



THE STARS AND STRIPES

Daily Newspaper of U.S. Armed Forces

in the European Theater of Operations



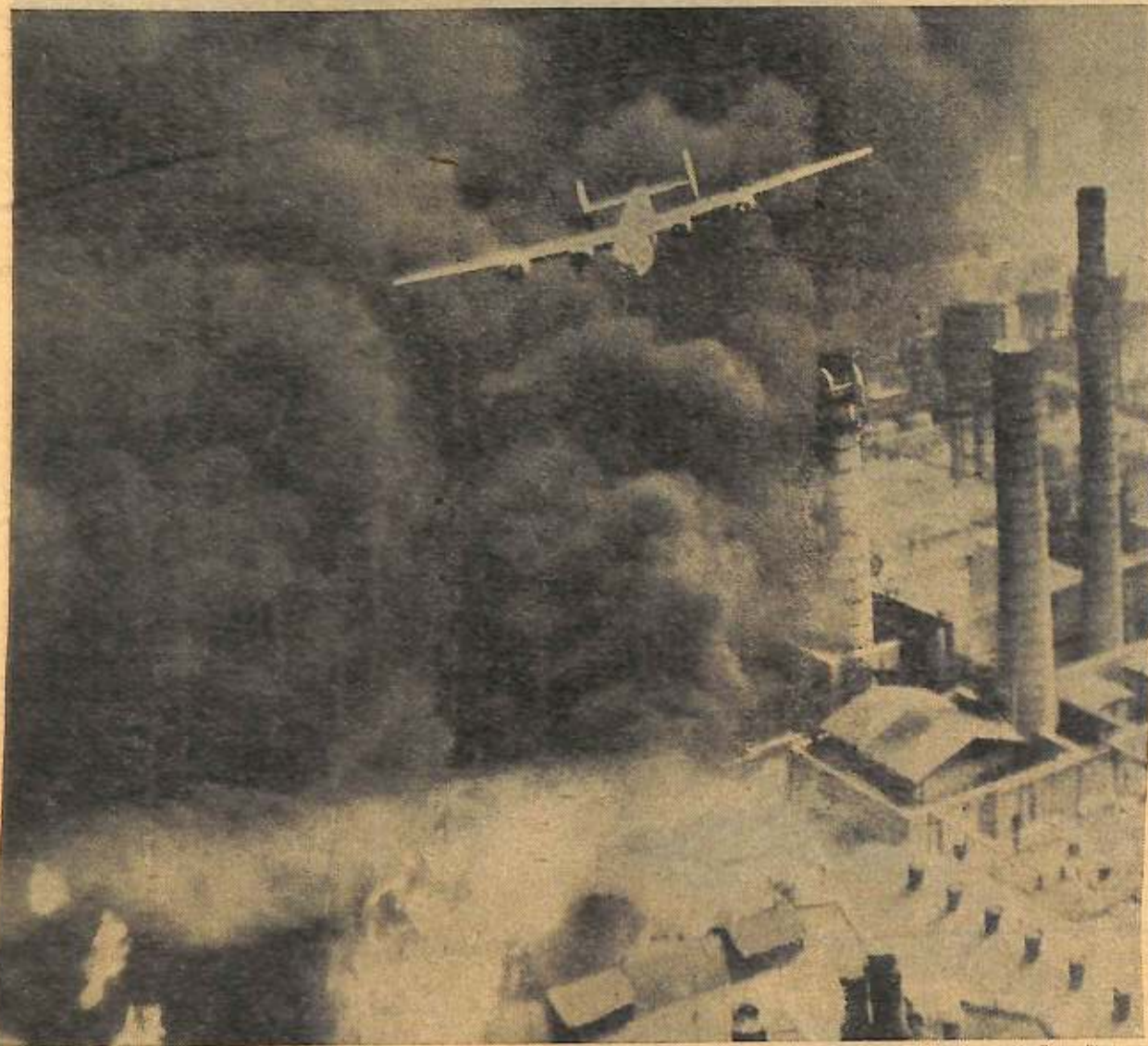
Vol. 3 No. 235

New York, N.Y.—London, England

Thursday, Aug. 5, 1943

Allies Splitting German Forces in Sicily

As Liberators Blasted Axis Oil Supply



U.S. Army Air Force Photo

Ploesti oil fields of Rumania, which supply one-third of Germany's oil, were already ablaze as this picture, radioed to London yesterday, was taken from one of the Liberators on the raid. The Libs, making a 2,400-mile round trip, knocked out half the refineries in an attempt to cause an oil shortage such as hastened Germany's defeat in 1918. (Other pictures, Page 2.)

Japs Fall Back As Yanks Reach Edge of Munda

Tokyo Admit Their Base Is Lost Without Reinforcements

ALLIED HQ, Solomons, Aug. 4—U.S. soldiers and marines on New Georgia have secured a foothold on the eastern end of the strategic Munda airfield after the Japanese defenders were forced from their main defense lines, the official communique said today.

(Tokyo radio admitted yesterday the Japanese position on New Georgia could not be saved "without adequate reinforcements" and the whole course of the "Pacific battle was now in balance.")

The Americans, jungle-canny after 35 days of slow advances in face of indescribable conditions, also occupied new areas on the slopes of Bibolo Hill, overlooking the vital base from the north-eastern side.

As the stubborn Japs fall back they put up increasingly desperate resistance against the U.S. forces.

Advance Everywhere

On the remaining sectors of the Munda front U.S. forces are continuing the advance.

During the last ten days about 200 enemy barges—enough to carry a whole division—have been rendered useless by the Allied air attacks on different parts of the southwest Pacific.

One concentration of 20 barges was smashed off Cape Gloucester in New Britain. Another nest of mine-barges was attacked and destroyed on the Mape River, near Finschafen, in New Guinea.

9th Air Force Trebles Bomb Record in Month

CAIRO, Aug. 4 (AP)—The Ninth U.S. Air Force nearly trebled its load of bombs in July, as compared with June, itself a record month, according to figures released from Maj. Gen. Lewis H. Brereton's headquarters today. The Ploesti raid was not included.

In July the Ninth Air Force dropped a total of 9,894,322 pounds of bombs on Axis targets in southern Europe. In June the total was 3,694,640.

