Hermann Goering division and everything else to go looking for his lost airplane. When he found Little Lucy—someone had put her behind a haystack—he was the happiest man in the world.

And although he won't admit it, comrades report he immediately took off and strafed a German column with his .45-cal. pistol.

Later he was flying low over some American troops when a soldier jokingly heaved a rock, and Little Lucy had to be grounded for repairs.

A graduate of VMI, Gordon left a chemical engineering job with a paper mill in 1940 to go on active duty as an infantry officer. He had flown some as a civilian, so when the liaison pilot program was started he went to Fort Sill for training as an artillery observer.

The Lady Crew Up

Flash Gordon's combat story, naturally, is closely knit with that of Little Lucy. Lucy began her career as a plain, ordinary American Piper Cub and ended up as an international siren.

It all started Nov. 8, 1942, when the Americans invaded Africa.

Little Lucy, first Cub ever to be launched from an aircraft carrier, left the flight deck of the Ranger early that morning and arrived at an airport near Casablanca right behind three attacking German planes.

Somehow she managed to land safely, so Lucy and Flash Gordon operated around Casablanca for about a month. Not until the day after New Year's, 1943, did the ship have her first accident. While taxiing down a field she blew a tire and lost a wheel.

Cub parts being almost unknown in Africa, Gordon borrowed an old P38 wheel and some rubber tubing to mend Lucy's wounds.

That day Gordon invited a P40 pilot to take a ride. They had a great time. The fighter man made Lucy do like a pursuit, and Gordon showed his bag of tricks.

As they circled to land, some trigger



Maj. Edward S. Gordon, Ace of Cubs

fingered anti-aircraftmen who apparently had studied P40s, P38s, Me109s and Ju88s in aircraft identification classes, but not Cubs, cut loose at Lucy, and the P40 pilot-passenger got mad. He kept muttering, "Dammit, I'm gonna be shot down in a lousy Cub."

Little Lucy landed unscathed, however, and pilots of one outfit who saw the show made her an honorary member of their squadron.

Little Lucy's next adventure came on a special mission to Sidi bel Abbes, several hundred miles from Casablanca.

In the middle of the Little Atlas Mountains her motor conked out and Gordon landed in a rocky cornfield. He repaired the motor, then talked a bunch of fierce-looking hillmen into making a small runway of stones.

Lucy took off, but soon ran out of gas. Again Gordon landed. A railroad gateman who lived in a shack near by provided enough fuel to partially fill the Cub's 12-gallon tank, and Lucy took off again for Sidi bel Abbes.

The next day a "hot pilot" borrowed the Cub for a special job and cracked her up on landing.

That was when S/Sgt. David Frost, a Chicago ground crewman who had been with the Eagle Squadron, took a liking to Little Lucy and appointed himself her crew chief.

Salvage Genius

Foster was like manna from heaven. He knew the location of the nearest aircraft junk pile, and from it he and Gordon salvaged enough material to put Little Lucy back on flying status.

When next she took to the air she had landing-gear parts from a crashed Me109 and a French bomber, instrument panel items from a P38, a P40, a P39 and an abandoned half-track; tubing from a French fighter was used to mend fuselage holes, and parts from a cracked up peep made her tail assembly.

So Lucy and Gordon went back to work—carrying supplies and people all over North and West Africa and observing whenever there was some observing to do.

After the Germans were defeated at Bizerte and Tunis, plans for the Sicilian invasion got under way, and Lucy was part of those plans.

Among other things, Gordon and Foster rigged up some planks in an LST boat, transforming it into an aircraft carrier for Cubs.

Then came the Sicilian campaign. Gordon and Little Lucy were in the thick of things from the beginning.

In the first few days of fighting Lucy lost a landing gear and suffered other damage, but immediately she was repaired with parts from captured Italian and German fighter planes.

Sometimes the going got really rough, especially when German or Italian aircraft spotted Little Lucy. On these occasions the pilot simply stuck her nose down and got to the ground as fast as he could.

Picks Her Friends

"I hated to run like that," Gordon said after the first few experiences. "But Lucy is a lady and I don't figure she'd want much to do with those German and Italian fellows."

After Palermo was captured, Little Lucy was converted into a transport, and from spotting and adjusting artillery fire, she went to hauling everything from freight to generals.

So Flash Gordon was given a new Cub, Lucy Sr.

With over 600 operational hours in Africa and Sicily during which he performed every Army task within the repertoire of a Cub, the flying infantryman looked back on his first combat experiences as "a lot of fun in some spots, and mighty wicked in others."

Since Flash is a modest fellow who would rather talk about his Rural Hall (N.C.) home than his war exploits ("Cubs are sorta queer to be making heroes in"), his friends point out that while most of the stories about Cub experiences like Gordon's are humorous, a lot of them are grim, and when the fighting is heavy the little Cub that even junior-around-the-corner flew a couple of years ago becomes a battle-wagon to compare in worth with the Air Forces' best pursuits and bombers.

This Is The Army

THE jeep is now running on railroad tracks, the British Army revealed yesterday. With a quick change of wheels, taking only 15 minutes, the jeep can run along tracks at a speed of about 42 miles an hour. Trolley wheels are carried in special brackets which do not interfere with passenger space.

The British are using jeeps, it was explained, for line inspection and reconnaissance by railroad operating and construction companies. Unhindered by badly aligned track, curves or grade crossings, the vehicle is standard in every respect, except for a clamp on the front axle which holds the wheels straight and a turntable device at the point of balance under the gear box.

After an air attack the jeep can be sent out with technicians to look for traces of unexploded bombs on or near the track. It can also tow a small trailer containing repairing equipment.

Ponderous pachyderms present perplexing problems to everyone but Cpl. Ed Miller, Los Angeles, a paratrooper in the ETO. A high-salaried employe in the Ringling Bros. Barnum and Bailey Circus for eight years Miller has his job as a skilled elephant trainer waiting for him.

PFC Earl L. Hedrick, 28, of Arista, Va., risked his life to rescue a little British girl from a flaming apartment house during a recent London raid. On pass from a Ninth AF Marauder station, Hedrick saw incendiaries fall and went to the fire. Hearing the child's cries, he forced his way into the building, found her cowering in a burning room, picked her up and reached the street seconds before the walls and ceiling collapsed. Hedrick is married, has no children. He is assistant steward in an officers' mess.

Notes from the Air Force

THE B17 Idiot's Delight completed its 50th mission without once having turned back because of mechanical failure when it returned from the last Berlin raid.

Idiot's Delight had the Paris airfield at Le Bourget as its first target last July 14. Between that raid and the last trip to Berlin, M/Sgt. Penrose Bingham, 23-year-old ground-crew chief, and his aides have been cited twice for their work. One of the commendations came from Maj. Gen. Curtis E. LeMay, the other from their group commander, Col. Frederick W. Castle.

Sgt. Bingham is from Breeding, Pa. The rest of the ground crew includes Sgt. Joseph J. Pilla, of Washington; Sgt. Florencio De Peralta, of Berkeley, Cal.; Cpl. Vernon R. Creed, of Alexandria, La., and Cpl. Ernest G. Johnson, of Melrose, Mass.

Brig. Gen. Robert Williams, commander of a Fortress division, has commended the squadron headed by Lt. Col. Elzia Ledoux, of Eunice, La., for making 54 consecutive missions over Europe without losing a plane. The squadron set the mark in the period between June 14, 1943, and Jan. 10, 1944.

S/SGT. William B. Dismukes, intelligence clerk at a Ninth Marauder station, calculates that in the last year in the ETO he has traveled more than 10,000 miles on his bicycle—"enough to take me to my home in Albuquerque (N.M.) and back."

In the traveling—most of it from his base to the nearby home of his British wife—he has whittled his figure down to 200 pounds, dropping 46 pounds (not £s.).

Forrest E. Flagler, first lieutenant bombardier from El Reno, Okla., led the formation of Fortresses which gave Berlin its first U.S. bombs, went back two days later as leader of a group bombing more Reich capital targets, and made a clean sweep in his job by destroying three FW190s with his chin turret.

A Man of many ranks is S/Sgt. Ray L. Morris, of Hollywood, Cal., and Columbus, Ohio. A World War I veteran, Morris now is acting first sergeant at an advanced depot area station of Ninth Service Command. When war broke out in 1941 he was a first lieutenant.

Commissioned in 1940 after completing an officers' training course, Morris resigned after Pearl Harbor and re-enlisted as an instructor to give the Army the benefit of his knowledge of all types of arms.

In World War I he served in France with 62nd Field Artillery Brigade. He has refused six discharges in this war because he wants to be in on the finish.

Lt. Alvin F. Pyeatt, of Bakersfield, Cal., who was the model for "the ideal American fighter pilot" on recruiting posters in the States, is in England with a Mustang outfit. Pyeatt has destroyed two German planes.



Warsaw Blackout

The toplest towers of the town reveal their withered eyes, And flowered lights are burned to dust beneath the stealthy skies, Her pavements hold a silence where the deathless feet have trod, And Warsaw boards her vengeance on a might untaught by God!

Adele Kelley Thompson.



Steak! French fried potatoes! Hot muffins! I cant eat that sort o' stuff honey! Lost all taste for it! Gimme hash, bread, and axle grease butter.

Feature Section

Thursday, March 30, 1944

Bulldozers Are Smashing the Enemy

By Allan Morrison

Stars and Stripes Staff Writer

BEFORE the advent of the Aviation Engineers John Henry and Paul Bunyan held undisputed leadership among history's super-workmen. Recent construction feats of U.S. engineer units working for the Air Forces make the deeds of those twin giants of American folklore look small by comparison. In the matter of building airdromes these men are champions in a decisive kind of way.

When the last shot of World War II has been fired and the captains and Pfc's have departed, the engineers will be among the few U.S. troops of whom it will be said: They changed the English landscape.

Somewhere in this airdrome-studded island two Negro Engineer Aviation Battalions are putting final touches to another heavy bomber airfield for use by the Eighth Air Force Bomber Command. They are the men who have by their prodigious labors helped to make of Britain an "unsinkable aircraft-carrier."

It is no different from any other bomber field in the U.K., being built, as were the others, according to specifications of the Directorate of Works, British Air Ministry. Its uniqueness lies in the fact that it was the first such airdrome started and completed by Negro engineers.

There are aspects to the story of the building of this airfield that make it worth telling. By and large, it represents the usual expenditure of heavy, grinding toil. Ready now for operational use by heavies, it is a sprawling monument to the toughness, skill and courage of the men who built it. It is another deadly link in the chain of destruction that is the USAAF based in Britain, a symphony of labor told in steel and stone.

From the air the 'drome looks like a curious cryptic symbol, the bright white lines of the runways sweeping oddly, majestically into one another. It is as if Salvatore Dali, that high priest of surrealism, had been commissioned to draw a giant parallelogram with angles bisected and had done the job without respect for the rules of geometry, in his best tradition.

Here Is Superb Workmanship

The planning of the whole thing strikes you sharply when you stand at the intersection of Runways 1 and 2 and look around you. Those vast reaches of concrete stretching sometimes farther away than the eye can see make you know that one individual is a puny part of this total war. There is precision and superb workmanship here.

You know it when you watch the enlisted draftsman poring over huge maps in the Engineering Section and making minute adjustments with slide rules and other instruments of accurate measure.

On the maps is chronicled the history of the project, its progress and problems. In the borough archives is chronicled the history of the region—racy and rich.

Before the drome was reduced from an abstract idea to concrete and steel there were quiet, lush cornfields and orchards. Time was, too, when the present airfield site was part of the approaches to a castle.

Over the same ground recently traversed by Sgt. Aron Henderson's excavating shovel a Saxon procession passed over 1,000 years ago. This was the funeral procession of a king killed by the invad-

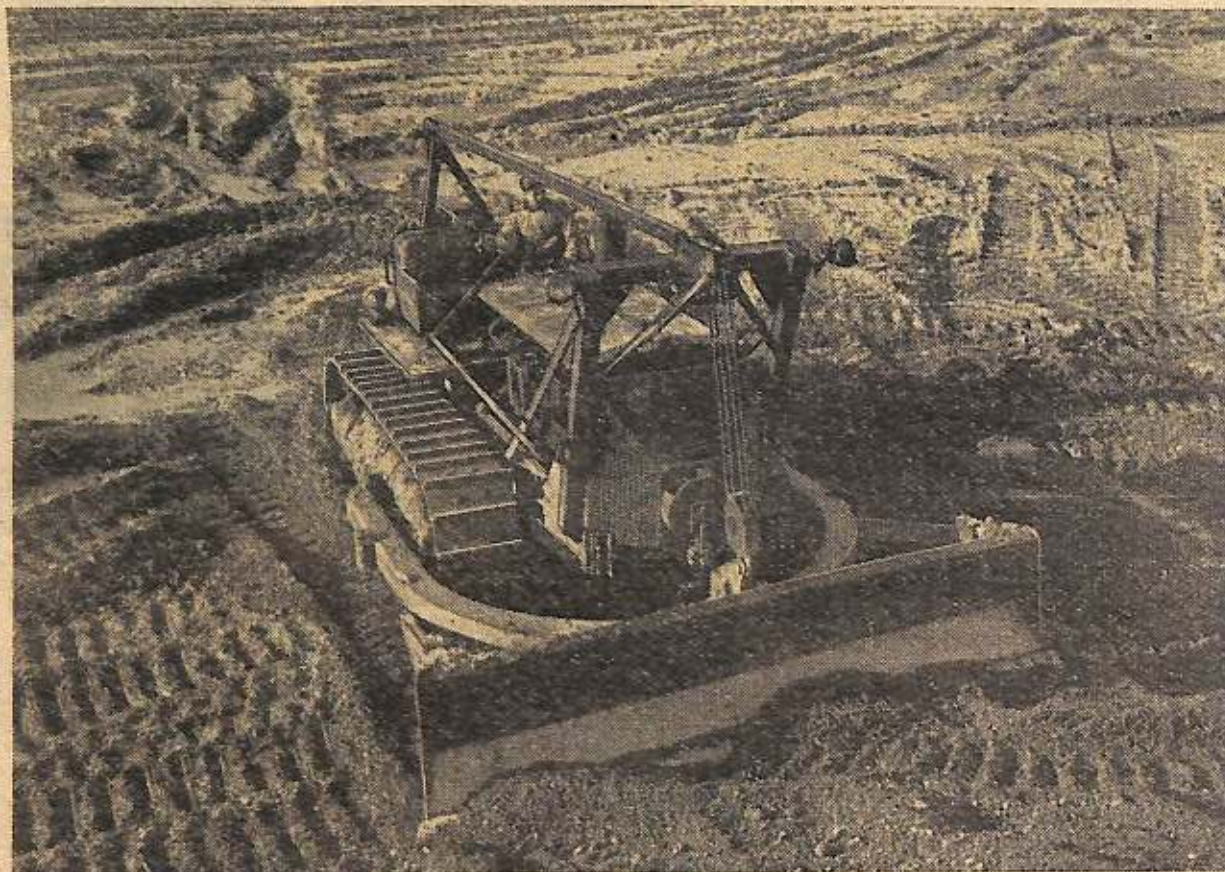


Photo by Sgt. Earl Tibbs

ing Danes. The lands became part of a great Commons, incorporated in a Royal Honour given by Edward the Confessor for use by the common people of the district. Even William the Conqueror had a hand in shaping the history of the region, granting the Borough Charter after the mighty events of 1066.

For nearly 900 years the pastoral scenes of the district were undisturbed by the march of history. Then one morning in September, 1942, an Engineer Battalion, commanded by a Maj. H. C. Hanburger, of New York, arrived and started work on a standard heavy bombardment field based on Air Ministry directives. There were new noises heard near the ancient Roman Road and unheard of activity.

When Frederick Stevens had to vacate his little farm and watch the bulldozers knock down his thatched cottage it was plain to all the inhabitants that lasting changes in the contours of the section were taking place.

No 1 Runway had barely been started with part of the taxiways when Major Hanburger's men moved to another job and were replaced by the battalion that has carried the brunt of the building load.

What happened in the months that followed might be called a triumph of engineering. It was all work and a mile wide. The job was long, tough, dirty, discouraging, dull and exhausting.

Listing the Cold Facts

These are the cold facts: 250,000 American tons of concrete were laid in an 8-inch layer over an area of 500,000 square yards, or 38 square miles of concrete runway and perimeter space—the equivalent of a main highway 40 miles long. Approximately 1½ million bricks were used in the construction of buildings. It has taken a little over 10,000 man-months to do all this.

In the beginning the equipment was pitifully inadequate. It was before the Allies had bested the U-Boats and shipments of engineering equipment earmarked for the aviation engineer units did not arrive. But the work went on.

For two months the work of sub-grading or preparing the ground for concrete was done by hand, using ordinary shovels and small cement mixers. Access roads had to be hacked out to the 'drome site and mountains of mud cleared away in the process of putting down the initial strips.

"When we arrived," Capt. E. A. Hurder, New York, a company commander, recalled, "the Nissen huts we found here were 9 inches under water. We had first to scoop this out and make the area livable while the work on the runways went on. When we built the first concrete roads for running out supplies to the work locations the men had to contend with mud in some places 36 inches deep." It was a grinding 24-hour proposition. The men worked steadily in foul weather and fair.

New Machines Against Hitler

When the large paving machines arrived about 16 per cent of the runways surface had been done, and acres of rough fields still glowered at sweating rough graders and tractor drivers. The men attacked the land with a systematic fierceness. They fought Hitler with D-7 bulldozers and picks, heavy cranes and 13-wheel rollers.

As the ground was readied for cement the form layers went to work while the paving machines and finishers roared relentlessly behind them.

For a long time the engineers worked 20 hours each day, in two 10-hour shifts. By the flickering flames of carbide lamps cement was mixed and poured nightly. It was often quite eerie. The figures of the workers, covered with cement dust, moved through the night like snow men charged with a strong current that never went off.

One first sergeant described the "cement

dockers" as the real unsung heroes of the job. They worked atop platforms piled high with thousands of bags of cement, opening them up and dumping them into trucks containing ballast for the mixers. Constantly immersed in clouds of white dust, wearing GI respirators, the crews of cement dockers never stopped. They couldn't, for the lines of trucks were always waiting there, hungry.

During a record run two groups of dockers broke open and poured 6,000 bags of cement in 20 hours. That was only one of many records established in all departments of the work. The dockers work went on rain or no. When it rained goggles could not be worn as the cement would harden on the glass.