Fort Cracks Up in North Sea, But Crew Comes Sailing Home

By Andrew A. Rooney

Stars and Stripes Staff Writer

A U.S. BOMBER STATION, England, Aug. 4—1/Lt. Paul S. Casey, of Peoria, Ill., dropped his 60,000 pound Fortress into the North Sea last Monday and it floated for 31 minutes. Forty-five minutes after the Fort hit, an Air/Sea Rescue aircraft dropped a boat on parachutes to the crew, and with Casey at the helm they set sail across a southwest wind for England.

They were 45 miles off the English coast when Casey had to ditch the plane. The flaps were just about shot off and the gas was low.

"Last time we looked at the gas it was OK," Casey said, "and the next thing we know, the tanks are empty. Our tanks were hit worse than we thought."

Before the plane hit the water, eight of the crew, all except pilot and co-pilot, had time to get to the radio room. When the plane struck the sea, there were two separate jolts—first as the tail assembly hit and again when the nose settled down. The plane skimmed along the water for about 100 yards before it was pulled down to a gentle coast.

The eight men in the radio room followed ditching instructions perfectly. It was a model crash landing on water. They all climbed out, walked along the wing and got into the rubber dinghies.

In the pilot's cockpit, Casey and the co-pilot, 2/Lt. William Stewart, of Navasota, (Continued on page 4)

Senate Group Continues Tour

Members Make Personal Inspections, Attend Conferences

The five-man committee of U.S. Senators now touring the ETO as part of an overall inspection of American fighting fronts, yesterday went on their own to attend individual conferences and make personal inspections.

Sens. Ralph O. Brewster, Me. (R), James M. Meade, N.Y. (D), and Richard B. Russell, Ga. (D), remained in London for a series of conferences with Army and government officials.

Sen. Henry Cabot Lodge Jr., Mass. (R) visited the — General Hospital staffed by members of the Harvard University Medical Unit where he inspected the hospital and talked with doctors, nurses and patients. He was accompanied by Col. E. C. Cutler, former professor of surgery, at Harvard, who now is chief consultant for surgery in the ETO.

"I'm not here to make speeches. I'm here to find out what you can tell me you expect of Congress and the home front," Lodge said at the hospital. "I am proud of the work you are doing."

During his tour of the hospital, Lodge talked with many patients, including 1/Lt. Clark Nichols, son of Malcolm Nichols, former mayor of Boston.

Malta Was Eisenhower's HQ.

ALLIED HQ., North Africa, Aug. 4 (AP)—Malta, it was disclosed today, was Gen. Eisenhower's operational headquarters for the Allied attack on Sicily. The general and his staff were there for four days before the offensive, and stayed in the palace built by the Knights of St. John in 1540, as the guests of Lord Gort.

Road Around Etna, Only Escape Route, Within Guns' Range

British-Canadian Advance Traps Nazis at Catania; Americans Gain Six Miles; Fleet Ready to Halt 'Dunkirk'

A tremendous barrage of Allied shells, marking one of the greatest bombardments of the war, virtually closed the vital road around Mount Etna to the Axis yesterday—splitting the German bridgehead in two and threatening to trap the German forces holding Catania.

The circular highway and railroad around Etna—only avenues of escape left to the Germans at Catania since British warships blocked the Etna coastal road with bombardments that caused huge rock slides—was at last within range of Allied guns, and artillerymen took a heavy toll of Axis supplies and reinforcements moving through.

Eighth Army forces, striking towards Adrano, key communications point on the railway to the west of Etna, still were five miles from the town, but for all military purposes their artillery already had succeeded in splitting the Axis lifeline. Latest reports said the advancing British and Canadians were menacing Biancavilla, a station three miles south of Adrano. Capture of this point also would split the line.

Red Army Cuts Lines of Retreat In Orel Sector

German Forces Fall Back Along Entire Front, Abandon Arms

MOSCOW, Aug. 4 (UP)—The Russians cut the main German lines of retreat on all sectors of the Orel front today and the enemy forces were moving back in a general retreat over secondary roads and forest trails, abandoning masses of material.

Desperate counter-attacks were being made by German troops on the flanks of the main retreating armies in an effort to prevent encirclement.

German rearguard forces today launched desperate counter-attacks south of Orel in an effort to hold the Russians along a range of hills and enable the main German troops to make a successful retreat.

Meanwhile, some of the biggest air battles of the campaign were being fought as German bomber formations were sent into the air to slow down the Russian advance. Countering the threat, the Red Air Force shot down 70 bombers today and frustrated the German attempt to destroy a column of Red tanks.

Russian advances were made today along the whole front, front line dispatches said tonight. More than 50 villages have been captured and forces advancing on Orel from the south occupied Stich, the last railroad station before the city itself on the Kursk-Orel line.

No Peace Terms Offered To Italy, Eden Declares

Foreign Secretary Anthony Eden reiterated in Commons yesterday that the Allies had not offered peace terms to the Italians. "We continue to demand unconditional surrender," he said.

Asked by a Member of Parliament to explain "how it came about that Gen. Eisenhower, in his broadcast of honorable conditions, talked of peace for Italians," Mr. Eden said: "I do not want to argue this matter now. I can understand circumstances in which unconditional surrender might not be dishonorable to those who made it."

Mideast Forces Seen Ready As Italy Climax Approaches

CAIRO, Aug. 4 (UP)—Allied forces in the Middle East are ready for any eventuality, Gen. Sir Maitland Wilson, Middle East commander, said today.

It was impossible to forecast future operations in the present situation, but all eyes were on Italy, he said.

Saying that the Middle East forces were at the disposal of Gen. Eisenhower so long as he wanted them, Gen. Wilson pointed out:

"The future depends on how far north Eisenhower can go in Italy, how hard the Germans resist and what demobilizations may be accomplished—what they do in the way of destroying communications. The Middle East must wait on events."

Gen. Wilson said that the German troops in the Balkans were, in his opinion, first class, but the air forces there were mostly intended for defense work.

'Nazis to Defend Corsica'

ON THE FRENCH FRONTIER, Aug. 4 (UP)—German transport planes have begun flying from Marseilles to Corsica, according to reports reaching the French frontier. This is one indication that the Germans intend to defend the island if the Italians surrender.

They are also expected to defend Sardinia, and two transports full of troops and munitions are reported to have left Toulon for Sardinia within the last few days.

Progress All Along Front

All along the 60-mile front "very satisfactory progress" was the rule as hundreds of artillery batteries, joined by British and American warships and huge formations of bombers and fighter-bombers, pounded Axis defenses to cut a path for the advancing troops.