Of life on the cement docks, one docker, Cpl. William P. Locks, Washington, D.C., said: "Man, that was one mad place. You couldn't turn your head without getting that stuff all over you. It swallowed you up. It got into your system. That was sure one mad place."

Cement dockers use a lot of vaseline. They apply a coat on their faces in the morning before work. The cement dust settles on the grease and after work it is washed off, more vaseline put on, and the rest wiped off. That's their formula for cleaning.

It's a Dusty Job

The dust got into the men's hair, noses, mouths and clothes. When they got home at night, or early in the morning, they cleaned their fatigues by beating them against Nissen huts. They were then hung up for the next day.

In May, 1943, another Engineer Aviation Battalion joined the one at work, and its commander, wiry, stern, Lt.-Col. Houghton R. Hallock, of Berkeley, Cal., 28 and West Point-trained, assumed command of the base. The tempo of construction was quickened, and between May 15 and December 1 63 per cent of the airdrome was finished.

This was an achievement primarily by the men themselves. There were indivi-

dual instances of heroism on the job and of noteworthy production feats.

Pvt. James O. Robinson, Los Angeles, Cal., is a champion bull-dozer driver and mixer operator, whose skill has become more than a byword with his fellows. He was senior member of a team of paving men that laid 2,000 feet of runway cement in less than 20 hours, a record unequalled in the ETO. His co-workers during that hectic spell were T/4 Thomas Shaw, Washington, D.C., and T/4 Lee Cameron, Raleigh, N.C.

Robinson's accuracy with a paving machine is wonderful to see. He can drop a "batch" of cement, which is 34 cubic yards of the stuff, within an inch of where it is wanted. Those who may think this a simple stunt are invited to climb up into a pavor and try it sometime.

Cement was laid lengthwise in 20-foot strips. There were seven strips making up a total runway width of 140 feet. Peak production was a "batch" of concrete laid every minute.

Going All the Way

Much of the concrete was levelled by hand, using long "floats." One of the cement finishers, Pvt. Raymond Frye, Carthage, N.C., worked the entire 6,000 feet of No. 1 Runway. He shyly says he started at "the first beginning" and smoothed out over a mile of viscid cement. When, with a grand flourish he patted the last square yard of concrete on that runway, he looked back and found that he could not see to the top of the strip whence he had come, he vowed he would never again look back on that tremendous pathway he had finished. He never has.

When No. 1 Runway was completed the boys turned left and worked up the perimeter track until they came to the opening for No. 2. Inter-company cement-laying contests featured the work during this phase. In one of the battalion newspapers appeared the question asked by an EM: "We wonder how Hitler would feel to know that Engineer Aviation Companies are making a game out of getting another runway ready for our Fortresses to deal out death and destruction to the Nazi Reich?"

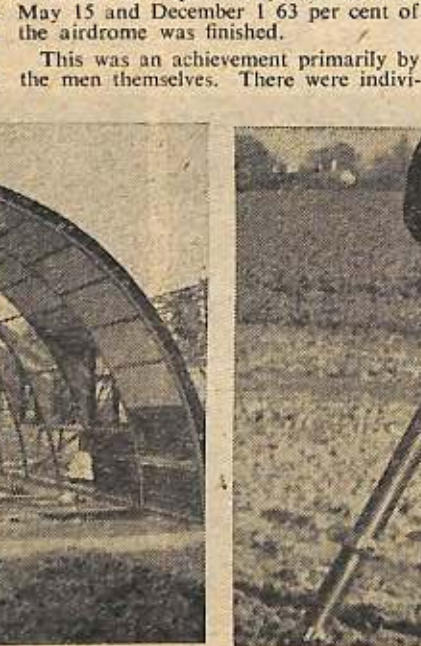
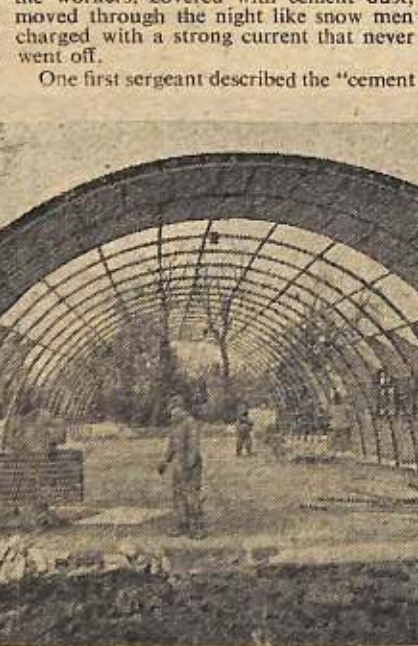
No. 2 Runway was finished while work on the perimeter track or taxiways continued. Work proceeded in a huge curving, counter-clockwise direction until No. 3 and all the taxiways had been put down. Then came the task of building the "hard standings"—octagon-shaped concrete parking areas for aircraft.

It was while the hard standings were being built that an important thing happened. An idea, shared in and perfected by men and officers, produced a new method of pouring cement for hard-stands that resulted in the saving of many hundreds of man hours. Probably the most unique single technical advance made in the course of the project, it was first described in the engineers' weekly mimeographed news sheet by S/Sgt. Charles Griffin, Dallas, Texas, one of the enlisted men who contributed to it.

Briefly, the idea was to lay the forms for the concrete of graduating lengths in parallel series instead of the old awkward and costly circular system. This method greatly reduced the time necessary to operate the paving and finishing machines and also narrowed the field of movement of these implements.

At the conclusion of his simple written description of the new method, Griffin added the sentence: "This is one way

(Continued on page 14)



Cigar in mouth, an engineer rigger straddles the girder of a T-4 navigator, waiting for the big crane to hoist more steel. (Centre):—This was what the briefing room looked like in the early stage of construction. (Right):—Mapping out a section of the airdrome site, an engineer-surveyor peers through his transit.

Afari Screwballs

By Cpl. Henry Arnstein

THE Sky Blazers is the official title of the Ninth Air Force's department of utter confusion and organized insanity.

The first entertainment troupe to be formed from combat soldiers within a theater of operations to tour battle zones, the Sky Blazers have hellzapped from North Africa to England where they're now performing in the same fashion that electrified royalty and troops and Zulu warriors.

Already a troupe with an enviable showmanship record and bizarre experiences from Tel-Aviv to Tunis, these GI showmen came with Maj. Gen. Lewis H. Brereton's Ninth Air Force to parade their routines before Anglo-American audiences. Their zany productions are currently being staged for air and ground force men training for the coming invasion; and frequently sandwiching in charity appearances for children's hospitals and British war orphans.

This assortment of Yanks, having brought belly-laughs to bases on the Western Desert during the British Eighth Army's successful drive, lived a one-year history nearly as fantastic as the brand of entertainment they offer.

They gave command performances, playing rum-boogie and solid-jive for King Farouk of Egypt and Crown Prince Peter of Greece; they staged shows in Roman amphitheatres and from makeshift platforms in bombed buildings; they trekked over mined roads to give impromptu shows after harrowing two-day journeys; they've stopped a show to hunt for enemy parachutists, and on other occasions have dived into trenches when German planes strafed. These are merely tit-bits from their North African odysseys.

Most important, they served a great need to desert fighting forces and airmen resting between combats whose daily living did not include entertainment. For wherever troops of the United Nations were based, no matter how isolated the outpost, the Sky Blazers reached them in spite of almost insuperable difficulties of climate and terrain. These troops included armored divisions, South African units, anti-aircraft brigades, service repair units, RAF squadrons, bomber groups, and the like.

The saga of this all-soldier troupe dates back to February of 1943 when Lieutenant Colonel Leroy C. Hinchcliffe of Cambridge, New York, who was then a captain, was unable to obtain a special services company from the States. As special service officer of the Ninth Air Force in the Middle East, he realized that modern warfare was composed of many elements, one of which is morale; and "out in the blue" there was a desperate, immediate need for entertainment. So Colonel Hinchcliffe—a former athletic coach with a knack for getting things done—campaigning for a mobile entertainment unit.

His suggestion of finding and organizing talent from air force outfits in the Middle East was endorsed by the chief of staff, Brigadier General Victor H. Strahm. But the idea of having a road company, the Ninth Air Force's edition of Broadway's Crazy House, seemed more like a mirage than a possibility to commanding officers in the field. They knew that Africa was a lot of geography; that the mobility of the desert campaign made the screening of movies impracticable; that having civilian entertainers was impos-

sible. They also knew the morale of their men would be helped immeasurably if the idea would work. At an airfield here and a supply depot there, a soldier was released for assignment with Colonel Hinchcliffe's special services section. And so an amazingly versatile group moulded their talents into a two-hour, high-speed variety show which was later to play in four countries before 250,000 allied soldiers.

The original members were Murray Davidson, Jack Jacobson, Bill Aufort, and Alston Townley, of New York City; Harry Berney Nierenberg, of Brooklyn; Vernon Deise and Jack Kahn, of Baltimore; Bob Panichi, of Philadelphia; Ralph Schlain, of Hollywood; Frank Smith, of Cleveland, Ohio; Bob Clements, of Pittsburgh, Pa.; Woodrow Perrin, of Dallas, Texas; and Jack Wolf, of Chicago.

Before leaving Africa, Davidson and Deise were transferred to another unit, and Warren Goodman, George Doll, and Edward Underwood, of Chicago, were added to the show.

They went to Alexandria, where their antics won thunderous applause from 5,000 first-nighters attending the grand Russian Ball. That started the Sky Blazers—some professionals and some amateurs who weeks before were mechanics and radio operators—on a 6,000-mile "touch-and-go" circuit.

The Sky Blazers, after performing in Palestine and the Suez Canal Area, returned to Cairo, where they played a command performance for His Majesty King Farouk of Egypt. The pretentious affair was staged in a tent of colossal dimensions. "It was the biggest tent I ever saw," said comedian Jacobson, a veteran of stock companies and Manhattan night spots. "I think they shot down three Nazi bombers that were flying through it the day before the show."

That evening they were supposed to play a couple of numbers, after which a balalaika band, all dolled up in silk Russian uniforms, were supposed to entertain the King and his guests. But whenever their time came to play, the sober-faced balalaikans kept standing stiffly in their corner without stroking a string. Finally the Sky Blazers' tenor, Alston Townley, suggested that the balalaika combination play something. "We play only by command," their leader said. For the remainder of the evening they did not receive a command. Maybe it was because the royal family found pleasure aplenty in dancing to the Yankee rendition of "St. Louis Blues" and "Dark Town Strutters' Ball."

Jack Kahn, the spark plug of the show, who is a former publicist for Warner Brothers theaters in Pittsburgh and ex-movie commentator on Smoky City's KDKA, glows when recounting what happened when the Sky Blazers met Princess Pat of Greece. "We were lined up waiting to meet her," recalled Kahn. "We were very nervous as we didn't know what to say, or whether we should curtsy or kiss her hand. We had noticed that visiting dignitaries were doing both. We were sweating out the problem, when she solved it very nicely. She just walked up to us, gave us the familiar high-sign and said: "Hiya fellas, what's cooking?"

The places in which they presented their riotous skits would read like a Baedeker of the Mediterranean basin; these spots were the milestones in Rommel's defeat and Montgomery's victory in whose wake the "safariing" Sky Blazers trailed: El Alamein. Barce-

Tobruk, Benghazi, Marble Arch, Tripoli, Sfax, Sousse, Cape Bon.

By this time the traveling troupe had undergone changes. But the brand of revue—a hellzapoppin variety show—remained the same. They now possessed a circus-like bus, a truck with trailer, a public address system, a portable stage, and a moth-eaten piano; and upon starting out were given C-rations and inoculations against everything except financial loss. Over the tarmac coastal roads they could cover 200 miles a day; across atrociously difficult sand roads they have done better via camel. Once some British officers gifted each Sky Blazer with a captured Italian auto. The bantam-sized caravan had a brief journey—they drove around a dozen djebels and a couple of wadis before exhausting their petrol supply.

It was rather amazing to find a motley combination of GIs producing so much work after journeying night and day with little rest. Yet these talented men had a tremendous capacity for hard work and the strain of desert travel. This was possible because they were so imbued with the spirit of their job and so eager to do it well that everything else seemed unimportant. Their cavortings and ribald humor always received terrific appreciation despite intensity of heat, sputtering sound systems, and lack of facilities. Nothing seemed to deter them—not even siroccos and khamsins.

Very often the actors themselves did not know how their own skits would be presented. A comedy act might be running according to script when suddenly someone would toss in an ad-lib and the rehearsed gag would get a double-play. Sometimes the comedian would start a novel routine without reason and the "straight man" would pick up the cue and clown the gag himself.

One of their more devastating experiences was with an audience of a thousand Zulu warriors in a mammoth tent near the Nile River. The Sky Blazers beat out some of the swiftest tunes on their musical menu. The Zulus responded with weird chanting and violent hisses. At first the troupe was terrified. Later it was learned that this was the warriors' highest kind of applause. During the comedy acts the GIs, unable to make the Zulus understand any spoken word, merely made funny faces at them. The effect was just as hilarious.

When the Sky Blazers folded up their tents in North Africa to prepare shipment to Great Britain, First Lieutenant Budd N. Bankson, Hollywood, Calif., entertainment officer with Ninth Air Force special service, was charged with the task of supervising the productions. A former radio script writer, Lieutenant Bankson scheduled shows for troops during the voyage. Their stage was a large hatch cover. The soldiers flocked to see the acts, rushing to vantage points—seats on capstans, derricks and beams—while others made up a solid patch of khaki on the decks.

Lieutenant Bankson and Kahn, piano stylist, recently wrote a song entitled "Keep Mobile." These words were among the first orders issued by General Brereton when he arrived in England to remodel the Ninth into a strictly tactical air force, and since then have become that organization's motto.

Today in England the Sky Blazers are "murdering" Strauss waltzes and Mozart minuets. But at least they're keeping the fighting spirit of the invasion forces at top-flight level.



American soldiers pitch in with the British to counteract German air raids on London and other cities today, as Americans at home have helped out indirectly since the first days of the Battle of Britain.

A SOLDIER from Englewood, N.J., recently met up with the impact of the British War Relief Society of America while he was speeding along a narrow British road. A dispatch rider in a hurry—he was trying to get past a convoy—he collided with a truck near the middle of the convoy, and ended in a heap by the side of the road, and woke up to find himself being taken care of by the last vehicle in the convoy, a BWRS canteen donated by citizens of Englewood, N.J.

The BWRS canteen from Englewood brought home to the Englewood soldier a fact which some soldiers in the ETO may have forgotten—that parents, relatives and friends back home are still sending aid to Britain.

An item like the canteen represents only a drop in the bucket of practical sympathy which American civilians have poured out to help British civilians overcome wartime losses and suffering. That apparently bottomless bucket has poured more than \$28,000,000 in cash and supplies through the BWRS during the past five years—\$5,000,000 during the past year alone.

Parents, relatives and friends of American soldiers are financially responsible for such civilian relief projects here as 1,000 mobile feeding kitchens, 24 nurseries for bomb-shocked and sick children, a fleet of 300 ambulances and medical-aid vehicles, distribution of 190 tons of vegetable seeds, rest homes for war workers and 80 hostels for old people bombed out of their homes.

Bomber Base Canteens

American soldiers in Britain, as well as British and Allied troops here, have gained by other relief benefits which the folks back home helped to make possible. Mobile canteens, a plastic surgery unit, and air/sea rescue rafts are some of these benefits.

Figures given below in mentioning various projects, chosen at random from BWRS files, show the approximate amount of money from the folks back home which either established each project, maintains it now in entirety, or partly supports it.

Sixty Church Army canteens (\$120,000), most of them Chevrolets, and a large number of YMCA canteens are in operation throughout Britain. Nine are permanently attached to USSTAF bomber bases, and two trailers are steady callers at Thunderbolt bases. Other canteens are assigned to Belgian, Czech, Free French, Dutch, Norwegian, and Polish troops.

USSTAF men used to favor American coffee three-to-one over British tea from these canteens, which bear an insignia of crossed British and American flags, but workers report that the coffee-tea demand is now on a 50-50 basis.

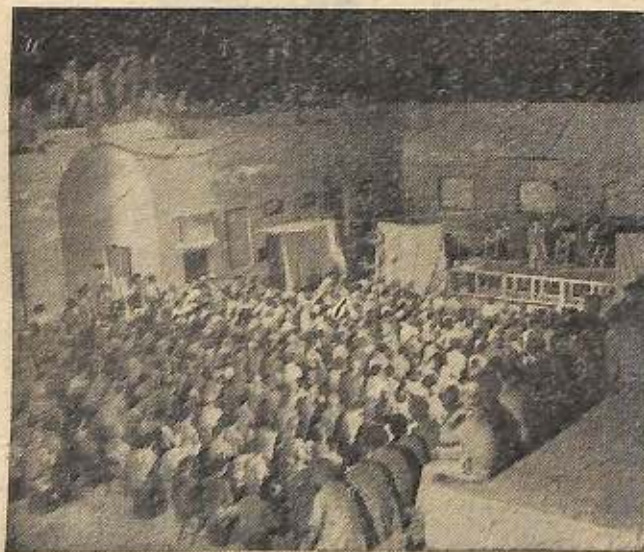
American Ambulance, Great Britain (\$1,200,000)—composed of 300 motor ambulances, surgical units, and first aid vehicles—operates from 30 stations throughout Britain on a 24-hour service. Some of these ambulances have

picked up American fliers after crash-landed on the way back from raid, and a detachment met repaired wounded and sick prisoners, both American and British, when they landed at a dock in Liverpool.

Always in action during air raids today, as it was during the height of blitz days, American Ambulance Great Britain, is staffed by British women drivers. Three of them have been killed, and several others have been wounded, in the line of duty. During normal periods the ambulances carry sick and injured people to hospitals.

A contribution (\$212,000) to the RAF Benevolent Fund, which provides air-sea rescue items, has helped American fliers. After crash-landing in the sea, some USSTAF men have reason to be thankful for air-sea rescue "houseboat rafts," moored 75 to 100 miles off the British coast, where they found dry clothing, food, four buoys and a radio signaling set inside a cabin.

The Flying Food Squad (\$388,000) is composed of 18 convoys, each of which can carry enough food and water for 4,000 people, and can serve 1,000



Full House in Libya. (Right) Jack Benny, Larry Adler, "Guest Stars" in Cairo.