In the north the U.S. Seventh Army advanced up to six miles in difficult country and occupied Caronia Marina, the port of the town of Caronia, and were presumed to have taken Caronia itself, six miles east of San Stefano.

Some of the bitterest fighting the Eighth Army has seen since Alamein took place in the center of the line as British and Canadians pushed forward several miles after capturing Regalbuto and the village of Centuripe, six miles southeast of Regalbuto. The eastward advance of this column indicated to some observers that the main assault on Catania would be launched from this direction. Only patrol activity was reported south of battered, heavily defended Catania.

To Thwart a Dunkirk

To prevent an Axis Dunkirk, Allied cruisers and destroyers are maintaining ceaseless patrols through the straits of Messina, where reconnaissance indicated German shipping was gathering yesterday.

Allied headquarters disclosed for the first time that American cruisers and destroyers were pumping heavy shells into Axis defenses built into high ground west of Cape Orlando, 25 miles east of San Stefano on the northern coast, in support of the Seventh Army's drive toward Messina. U.S. motor torpedo boats also were engaged along the north coast.

On the east coast British destroyers shelled the coastal road near Taormina on Saturday night and then, after driving off Italian E-boats, threw more shells at another coastal road near Cape Molini, 17 miles southwest of Taormina. Other British light craft meanwhile were swapping shells with E-boats of Cape Armi on the Italian "toe."

Adrano, key point on the railway and road circling Etna, bore the brunt of Allied air attacks. Medium and light bombers carried out heavy assaults against gun positions and roads in the Adrano area and against the town itself.

(Continued on page 4)



Daily Express Map

Allied advances toward Adrano and Biancavilla, placing their heavy guns within range of the road skirting the west slope of Mount Etna, cut off the Nazis at Catania from forces to the north as navy shelling cut east coast road. U.S. troops 20 miles in the north in drive to

OIL—It Shortened World War I

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Hash Marks

Even the birds are patriotic and war conscious back home. In Schenectady some bluejays used four 25 cent war stamps in the construction of their nest. And in Buffalo, some robins used three meat ration stamps—enough for a couple of hamburgers, anyway.

One way to beat the heat wave. A clever GI stepped into a Red Cross cafeteria the other day and ordered a large bowl of



cracked ice for lunch. He ate this—and nothing else—while other Joes looked on enviously as they sweated over soup and stuff.

Every kid at one time or another wants to be a policeman, but not every kid gets to own a jail. In Harvard, Nebraska, they were having a big tax foreclosure sale and city officials erroneously included the jail on the property list. Robert Pickney, 16, bought the clink for \$1.50. Now the city wants it back, but Pickney is holding out till he gets a good offer.

Gas-rationed motorists down near Moultrie, Ga., had a big time the other day. When a gasoline truck rolled into a ditch, two boys pitched in with hoe and shovel and dammed 2,000 gallons of the precious fluid. Motorists quickly gathered and scooped up the gasoline in buckets, cans and everything handy.

The Italian people have by no means forgotten the past "military campaigns" of their one time Il Duce. Natives of Basutoland recently landed in Sicily to help in the ground work of a Spitfire squadron. Some Sicilians standing by asked who they were. "Don't you know?" a soldier answered. "They're specially trained Abyssinians!" The crowd vanished.

Grounds for divorce dept.: A woman in Pennsylvania left her husband because he persisted in playing the German national anthem on his harmonica.

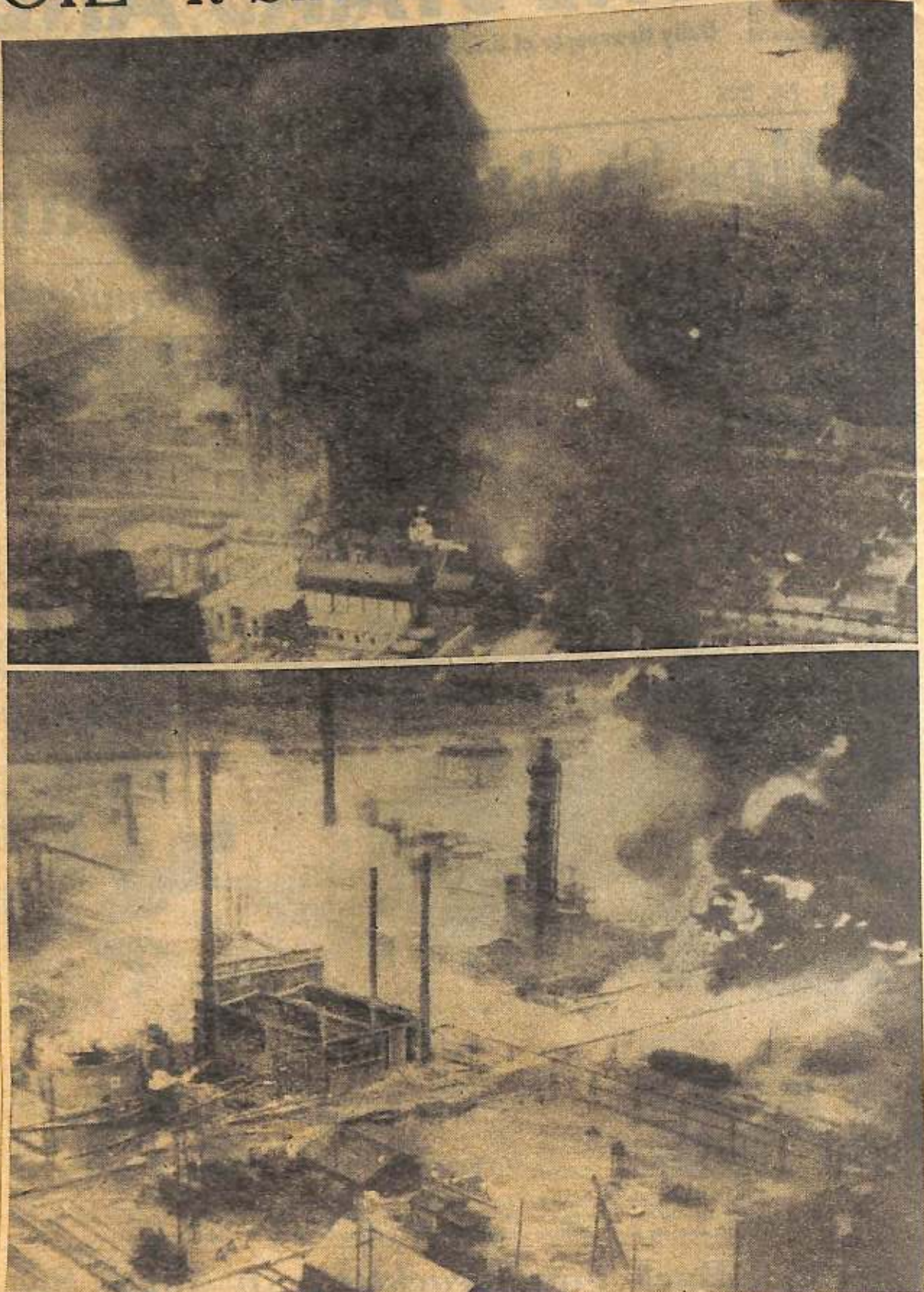
An air force Joe says this really happened out at his base the other day. Two aerial gunners, just finishing their 23rd