Folks back home have helped to sustain these operations over here through the British

U.S. Lends A Hand

Civilians at home have sent more than \$28,000,000 worth of cash and supplies in five years to relieve bomb-harassed British by providing ambulances, hostels, etc.

By Richard Wilbur

Stars and Stripes Staff Writer

hot meals in an hour. The squad is part of the 1,000 mobile feeding kitchens presented by 135 American cities. Some of the kitchens bear battle scars from raids on English cities.

The outstanding plastic surgery center in Britain—which has restored faces of Allied and American fliers disfigured from burns—has built a surgical unit (\$120,000), and last year received a grant for a new operating wing (\$161,500).

Labor Groups Help

American labor, in special projects (\$450,000) last year, provided rest homes for war workers and merchant seamen, as well as other services for war workers and members of the Women's Land Army.

American workers in the furniture, retail textile, leather and hides, and hotel trades "adopted" British workers in the same trades during the early days of the war. The International Ladies Garment Workers' Union financed a club in London for Allied seamen. The American Firefighters' Association raised more than \$130,000 from its members and sent the funds to aid British fire fighters.

Two Merchant Navy Clubs for Allied seamen have been financed by

AFL and CIO contributions. One of the clubs (\$50,000) was opened in Cardiff last Saturday.

"America Lodge" (\$98,000) is one of the homes established for the blind—children as well as old people. Recently two London children blinded by a bomb explosion and a youngster from a coastal town who had been blinded and strafed by German machine-guns were brought here.

A new fund (\$12,000) for dependents of British airborne troops injured in action has recently been established.

Air raid shelters in a number of London underground stations have been made more habitable by American contributions through the BWRS, which finances such additions as medical aid posts, latrines and amplifiers supplying music to counteract "Shelter Apathy." The shelter in South Kensington station was the first to be equipped with a medical aid post through the BWRS, shortly after eight children had been born on the platforms without any medical facilities.

Child victims of war have been the greatest concern of the BWRS. In its 24 nurseries made possible by American generosity, the society has tried to help build a healthy younger generation by giving bomb-shocked children special care. Bomb shock in youngsters was

described this way by a nursery attendant:

"They are all under five, but they look like little old men and women. Their skin is yellow and wrinkled. They have bags under their eyes, and they suffer continuously from hysteria and nervous panic. The prevailing symptoms are continuous crying, complete lack of interest in living, distaste for food, and, in extreme cases, actual blindness."

Americans have been asked to contribute to the BWRS only in cases where the needs for aid originated from war action and where no British government machinery or funds existed to take care of such needs, according to the BWRS president, Clark H. Minor. Some relief projects originally financed by the BWRS have been taken over by the British government.

This year, the BWRS has needed only half the \$5,000,000 budget allotted to run its activities by the National War Fund at home, according to Bertram Cruger, chairman of the London committee.

Bureau for ETO Soldiers

For ETO soldiers interested in BWRS activities, the London committee is establishing on Monday an information bureau at its office, 51 Berkeley Sq. The bureau will have a United States map showing where BWRS committees are located back home, and visits to see any BWRS projects in action in Britain will be arranged on request.

Reasons for continuing civilian aid to Britain, despite lease-lend, were given as follows by a former BWRS president, Winthrop W. Aldrich:

"The British government, occupied with the war, cannot undertake to meet the civilian emergencies that arise daily and even hourly, which our organization is equipped to meet. And as for lease-lend, that is a war measure intended to further the war activities of the various nations; it is in no sense a measure for civilian relief."

He described the gratitude of British civilians this way:

"Some of these people, meeting me, tried to express their thanks. But they couldn't find the necessary words. Instead of speaking they broke down and cried.

The people of Britain will not forget that when so many of their homes were reduced to mere piles of bricks, and when their wives and children were crippled and maimed and bomb-shocked, American help was forthcoming.

"To receive assistance from a friend when in need is to establish the true value of friendship. To receive that assistance over and over again is to experience a rebirth of faith not only in friendship but in the ultimate ideal of the brotherhood of man."



The first parachute descent in England made by Garnerin in Grosvenor Square.

Pioneer 'Paratrooper'

By Philip Bucknell

Stars and Stripes Staff Writer

THOUGH he didn't wear those handsome high boots, the first parachute jump in the ETO was made by a Frenchman, Andre Jacques Garnerin, in September, 1802. And it was no C47 from which he jumped; it was from a balloon that took off from Grosvenor Square, London. And he didn't have a snug fitting harness; he was standing in a little wicker basket.

In fact, the only topical thing we can think to say about the enterprising Frenchman who makes these modern troopers look like old stuff is that it was his fifth jump, so, presumably, he was qualified to wear his wings. To be really historical, it must be recorded that in 1306 an anonymous Chinaman did a drop before the Chinese Emperor, but, like the Chinaman, particulars of his equipment are buried in the past.

Garnerin's parachute was made of white canvas, 23 feet in diameter, with 32 panels stiffened by ribs. Suspension lines extended from the skirt to the basket harness, and, running vertically from the basket to the apex of the canopy (there was no hole at the top) was a tin tube through which a rope connected the chute to a balloon which carried the jumper and his gear aloft.

The rope can be likened to the static line, except that the canopy was already opened. When Garnerin reached jumping height (reported variously to be between four and eight thousand feet) he cut the rope. Garnerin described the business with something less than the vigor of modern paratroopers: "I felt my courage confirmed by the certainty that my combinations were just. I then took out my knife and with a hand firm from a conscience void of reproach, and which had never been lifted against anyone but in the field of victory, I cut the cord."

The pioneer, with his canvas canopy and jack-knife, recorded discomfiture from oscillation, but a smooth landing.

There were many other attempts at parachute jumping both before and after that, but it was not until the eighties that silk was first used by an American, Captain T. S. Baldwin, who experimented in this country with a non-rigid canopy, and the first success in this field was in 1908 when the silk, collapsible canopy was used. The first jump from an airplane was made by a Capt. Berry, of St. Louis, Mo., in 1912.

It was about this time that parachute jumping became more than something for the circus and was looked upon as a potential life-saver, yet it was not until 1917 that the Germans were reported issuing parachutes to their airmen in combat.

It was not until 1921 that the U.S. Army made it compulsory for all airmen to carry parachutes, and it was 1925 before the RAF made a similar rule. It was the chute invented by Leslie Irvin in 1918 that became the model both countries used.

But already far-seeing men were seeing a wider future for parachutes.

In 1918 Gen. Billy Mitchell drew up a plan for dropping troops by parachute behind the enemy lines, but, like another of Billy Mitchell's far-seeing plans, it was shelved.

It was in 1927 that paratroopers first came into being, when, in Russian maneuvers in the vicinity of Voronezh and Moscow, an officer and eight men dropped from a plane and occupied the opposition headquarters. In the following year the Russians established their first paratroop battalion.

The Russians by this time became enthused on the parachute idea, and an organization for training jumpers was set up in more than a thousand places. Men, women and children took to parachute jumping from towers and airplanes. It became a family sport, like softball.

In 1935 the Russians used over twelve hundred paratroopers in their maneuvers, and an airborne division was used for the transportation of artillery and other heavy equipment, and in the same year the Germans began paratroop training.

But the democracies were not very impressed.

In 1936 a British Military Mission attended the Russian maneuvers. It was headed by the present Field Marshal Viscount Wavell. It was reported that Wavell was impressed, but not the War Office.

In Paris a young American major, seconded for duty with the French Army, heard his colleagues talking about these Russian jumpers, and he was impressed. But when the present Maj. Gen. William "Big Bill" Carey Lee returned to Washington people there were not very impressed.

But the Germans were impressed. During the invasion of Austria in March, 1938, the Germans used paratroops.

During the invasion of Poland the Germans used paratroops.

During the invasion of Norway they used them—then, on May 10, 1940, with the invasion of the Lowlands, 10,000 German paratroopers landed in Holland, captured the Waalhaven airfield and other strong points and saboteurs in civilian clothes were dropped all over Holland and Belgium.

Then the democracies began to take urgent interest.

In Britain a paratroop training school was started. In Washington Maj. Lee

(Continued on page iv)



many a bomb-shocked British youngster, left, and to keep famished British dock workers going, right, by pouring contributions from the first American soldiers to arrive in the ETO, top, troops here have also benefited by home-front generosity

A Stars and Stripes Fictionette

Asking The Old Man

By Don Hewitt

in which we are pushing our efficiency up

These engineers also found time to produce a great quantity of music of a very high order. From their ranks was organized the U.S. Army Negro Chorus which sang in the Royal Albert Hall and toured the U.K. with such distinguished success. They did much to extend American goodwill in Great Britain. One of the finest tributes paid these soldiersingers was the comment by the Rev. Douglas Rea, M.B.E., vicar of the nearby parish church for whose congregation the engineer chorus sang spirituals and jubilee songs one Sunday morning.

"It was truly a most impressive scene," Rev. Rea declared, "colored soldiers singing Negro spirituals in the parish church. Their music is of spontaneous growth and marked by a sincerity almost primitive, but no less essential because of its root in profound truths which might well be re-sought in an age whose sophistication cannot free it from such calamities as world war."

One afternoon a lone U.S. bomber circled the field, finally coming down on the sunlit hardness of No. 1 Runway. It was the Fortress "Marie," forced down by mechanical trouble, first plane to land on the field. News of the presence of the ship quickly spread. Some of the working engineers became silent for a while. Then there was unprecedented excitement. To them the coming of the first heavy bomber to the "drome" was a major landmark.

"We all felt pretty good," said Sgt. Alfred J. Malin, a cement worker from New Orleans, La. "Kinda like lumps in the throat. And d'ya know why? Because we had put down all that cement just like they said in the plans. We had torn up trees by the dozen and cleared away houses to get down to the building of the 'drome. We had laid well over a million bricks in buildings around the place. The landing of that bomber meant that all that work meant something. We saw it happen. It made us feel pretty damn happy."

Said Lt. Henry Winn, Oakland, Cal.: "These units have fulfilled their primary mission. They were activated to build an airdrome. They built one ahead of schedule. These men are not common laborers. These men are, in the main, specialists. And they are definitely and organically a part of the Air Force."

When, on Dedication Day, Brig. Gen. C. R. Moore, Chief Engineer, SOS, formally turned over the field to Col. A. C. Cutler, of 8th Bomber Command, one of the few women present was Mrs. Sydney Brown, an ARC club director from Pittsburgh, Pa. She has come to know well many of the engineers who come into her club, which is situated three miles from the field. She watched the two battalions march through a thick fog past the reviewing stand, where they were formed to hear glowing praise dispensed. Mrs. Brown has added something by way of a high tribute to the engineers that goes to the heart of the relationship between the men and their creation.

"These men simply don't appreciate the immenseness of the thing they have done. Their modesty staggers me."

And it is a very large thing that these aviation engineers have done. You sense it in the shimmering runways and in the view from the nearly finished control tower. That fact echoes in the huge T-2 hangars and in the spacious bomb-storage areas.

They built a bomber base.

More About

Paratrooper

was given the go-ahead, and at Fort Benning, Ga., a few enthusiasts experimented. They went to the Forestry Service, which had for years been dropping forest rangers equipped as fire-fighters in danger areas. They studied films taken by the Germans and by Russians, and America's airborne weapon was born.

Britain and America's paratroop organizations were developing, but the Germans' was a full fledged wing of its army. German paratroops and glider riders overwhelmed the British defenses on Crete—the first time troops had been transported by air over water—on May 20, 1941. But the allies were learning.

On the night of Feb. 27, 1942, British paratroopers with Polish units attached, took part in a Combined Operations raid on the German radar station at Bruneval, near Le Havre. In November, British and American troops seized vital objectives during the North African landings.

In the Sicilian campaign it was the paratroopers who lead the way, disrupted enemy communications and supply lines and held the Germans while beachheads were made strong. And they have been reported in Italy.

There are a lot of them over here in the ETO now. Don't let them tell you parachute jumping is a new thing. Tell them about that Chinaman 600 years ago. But, if they put on the dog a bit about the development of their service from those few enthusiasts four years ago with the Forestry Service equipment to their present strength—they've got a right.

He knew he'd have to ask him sooner or later. He had been putting it off for over a week now, and today he had to get it over with.

He and Ann had been in love since the first day they met on the post, but he wasn't quite sure how to approach her father. After all there's a lot of difference between a sergeant and a major—even in the Air Force.

Ann had been down to camp to visit her father. It was one of those beautiful Autumn Sundays. She was wandering aimlessly around the different buildings. Her dad was busy and she thought she'd have a look around while she was waiting.

A soldier strolled by with his mother and father. A little spotted terrier tagged along after them. A soldier walked by with his girl, oblivious of everything but each other. A group of soldiers passed her and whistled. She laughed and strolled on. She threw a hasty glance over her shoulder, but turned around quick when she saw they were also looking back. She smiled and bent down and straightened the seams of her stockings.

That's when he came along. He had just turned the corner when he crashed into her. "Sorry," he said, as he prepared to go on his way. She looked up and said softly, "My fault. If I hadn't been so vain I wouldn't have been blocking the walk."

Her hair blew in the breeze. She wasn't the most beautiful girl he had ever seen and he had seen plenty of cuter figures, also lots of neater legs, but just for the moment he couldn't remember when "Mind if I stroll along with you?" he asked her.

She looked at him for a second and then said curtly, "Nope." He reached down and took the pass she was carrying. "Ann O'Reilly," he read aloud. They talked about the army, and she asked him if he knew her father.

"Yes, of course," he said. "A wonderful guy. The boys call him 'Pop,' though, of course, not to his face. I don't think he likes being reminded of his age."

"No, he doesn't," Ann said laughingly. "He's pretty gruff at times, and I know he's awfully stubborn, but he figured he had to be that way to do his job properly. He was in the last war, you know, and he just couldn't resist getting into this one."

Finally she had to leave to meet her dad. "May I write to you," he said.

"Yes," Ann answered. "I think I'd rather like that." They wrote almost every day and then she came down again at Christmas. They went through all that business about war time marriages. It was the typical GI romance complete even to the talk with the chaplain.

All he had to do now was to convince her old man, and he wasn't quite sure how to go about it. He poured through manuals on military courtesy—there was everything from what fork to use for shrimp cocktail at formal banquets to how to enter and leave an elevator in the presence of superior officers, but nothing on how to approach a future father-in-law.

"Pop" was a pretty tough old boy, a bullheaded Irishman. Maybe he wouldn't approve. Maybe "Pop" didn't like him. If it weren't for the great difference in their rank he would have felt easier about bringing up the subject, but this situation had him on the spot. Anyway they'd be leaving soon for overseas and he had to get it over with. "Well it's now or never," he said to himself.

He looked over at a private who was typing away in the corner of the room. "Send Sergeant O'Reilly in," he said to the soldier.

"Yes, sir, Major. Right away."

Apologies to J. W. R.

When the frost is on the pyram'dle and the GI's in his sack,
Tis then, as sure as shootin', you'll start to thinkin' back
Of the warmth 'n convenience of the good 'n thermostat
And the smell of eggs and bacon a fryin' in the fat.
'Twasn't quite so hard to rise 'n shine, at wife's cheery call,
But now you're rudely wakened by the sergeant's blaring bawl.

'Taint no good a wishin', 'cause that won't change the scheme
But, who can blame a soldier for wantin' just to dream—
Of a warm 'n cozy bathroom and plenty of water, hot—
And lots of light to shave by, which now we just aint got;
Of eggs that's white 'n yellow and ham that's nice 'n lean
And milk that's whole and undisturbed, but you know what I mean.

Though there's lots of gripes 'n bitchin', 'plaints both great 'n small,
There's not one worthy soldier who'd trade his present stall
'Till Hitler's gone and 'Hito too, and when again we're free
Our dreams may all come true again, 'nd at wife's reveille
We'll then make up for all lost time, 'nd catch up on our kissin';
For GIs have come to know right well, all that we've been missin'.

Cpl. J. C. Rupe.

Highlights of Army Talks

AMERICAN armament is in use on all the world's battlefronts because Lend-Lease makes its distribution possible. A Luftwaffe bomber may be blasted from the sky by an American gun manned by a Russian gunner. The whole Allied cause—the American cause—is just as well served as if the gunner were an American. When Australians using American tanks knock out a Japanese strongpoint, the result cannot be reckoned in dollars. The true measure of Lend-Lease aid is in the extra striking power it gives to America's Allies.

The current issue of Army Talks, under the title of Lend-Lease, Weapon For Victory, presents the picture, from its beginning, of American aid to the other Allies, and of the reciprocal aid they have extended to the United States. The article is an excerpt from the book of the same name by Edward P. Stettinius, former Lend-Lease Administrator who is now Undersecretary of State.

Of the events leading up to the Lend-Lease program, Mr. Stettinius says: "Like the people of Britain and France, Americans hated the idea of war so profoundly that it was a slow, difficult process to wake up to the facts. Not until late in the spring of 1940, when Britain was left alone in mortal danger and the control of the Atlantic was in the balance, did we Americans finally make up our minds to prepare ourselves against attack."

In December of that year President Roosevelt proposed to the nation that we defend our own home by helping other countries to defend theirs. Financial settlement could wait until the danger had passed. This proposal was the essence of what was to become "Lend-Lease."

Explaining why the United States did not make outright loans of money to the Allied nations so that they could continue to purchase American war materials on a "cash-and-carry" basis, the author writes: "The United States had discovered after the last war how unworkable loans were when the war-debt problem brought economic dislocation and disastrous misunderstandings, between Allies who should have been standing together to keep the world at peace. A fixed money debt would create the same difficulties all over again."

In putting Lend-Lease formally into effect in March, 1941, the President declared that the defense of the United States, and not dollars, was henceforth to determine where our weapons were to go. He said: "We must be the great arsenal of democracy."

The first directive under the new Lend-Lease Act declared the defense of Great Britain vital to the defense of the United States. The first great use of Lend-Lease was to provide food in vast quantities for the British in 1941 at the critical time when Hitler was attempting to starve them into surrender by submarine warfare. These shipments tided Britain over the crisis, enabling her to continue the fight until more active help in the form of men and munitions could be sent.