raid, relaxed by riding around on a bike, one guy sitting on the handle bars. The MPs pulled them up for riding two on a bike—said it was too dangerous.

Annoyed by drunks congregating beneath his bedroom window and singing, a Tulsa citizen asked police if he could pour water on them. They said sure, but don't pour too much. He got a whole group with one bucket.

J. C. W.



U.S. Army Air Force Photos

B24 Liberators of the Ninth U.S. Air Force (top) streak through a gap in the black smoke rising from the Ploesti oil fields to plant their devastating load. Delayed action bombs (bottom) begin to inflict their blows—already one tank is going up in flames.

Dr. Soong Speaks

Dr. T. V. Soong, Minister of Foreign Affairs for the Chinese Government, is now in London on an official visit. This visit follows one made to the United States and continues the policy established by wartime leaders of the United Nations in dealing direct one with the other on present problems and future planning.

Dr. Soong has been Chinese Minister of Foreign Affairs since December 24, 1941, and in that capacity signed the Anglo-Chinese treaty by which, at the beginning of this year, Great Britain abrogated her extraterritorial and related rights in China.

Dr. Soong is a graduate of Harvard University and knows America well. In 1940 he served as chairman of the organization known as China Defense Supplies, which handled all Lend-Lease material sent by America to assist in China's defense against Japanese aggression.

At a press conference held yesterday in London Dr. Soong praised the support given to his government by the people of America, and mentioned specifically our loan of 500 million dollars which enabled China to carry on the war even in the face of serious currency inflation. Ninety-seven and one-half per cent of all Lend-Lease supplies sent by America to China have been military supplies, he added, and since Russia was attacked by Germany all assistance received by China has come from the United States.

Dr. Soong stressed the fact that China has no territorial aspirations. He referred to the old system of separate spheres of influence as archaic and pledged his country's cooperation in building a stable world society of nations after the war.

Listening to this Allied leader, one was struck by the fact that here was a man whose vision could be equalled only by the courage of the nation he so ably represents.

Generals Fought at Dawn

We can't help but remember how completely wrong was the advice given by some of the so-called experts prior to Pearl Harbor. The peace-at-any-price advocates were always particularly irritating. One of their pet statements used to be that if the generals had to fight there would be no wars. Of course they conveniently overlooked thousands of years of military history in proving their point; but we'll bring history up-to-date to disprove it.

Creeping through the jungle on New Georgia a strong Jap guerrilla unit launched a surprise attack on general headquarters for that section of the Solomons. Top-ranking general officers, colonels and plain everyday GIs grabbed rifles and machine-guns and made a bee-line for fox holes. The battle lasted 12 hours, from dawn to dusk, with the air in the tiny 200 yard square camp loud with Jap voices shouting familiar taunts in English.

Yanks on a dozen or so machine-guns held their fire until the Japs were within arm's length at times before blasting the Nips; but the going was heavy and all that finally saved the day was an accurate artillery barrage ordered as a desperate measure by a commanding general of artillery who was in the headquarters. Sitting at a phone in a fox hole, he directed the fire by listening to the sound of bursting shells. When the range was set, a fiery box barrage surrounded the tiny encampment, shells bursting from 50 to 75 yards away on all sides. The slightest incorrect turn of elevation screws on the guns would probably have wiped out the American force.

This bitter little skirmish was only one in which officers and men, from the highest to the lowest ranks, have participated during this war. Reports indicate that under such circumstances a soldier is a soldier regardless of his rank.

We suppose the peace-at-any-price advocates will think up a new slogan when the war is over; but during our lifetime we won't forget their past mistakes. Many of them have already cost us too much.

Ploesti Raid Recalls Ludendorff's Words On Why He Lost

In the fall of 1918 the German High Command realized that it would be well nigh impossible for Germany to maintain any longer her oil supply from Rumania.

Within one month, Germany had quit the war. Lack of oil alone had not

knocked her out, but it had hastened her exit by months.

Adolf Hitler is painfully aware of that fact; it is written in black and white in the book which is virtually his Bible—the memoirs of Field Marshal Ludendorff, in which the German general explained how Germany lost the war.

Thus Hitler is also painfully aware of what the American bombing of the Ploesti oilfields in Rumania on Sunday meant. Ploesti supplies one-third of Germany's oil needs, and, according to information from Turkey yesterday, probably half of the big refineries there had been paralyzed and knocked out of service for several months.

A parallel with World War I was drawn in Washington yesterday by Gen. Peyton C. March, chief of staff in the U.S. Army in the last war. Said Gen. March:

'Hastened the Ending'

"Hitler and his generals have read and underlined the war memoirs of Field Marshal Ludendorff. Here is what Hitler's military master wrote of conditions in October, 1918—conditions that led him to take Germany out of the war within a month:

"The question whether we would succeed in establishing in Serbia and Rumania a new cover for our flank in Austria-Hungary and on the western front in order to maintain our oil supplies from Rumania was doubtful in the highest degree . . . I felt it my responsibility in view of this situation to hasten the ending of the war."

"If this were true in 1918, how much more is it true today.

"Today Nazi Germany's armies are infinitely more dependent on Rumanian oil than in 1918, for this is a war of machines. Without planes, tanks, armored equipment, and transport a modern army is doomed, powerless.

"Without the vital oil from the Ploesti fields Hitler's war machine—its gas tanks empty, its pistons burnt out, its journal

boxes dry—must eventually creak to a stop."