When the Nazis attacked the Soviet Union it was necessary for the United States to greatly expand Lend-Lease planning, according to Mr. Stettinius. Serious problems involving good will and mutual understanding, as well as actual production and prior commitments to Britain and China, had to be worked out before

large-scale aid to the Soviet became a reality. Speaking of the progress made in American-Soviet relations, the author says: "Both of us have come a long way in a very short time. We have both seen how closely our national interests are linked together. . . . The longer we work together, the better we understand each other."

Reverse Lend-Lease, whereby the nations receiving aid from America could reciprocate by supplying United States industry at home and American troops overseas with vital materials and necessities, was formally set up in February of 1942. The over-all policy as agreed upon with Great Britain stated: "The United Kingdom will continue to contribute to the defense of the United States of America and the strengthening thereof and will provide such articles, services, facilities or information as it may be in a position to supply."

Reverse Lend-Lease grew with equal rapidity as American forces in the ETO were increased, the Army Talks article points out. Its extent may have been underestimated by Americans who overlooked the fact that, while guns, planes, tanks and warships are the striking power, they are still only a part of the business of war. Reverse Lend-Lease covers a multitude of items in the ETO, ranging from PX supplies to bombs and torpedo tubes.

"We are receiving Reverse Lend-Lease in many other parts of the world—in Australia, New Zealand, India, the Fijis and other Pacific islands, Africa, the Middle East and elsewhere. We have signed special Reciprocal Aid Agreements with Australia, the Fighting French and later the French Committee of National Liberation in North Africa, with New Zealand, Belgium and the Netherlands, as well as with the United Kingdom. Other agreements are being negotiated as more of our troops are sent to other parts of the world. Even Russia and China, which have suffered tremendous losses fighting on their own soil, have given us war supplies and services."

The United States has put into Lend-Lease about 12 cents out of every dollar that we have spent to fight this war, the Stettinius book reveals. By the middle of 1943, the total cost of our Lend-Lease aid amounted to \$12,900,000,000, a figure that has since been going up at the rate of a little more than a billion dollars a month. But dollars give only a hint of the real meaning of our aid to our Allies, the author states. He says: "We are not winning the war with dollars. The victories of the United Nations are won by fighting men using planes, tanks, ships and guns."

The following are questions typical of those to which answers may be found in the current issue of Army Talks:

Q—Why is it short-sighted to argue about who is benefiting most from Lend-Lease?

A—Because no one profits more or less than anyone else by Lend-Lease. It is merely an instrument for the defeat of the common enemies—the Axis powers.

Q—Will Lend-Lease be a factor in post-war international cooperation?

A—Undoubtedly the agencies of Lend-Lease will be maintained after the war, providing an organization through which international business can be promoted and economic problems mitigated.

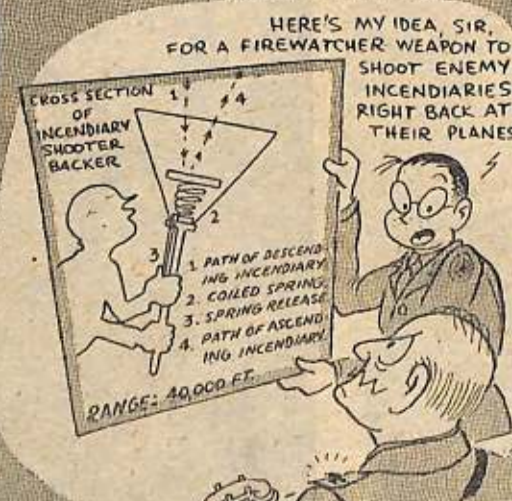
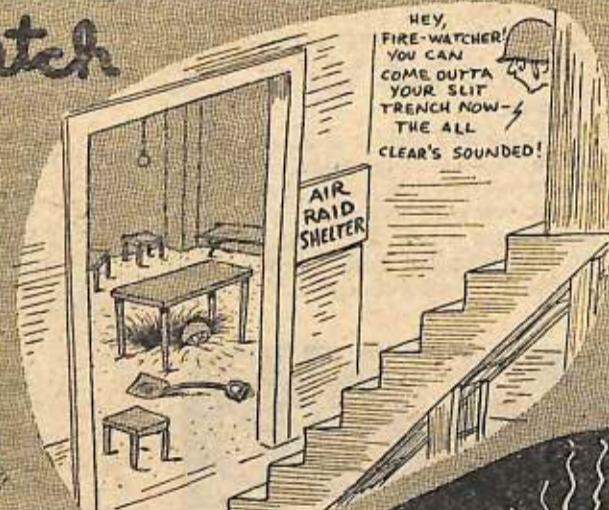
GI JOE

by Lt. Dave Breger

Fire-Watch Part I



Lt. Dave Breger Britain



HERE'S MY IDEA, SIR, FOR A FIREWATCHER TO SHOOT ENEMY INCENDIARIES RIGHT BACK AT THEIR PLANES!

Allies Give Up Their Hold on Monastery Hill

Isolated Units Withdrawn As Stubborn Resistance Foils Attack Plans

The battle to force the Cassino gateway to Rome was conceded to the Germans, temporarily at least, with the terse announcement in yesterday's Allied communique that our advanced detachments on the eastern slopes of Monastery Hill have been withdrawn.

The withdrawal from two isolated hill features under the ruined Benedictine monastery was effected successfully under cover of an artillery barrage, and Allied troops in the Cassino sector were digging in and consolidating their positions, Reuter reported. Only sporadic shelling and occasional patrol action yesterday stirred the blood-soaked dust and rubble over which Italy's grimmest battle was fought last week.

Thus ended a nine-day saga of isolation and near famine for the New Zealand and Gurkha troops who clawed their way up

All Nazi Rail Lines To Italian Fronts Cut

All railway lines between northern Italy and the German fronts at Cassino, Anzio and in the Adriatic zones have been cut, Allied headquarters announced yesterday. The statement followed reports of attacks Tuesday by strong formations of heavy RAF and U.S. bombers on yards at Milan, junction of main lines from France, Germany and the Balkans; Verona, terminus of the Brenner Pass; and Mestre, at the foot of the Po Valley, near Venice.

Observers pointed out, however, that damage to rail lines is repaired quickly, as a rule. In addition, the Germans also are supplying their Italian fronts by sea and roads.

the rugged Monte Cassino slopes, only to find themselves cut off when the Allies' broad plan of attack was held up by stubborn German resistance.

The Gurkha battalion commander, who brought his troops unscathed through a gauntlet of enemy strongpoints under a hail of machine gun fire, Reuter said, "we had nothing to eat, but there was never a day when we had sufficient. Considering the size of the hill and its precipitous character, the air force did marvels in dropping us supplies, but we got more ammunition than food. The morale throughout was superb."

Castle Hill, on the northeast outskirts of Cassino, was still in Allied hands and yesterday was a particular target for enemy mortars set up near the Hotel Continental. Fifth Army guns replied, endeavoring to blanket the whole area of the main two Nazi strongpoints—Hotels des Roses and Continental.

President Asks \$64,000,000 For OWI; Scope Increased

WASHINGTON, Mar. 29 (Reuter)—President Roosevelt asked Congress today for \$64,000,000 for the operation of OWI in the next fiscal year, an increase of \$9,000,000 over last year. The increase would provide funds for expansion of psychological warfare in the European, Mediterranean, China-Burma-India and Pacific theaters.

14 Votes for Stassen

MINNEAPOLIS, Mar. 29—Fourteen delegates to the Republican National Convention have been named and instructed to cast their votes for Lt. Cmdr. Harold E. Stassen for the presidential nomination. The former Minnesota governor is on active duty in the South Pacific.

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.
- Thursday, Mar. 30
- 1100—News Headlines and Personal Album with Kate Smith
- 1115—BBC Orchestra
- 1150—French Lesson
- 1200—World News (BBC)
- 1205—Barracks Rag
- 1300—World News (BBC)
- 1310—Southern Serenade
- 1330—Chamber Music Society of Lower Basin Street
- 1400—Visiting Hour—Hospital Theater
- 1430—Sound Off
- 1445—Melody Roundup
- 1450—News Headlines
- 1500—Music While You Work
- 1530—Off the Record
- 1630—Midland Light Orchestra
- 1655—Quiet Moment
- 1700—Hit Parade and Program Resume
- 1730—National Barn Dance
- 1800—World News (BBC)
- 1810—GI Supper Club
- 1900—Seven O'Clock Sports—Latest Sports News, by Cpl. Johnny Vrosos
- 1905—Symphony Hall
- 2000—News from Home—Nightly roundup of news from the U.S.A.
- 2010—Fred Waring Program
- 2025—This Week in Science
- 2030—Bing Crosby Music Hall
- 2100—World News (BBC)
- 2115—Mail Call
- 2145—USO in the ETO—Words and Music with Johnny Woods, Evelyn Case, Dorothy Wenzel and Joe Termini
- 2200—Truth of Consequences
- 2225—One Night Stand with Freddie Martin
- 2355—Final Edition
- 2400—Sign Off until 1100 hours Friday, Mar. 31

Where the Reds Are Carrying the War Out of Russia



Russians capture Kolomea, rail junction between Cernauti and Lwow, and push toward the foothills of the Carpathian Mountains, 30 miles from pre-war Czechoslovakia, to cut off land supplies to Germans still holding out in the Ukraine.

'Kill Luftwaffe' Is U.S. Intention

Army Report Tells How Allies Blasted Nazi Fighter Defense

WASHINGTON, Mar. 29 (AP)—Elimination of enemy air opposition to the Allied invasion forces in western Europe has been the main objective of the bomber offensive against Germany since July 1, 1943, the U.S. Army announced yesterday.

The campaign has now reached such a point, the report said, that the Nazis must decide whether to defend their factories or hoard planes to meet the invasion.

In an analysis of bomber strategy, the army made it clear that further operations against aircraft factories was necessary because of the "tremendous recuperation" that does not mean, however, "that German combat aircraft production has been permanently reduced to that extent."

Production may be lost only for the time necessary to move workers as a second or third shift into another factory, it was said.

At the beginning of 1943 the Army reported that Germany had set out to treble fighter production. By July 1 production was up 50 per cent, and the AAF and RAF began a systematic campaign against aircraft factories.

By Sept. 1 the bomber offensive had cut the monthly production of single-engine German fighters to approximately three-fourths of the July 1 level. In all 1943, the Army reported, bomber attacks prevented the production of an estimated 2,500 fighter planes.

'Hundreds of Infidelities' Charged to Dodge by Wife

NEW YORK, Mar. 29—Mrs. Martha Devine is asking for \$90,000 counsel fees in her divorce suit against Horace A. Dodge, heir to the Dodge motor millions. She accused her husband of "hundreds of infidelities," specifically of consorting with seven women. The high counsel fees are necessary, she claimed, because Dodge "has threatened to use his millions to defeat my suit."

Stalin Illness Revealed

STOCKHOLM, Mar. 29 (AP)—Marshal Stalin became ill late last February and early March as a result of overwork, according to reports reaching here.

FDR Has Bronchitis

WASHINGTON, Mar. 29 (Reuter)—President Roosevelt disclosed at his press conference yesterday that he had had a touch of bronchitis for about three weeks. Coughing slightly, he said that his chances of getting pneumonia were about one in 48,000.

'Foothills of Carpathians Reached by Reds; Trap Developing'

(Continued from page 1)

sailors from the Black Sea fleet. Capture of the port, which has a shipping capacity of 500,000 tons, put the Russians in position to attack Odessa from sea as well as by land.

Lt. Col. Alfred von Olberg, German News Agency military correspondent, claimed last night that the Russians pressing forward along the line from the Jassy area to Nikolaev enjoyed a numerical superiority of ten to one. German-controlled Scandinavian Telegraph Bureau said many Nazi units in that area were having to be supplied by air, with "great numbers of the Luftwaffe's giant transport planes in use from dawn to nightfall."

Sweater Girl Carole Gets a Whistle Dress

HOLLYWOOD, Mar. 29—The whistle dress—a strapless wisp of fluffy white crepe and tulle with a long, tight bodice and a sweeping skirt—has joined the sweater and sarong as a fitting costume for screen glamour girls.

Approved by the Hays office, the dress will make its movie debut on sweater girl Carole Landis in "Four Jills in a Jeep."

And the boys probably will whistle.

Allies Retreat Near Imphal

Jap Pressure Increases; 30 Enemy Aircraft Bagged in 2 Days

NEW DELHI, Mar. 28 (UP)—British troops today withdrew to new positions in the face of continued Japanese pressure in areas northeast of Imphal, city in India which the enemy is trying to isolate. To the south, however, more progress against the Japanese columns has been made by the 14th British army who inflicted heavy casualties on the enemy.

In the upper Mogaung valley, Chinese troops yesterday were attacking Japanese positions on a hill south of the Hkawnglawhka river and east of the only motor road in the area from three sides. Meanwhile the destruction of 30 Japanese aircraft, with six more probably destroyed and at least seven damaged, in a two-day renewed outburst of air activity over a wide area in the Burma-Assam sector was announced.

292 Tons of Bombs on Japs

ALLIED HQ, Southwest Pacific, Mar. 29 (AP)—Allied bombers dropped 292 tons of explosives in sweeps over enemy bases at Kavieng, New Ireland; Rabaul, New Britain; Wewak and Hansa Bay, New Guinea, and Bougainville in the Solomons, Gen. MacArthur's communique announced today.

Eisenhower Visits Air Bases And Chats With Fighter Pilots

NINTH AIR FORCE FIGHTER COMMAND HQ, Mar. 29—Gen. Eisenhower, with Allied air-warfare chiefs, watched from the control tower of a P47 station yesterday as Thunderbolt fighter-bombers, with a top cover of Thunderbolt fighters, took off in brilliant sunshine to bomb military targets in northern France. All of the planes they watched returned safely.

The general also inspected mobile air bases, which will operate within gunshot of the front line, as he made a tour of Ninth Air Force Fighter Command stations.

Climbing into a Lightning, the general tried out its machine-guns and fired some 200 rounds.

He was introduced to Capt. J. M. Morris, a Lightning pilot from Detroit. As he moved on, Maj. Gen. Lewis H. Brereton, commanding the Ninth, told him that Morris had destroyed seven enemy planes. Gen. Eisenhower turned back, shook the pilot's hand, and said:

"I want to congratulate you, Capt. Morris. Why didn't you tell me you had shot down seven planes? I hope you make it 70."

At another station a Mustang ace, 1/Lt. Glenn T. Eagleston, of Alhambra, Cal., answered the general's questions about the P51's range, gas consumption and fighting power.

Lt. Col. James H. Howard, of St. Louis, who commands the pioneer Mustang group here, was introduced by Gen. Brereton as the pilot who had fought a one-man war against 30 or 40 German fighters Jan. 11 over Oschesleben, Germany. Gen. Eisenhower asked the Mustang pilot about that mission and about his service as a "Flying Tiger" in China and Burma under Maj. Gen. Claire E. Chennault.

Pilots and ground crewmen said that Gen. Eisenhower was eager to get all the technical information he could about their planes and equipment.

In the Allied Supreme Commander's party were Air Chief Marshal Sir Trafford Leigh Mallory, commanding the Allied Expeditionary Air Force; Air Marshal Sir Arthur Coningham, commanding the Second Tactical Air Force; Gen. Brereton and Brig. Gen. E. R. Quesada, head of Ninth Fighter Command. Lt. Gen. Carl A. Spaatz, USSTAF commander, joined in the inspection.

NEWS FROM HOME

Hershey Wants To Place 4Fs in Labor Outfits

FDR Still Favors a Total Service Law Despite McNutt Reassurance

WASHINGTON, Mar. 29—Induction of 4Fs for service in Army and Navy work battalions was proposed today by Maj. Gen. Lewis B. Hershey, Selective Service chief.

President Roosevelt meanwhile indicated at a press conference that he still favored a national-service law in spite of War Manpower Commissioner Paul V. McNutt's testimony before a House committee yesterday that the manpower situation was "relatively good" and that the law was not needed.

Hershey disclosed that he was ready to ask the armed services to accept 4Fs who were willing to work but who were not at present contributing "materially and substantially" to the war effort. McNutt, however, told the committee the Army was opposed to inducting 4Fs.

"Regardless of what measures are taken to insure participation by other groups," Hershey said, "there are measures which can be taken to insure that everyone between 18 and 45 who is physically capable of work does work. We have arrived at the day and hour when we should move to accomplish this objective."

Hershey, estimating that 1,500,000 men under 26 had 4F deferments for physical, mental or moral reasons, said the armed forces were so anxious to get men under 26 they were willing to see a lessening in production in order to have them.

Pastor Quits, Flag Stays

BRIDGEPORT, Conn., Mar. 29—The Rev. Emerson S. Schwenk, 37, pacifist pastor of the First Universalist Church, has resigned after protesting the display in the church of a service flag honoring members of the church in the armed forces. He called the flag "an unchristian symbol."

FDR Signs UNRRA Bill

WASHINGTON, Mar. 29 (AP)—President Roosevelt has signed a bill authorizing U.S. participation in work of the United Nations Relief and Rehabilitation Administration to the extent of \$1,350,000,000. Specific allocation of the funds will be made by Congress.

Stephen Leacock Dies

TORONTO, Mar. 29—Stephen Leacock, humorist and retired professor of economics at McGill University, died yesterday at 75. He was the author of numerous humorous works.

Fish Demands U.S. Wield the Biggest Peace-Time Stick

WASHINGTON, Mar. 29—As the House yesterday approved a plan for a committee of 23 congressmen to study post-war military needs of the U.S., Rep. Hamilton Fish (R-N.Y.), a former isolationist, called for peace-time maintenance of the greatest Navy and Air Force in the world to curb incipient aggressors.

Fish recommended that the committee study advisability of merging all the armed forces into one department of national defense.

Rep. Clifton A. Woodrum (D.Va.), nominated by Speaker of the House Sam Rayburn to be chairman of the committee, said: "There can be no secure peace unless we maintain an adequate military establishment."

Yanks Working to Expand Phone Services in U.K.

Large numbers of U.S. Signal Corps soldiers are laying cable and installing other apparatus to meet increasing demands for telephone service in the United Kingdom, the British General Postoffice disclosed yesterday.

To meet the demand of military forces for additional phone service, the Postoffice said, it had been necessary to ask U.S. and British soldiers for aid. Americans have been employed for some months, and recently their ranks have been increased.

Terry and the Pirates



Terry and the Pirates



Terry and the Pirates



Terry and the Pirates