The bombing of Ploesti is probably the most damaging single air blow struck so far at the German war machine—in any case one that will rank in importance with the RAF's smashing of the Ruhr dams in May.

Its significance was expressed most graphically by Col. John R. (Killer) Kane, of Shreveport, La., to the crews just before his group took off on the mission:

"It would take an army the size and strength of the Eighth Army one year to fight its way up and wipe out this target. We are going to do it in one day with 2,000 men. If we are 100 per cent successful, the war in Europe may be over by Christmas."



Oh, Give Me a Fighter

Oh, give me a fighter and wide, blue sky
 And you've given the world to me,
 With guns that spit from its screaming wings

A warrior's melody.
 With an engine throbbing to my hand
 Of horses a thousand fold,
 And a prop that twirls the sparkling sun
 In ringed, translucent gold.
 Oh, give me a fighter and a deep night sky
 And contented through I'll be,
 With a phosphorescent panel and whispering code

To guide my way for me.
 With wings grown as a part of me,
 Unseen where all is dark,
 I can wield with every confidence
 And trust with all my heart.
 Oh, give me a fighter and a breadth of sky,
 And the tiniest island shore.
 But let my wings be starred in blue
 And I'll ask for nothing more.

David F. Harbour (our Army).



"To hell with the flat tire, boys! Let's get ashore!"



Tough on Sergeants

KEESLER FIELD, Mass.—The great grandpappy of all alphabet soup names has sergeants crossing their fingers. It belongs to Chinese-American Ufc. Doo Jam Ng, of Newark, N.J. Some say Doo-jamming, some just groan and call out "Smith."

Features

SPECIAL SUPPLEMENT

Thursday, Aug. 5, 1943

Bring Your Own

ATLANTA, Ga.—A small boy entered a drug store here recently and asked if they had any ice cream. When the soda jerker answered in the affirmative he ordered a banana split—promptly supplying the banana from his pocket.



Typical examples of warbirds with personality are the informally undressed gals on Eighth Air Force Forts like these.

By Andrew A. Rooney

Stars and Stripes Staff Writer

A U.S. BOMBER STATION, England, Aug. 3—Grim-faced Luftwaffe pilots proud of the guts that take them within the suicide circle of a Fortress formation, determined to do or die for the Fatherland, must wonder what the hell kind of an Air Force they are up against. They come driving in, teeth clenched, hell bent for Hitler, and along with a hail of lead they are greeted by the stupid grin of some absurd comic strip character, or the nude form of a Petty girl painted on the nose of the bomber they are attacking.

Most of the Eighth Air Force bombers operating from England have fantastic names scrawled across their elongated noses. Many of the names are illustrated by out-of-this-world characters, in brilliant colors, which could only originate in the minds of the men of one air force.

The Forts aren't named for any particular reason and no one in particular names them. It is a very American process.

A pilot from Maine is apt to come out any rainy morning and find that his plane has been named TEXAS. Or the quiet teetotaler who quit divinity school to join the Air Force is apt to come out on the line and find a nude stretching from the plastic nose to the pilot's compartment because his tail gunner (who did not quit divinity school to join the Air Force) knew a guy in Site Six who used to be a commercial artist in St. Louis and could still draw a plenty sexy nude.

The names of many Forts and Libs are famous in America. Not all the exploits of the men and the bombers they fly are buried under their plane numbers in the files in Washington.

Known at Home

In the early days of U.S. bombing in the ETO, the Eighth Air Force was small and correspondents from U.S. news services and major newspapers could give adequate coverage to the few operational fields. Names such as WAHOO, DELTA REBEL, EIGHT BALL, THE THUMPER, CHENNAULT'S PAPPY and DRY MARTINI became well known at home.

Many of the planes which were flown into the spotlight by crack pilots were lost in later raids. The SOUTHERN COMFORT went down after a fire started on a return from a raid. WAHOO had a rough time over Lille, Rouen and Romilly with Capt. Robert Riordan at the controls, and although it got back it was retired and another WAHOO took its place in the formation.

BANSHEE finally went down after a series of hair-raising escapes, but 1/Lt. Bill Casey, the pilot, has been reported a prisoner of war. DELTA REBEL is still kicking around after carrying its pilot, 1/Lt. Charles Cliburn, through 25 missions.

HELL'S ANGELS was the first old-timer to claim 25 missions, but since that time many of the veteran B17s have gone on to fly 30 operations. A few have hit 35 and still haven't been turned out to pasture.

The Fort WE THE PEOPLE has been on at least 32 raids, and she has never had a single man aboard wounded. The most remarkable part of the ship's story is that the same ten men have never flown the bomber twice. Altogether WE THE

NUDES

Names

AND NUMBERS

PEOPLE carried 114 men over enemy territory in her first 32 raids. Originally the ship was christened SNAFU, and was considered a jinx plane, but the record is one of the best in the ETO.

Some of the bombers are dubbed with names the crews think are lucky. THE BAD PENNY was that kind of a name. The name, designed to bring to mind the old saw about it always turning up, seemed to work. It got such a reputation for always getting back that on one raid over Germany it was assigned to what airmen refer to as the Purple Heart Corner. That is the last ship in the lowest element of the last formation. It ain't good. Anyway, on that raid 1/Lt. Elmer M. Richardson brought the plane back on one engine, looking like a high-altitude, precision-bombing slice of Swiss cheese.

Many times the pilot, with a soft spot in the heart for his part of the country, names his plane after his home town or some feature nearby—unless he's overruled by a corporal of the ground crew.

1/Lt. Ross Bayles, of Caldwell, Idaho, named his plane the IDAHO POTATO PEELER. Later, as a gesture of friendship to the station PRO, he renamed it FDR on the same's birthday.

MARYLAND, MY MARYLAND, BROOKLYN, TEXAS, and the Fort named CONNECTICUT YANKEE, flown by 1/Lt. James Verinis, all reflect what someone on the crew thinks of when he thinks of home. There are several BOOM TOWNS. As far as anyone knows no one comes from there. Capt. Clyde B. Walker, one BOOM TOWN pilot, comes from Tulsa, Okla.

Some Named After Pilots

MASON'S MORONS is named after a pilot of the same name, 1/Lt. Robert C. Mason. BARRELHOUSE BESSIE FROM BASIN STREET is a name which is longer than the Fort's pilot is tall. "Kewpie Doll" Fields—1/Lt. Lloyd F. Fields—is five feet six and weighs 142. He claims he had nothing to do with the naming of the plane.

There are at least five Forts named THE SAD SACK, and there are several variations of that. THE SAD SHACK and the SHAD SHACK are all tributes to the popularity of Baker's cartoon character.

There are several versions of the EIGHT BALL. Capt. William R. Calhoun flew one EIGHT BALL, and 1/Lt. Walter T. Holmes won the DSC in the FLYING EIGHT BALL.

The men in one group are known as the "Ball Boys." Every Fortress in the group bears the name of some "ball" variation, and Capt. Clinton F. Ball is their commanding officer. Back at their home station at El Paso, Tex., he named

his Fort LINDA BALL after his year-old daughter, and the rest of the squadron followed in the ball tradition.

The squadron now has a CANNON BALL, SNOWBALL, MEATBALL, FIRE BALL, SCREWBALL, SPEED BALL, SPITBALL, HIGH BALL, and, of course, an EIGHT BALL. 1/Lt. Donald Norris named his Fort FOUL BALL because when he first got it he was having trouble with the engines.

2/Lt. Joseph Meli's SPAREBALL was the squadron's first casualty.

There are hundreds of nameless Forts here, and hundreds of Forts with names not mentioned here. Forts come in hundreds now. THE BLACK SWAN, THE VULGAR VIRGIN, SWEET PEA, LITTLE AUDREY, UNBEARABLE and PICCADILLY COMMANDO are random samples of Fort names.

Some of those have been shot down, some have been retired, and some are still going strong.

Some Are Nameless

And a lot more, nameless, bearing only numbers, just go colorlessly out on their raids and lay it on the line.

Names usually don't make any difference to anyone, but just once in a while they are the cause of a fight, a drink or a friendships. Mr. CESSPOOL was the cause of a fight.

Cesspool was a character straight out of L'il Abner back when Daisy Mae was behind the eight ball in the hands of Carrimee Back, from Old Virginny.

One day some brass was making a tour of the field, and Mr. CESSPOOL was parked in a prominent place on the runway. The suggestion was made that the names on the planes should be ones that could be used in conversations—at tea in Claridge's.

Some colonel or lieutenant colonel picked up the suggestion and went overboard with it. For a few brief hours there were to be no more names on planes that couldn't be bantered about in mixed company. No more VULGAR VIRGINS, or T.S.'s.

It would take a shipment of paint to cover the Fort names you wouldn't kick around in your living room, but unfortunately the order fell flat and the names stand. If the brass had been up on their L'il Abner, as they should have been, the whole episode might not have occurred.

The PRO at one station nearly had his head taken off, all because of a name. Capt. Clifton B. Hamilton's B17 was referred to in The Stars and Stripes as the AIN'T WE SCARED, when actually the name of the plane is the WE AIN'T SCARED. The PRO sent us a hasty correction, and while we ain't scared, we stand corrected.



Most fliers, who love their machines just as much as sailors love their ships, lose little time in naming their new mechanical baby. B17 is okay for communiques or technical manuals but a name like Flak Happy means much more to a crew.



Dry Martini speaks for itself and speaks a fine piece. Above its name is other data on its accomplishments over Germany and occupied Europe. Painted bombs designate its number of missions; swastikas, planes shot down; and a duck for each diversionary raid. Dry Martini 4th, which went to the boneyard last week after a crash landing in England, was named after Capt. Allen V. Martini, of San Francisco (in cockpit).



Fightin-Bitin, formerly flagship of the squadron which went on 42 raids without loss, went down over Kiel.

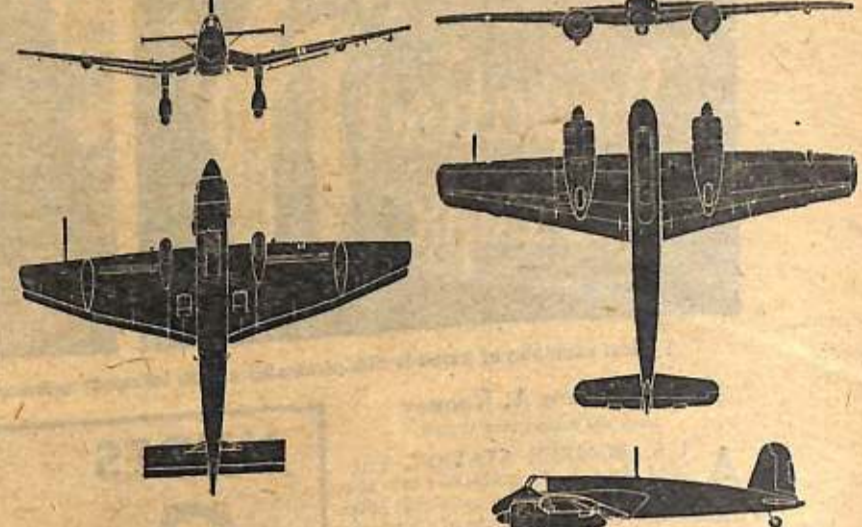


Wahoo, veteran of those first raids over the U-boat pens, was one of the Eighth Air Force's first heroes.



One of the crew of Kipling's Error III chalks up another mission with his paint and brush—is considered a newcomer to the ETO.

The Stars and Stripes These Are

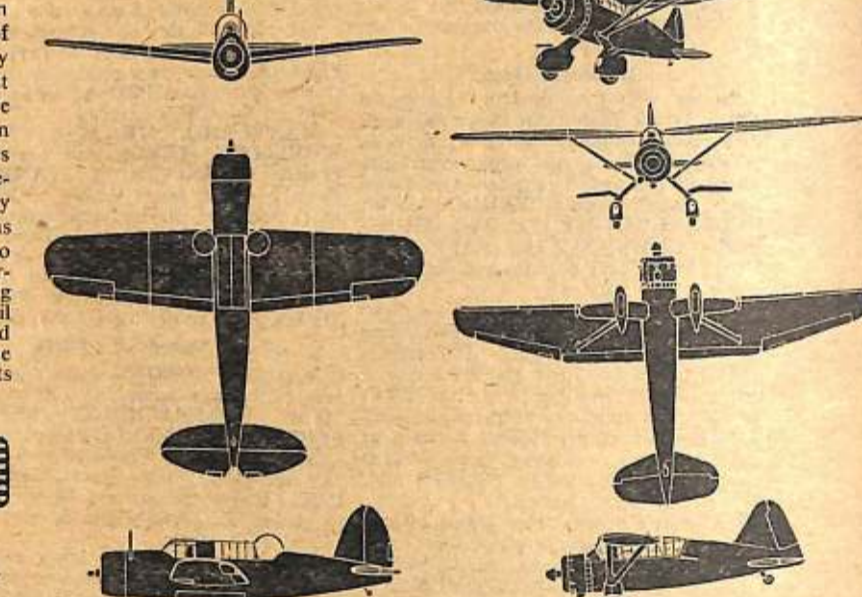


HENSCHEL 129
 Type: low wing bomber. Armament: ?
 Speed: 250 approx. Engine: 2 air-cooled.
 Ceiling: ? Length: 33ft.
 Range: ? Span: 45ft.

JUNKERS 87D1
 Type: low-wing dive-bomber. Armament: 3 m.g., 2,205lb. bomb max. Engine: liquid-cooled. Span: 45ft. 4in.

Little is known of the Henschel 129. It was used for the first time against the Russians last winter. The Americans and British saw it first during the North African campaign where it was used for tank busting and ground attack. Reports say that it is an A-1 plane. Complete details on the armament are not available but the long blister under the nose apparently carries a large caliber cannon. The top is almost flat, breaking sharply downward over the nose which is flush with the propeller hubs. The engines hang from the wing below the body of the plane. The tail fin is full-bodied and high, while the tail plane is long and narrow. The wheels project slightly from their housings in the engine nacelles while the rear wheel does not retract at all. There is some danger of confusing this plane with the Beau-fighter.

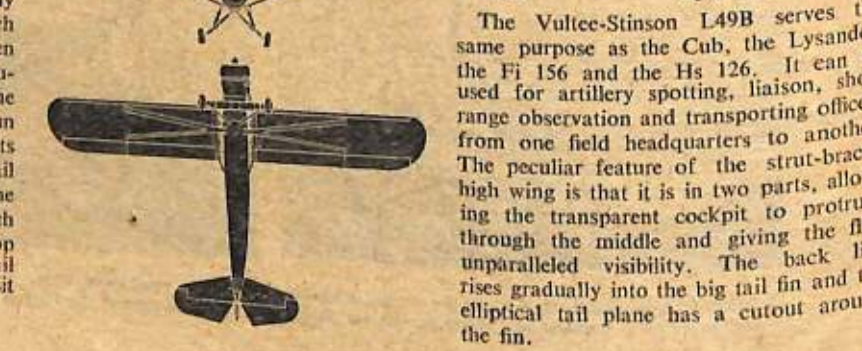
The Junkers 87D1 is one of the famed Stukas the Germans used extensively during the early days of the war. Against poor defenses they were formidable, and against unprepared troops the "screamers" on the undercarriage were very effective in breaking morale. When met by good defense from experienced troops the Ju87s are extremely vulnerable. They are a cinch for any good fighter plane. The fixed, "spatted" undercarriage and anhedral-dihedral wing, together with the rectangular tail assembly, make them easy to recognize.



BREWSTER BERMUDA
 Type: midwing dive bomber. Armament: 8 m.g., 1,000lb. bomb load max. Engine: air-cooled. Length: 39ft. 6in. Span: 47ft.

LYSANDER
 Type: high wing cooperation. Armament: 3 m.g. Engine: 1 air-cooled. Speed: 229 max. Length: 30ft. 6in. Ceiling: 29,000 service. Span: 50ft. Range: 743 max.

The Brewster Bermuda was ordered by the RAF in the summer of 1940 before the authorities realized that the success of the German Stuka was in inverse ratio to the amount of resistance encountered. The wing is set almost in the middle of the fuselage and has a slight dihedral from the wing root. The tall tail fin has been curved one to a triangular one. The pilot's changed, in the newer models, from a "glass house" extends almost from motor to tail.



L49B VIGILANT
 Type: high wing cooperation. Armament: none. Engine: 1 air-cooled. Speed: 123 max. Length: 33ft. 6in. Ceiling: 17,000 service. Span: 50ft. 11in.

The Vultee-Stinson L49B serves the same purpose as the Cub, the Lysander, the Fi 156 and the Hs 126. It can be used for artillery spotting, liaison, short range observation and transporting officers from one field headquarters to another. The peculiar feature of the strut-braced high wing is that it is in two parts, allowing the transparent cockpit to protrude through the middle and giving the flier unparalleled visibility. The back line rises gradually into the big tail fin and the elliptical tail plane has a cutout around the fin.

YOU'RE lying on a Mediterranean beach or maybe it's behind a dike in Holland or in the shelter of a French haystack. It doesn't make much difference where; you're too damn scared to care. The only thing that you're interested in is how long your fingernails last as you claw your way into the dirt.

You've been there since daylight and you know that there are guys who don't like you not very far ahead. They're probably doing the same thing that you're doing but they've had a lot more time to do it. Both of you—that guy over there and you lying here—are waiting for the same thing—the sound of a plane.

And when you hear it, you'll both do the same thing—cover a little closer. It's when you see it that things are going to change. One of you is going to catch a lot of hell and there will be just one split-second while you find out who it is—you or him.

Planes that travel 400 per don't stop or ever give a sucker a break.

You'll have to know it in that split second—or else. Those things that you see, like a high rounded fin, close, solid body, two big engines and short wings will have to be sifted through your mind and find a pattern there to fit. If you do it fast enough, you'll know that it wasn't a Ju coming home; it was a Boston tearing into that guy that was waiting for you and you'll have the chance to do him some dirt before he gets his head up again.

If it had a bulgy cockpit, twin engines, a thin fuselage

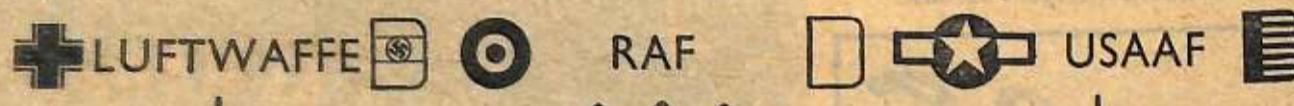
and a big tail assembly, that'll be your turn to duck your head and scramble a little farther in. Me210s that come down like that have just one idea—and it isn't friendly. But because you knew it when it came over, you have a chance to cover up and get ready for the guy with the rifle who might be following.

Maybe the plane won't be so big and fast. Maybe it looks like a great dragon-fly, just kind of floating around lazy-like without much to do. Then your head really begins to spin. You know damn well that somebody is going to catch an awful lot of something in the way of an artillery barrage. The guy in that big fly is just sitting pretty, using a yardstick to figure out just where a couple of trainloads of hardware will hurt somebody most. If you can't spot this one, you're in for a real sweating session.

The only break that you have is that these guys don't move as fast as most and they come a little closer. They all look alike so you'll need all the breaks.

That silhouette sheet you were supposed to memorize—and didn't—seems a long way off as you try to remember which had the squarer wings; which the swept-up tail, and which the longer, straighter landing gear—the Fi156, which ain't good, or the Vultee Vigilant, which is . . .

Well, that's the problem. And on these pages today—as last week, and next week—is the answer, as authoritatively as it can be given.



JUNKERS 88A6
 Type: midwing bomber. Armament: 6 to 8 m.g., 1 c., 5,720lb. bomb load max. Engine: 2 air-cooled. Length: 47ft. 1in. Span: 65ft. 7in.

The Junkers 88A6 is a plane every Allied soldier should know perfectly, as it is one of the best all-round planes the Germans possess, despite its comparatively slow speed. It can be used for long-range, low-level, torpedo and dive-bombing; reconnaissance; day and night fighting, and ground attack. The Germans call it "the three-finger bomber" because the fat engine nacelles and the transparent nose are in line. This effect, plus the high cockpit cowl, underslung engines and forward gun turret, gives it a nose-heavy appearance. The fuselage is almost straight and the high, wide tail fin extends to the rear of the tail plane. The belly turret is offset under the nose and is flanked by external racks for bombs. Check the differences with the Mosquito.



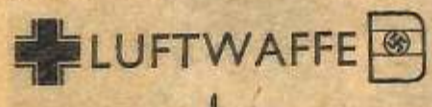
MOSQUITO
 Type: high midwing bomber. Armament: 4 m.g., 4 c., 2,000lb. bomb load max. Engine: 2 liquid-cooled. Length: 40ft. 9in.

The de Havilland Mosquito is able to outrun most fighter planes, and carries enough armament to fight with those it can't outrun. It should see plenty of action as a ground attack and reconnaissance plane. The flat wing is straight across the leading edge and has a high taper to the trailing edge with the rear tips of the engine nacelles projecting from it. The underslung appearance of the engines is accentuated by the deep air scoops on the bottoms. The high, egg-shaped tail fin is set in the tip of the fuselage but the tail plane trails behind. The plane is narrow and oval.



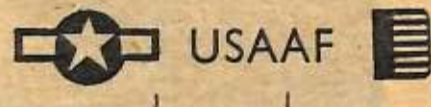
B26 MARAUDER
 Type: high-wing bomber. Armament: 4 m.g., 4,000lb. plus bomb load. Engines: 2 air-cooled. Length: 58ft. 2in. Span: 65ft.

The Martin B26 Marauder has seen action on many fronts and with most of air forces of the United Nations. Very fast for its size and load, it is used almost exclusively for low-level bombing, where it can flash over the target and get away in a hurry. One of the outstanding features—the short wing span—of the plane is described best by the men who fly it. They call it the "flying prostitute" because it has "no visible means of support." It is also known as the "Flying Torpedo" in reference to its lean, cigar-like shape. The wing is set midway between the very high tail and nose. The engines are very large and underslung. A power turret is between the wing and tail and the tail gunner sits behind the tail assembly.



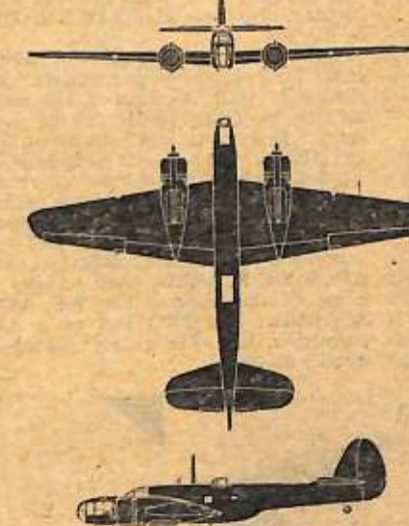
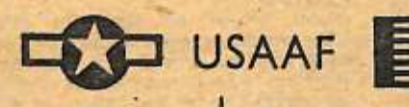
HEINKEL 111
 Type: low wing bomber. Armament: 6 m.g., 1 c., 2 torpedoes or 4,000lb. bomb load. Engine: 2 liquid-cooled. Length: 53ft. 7in. Span: 74ft. 2in.

Although the Heinkel 111 is obsolescent, the need of a long-range torpedo bomber for attacks on the routes to Murmansk and Archangel has given it a new lease on life. It seems to be the plane the Germans have used as a trial horse; at various times it has carried a hook for towing gliders, a catapult in the tail which threw cans of explosives at pursuers and a fixed, remote-controlled machine-gun which fired from the tail. The good lines of the whale-back fuselage are spoiled by the gun blister in the belly and at the rear of the wing. The completely transparent nose is slightly off center and is flush with the tips of the engines. The tapered wing has a bite out of the trailing edge next to the fuselage and the high, wide tail fin sits on an almost perfectly elliptical plane. There are deep air scoops under each engine.



B34 VENTURA
 Type: mid wing bomber. Armament: 8 m.g., Engine: 2 air-cooled. Length: 51ft. 2in. Span: 65ft. 6in. Range: 1,500 max.

The Lockheed Ventura is known to the U.S. Army as the B34 and is almost identical to the Hudson. It will take an expert to tell the difference, so the best idea is to learn the salient points common to both. The power turret juts high above the deep fuselage midway between the wing and the tail assembly. On the Ventura a gun blister is fitted in the under surface which sweeps sharply up from beneath the wings to the tail. The engines of both are underslung in the wing, which is tapered on both the leading and trailing edges, and has small scoop-like air brakes on the trailing edge. The egg-shaped tail fins are inset in the tail plane and the whole assembly sits on top of the fuselage.



A22 MARYLAND
 Type: Low midwing bomber. Armament: 8 m.g., 1,250 bomb load max. Engine: 2 air-cooled. Length: 46ft. 8in. Span: 61ft. 5in.

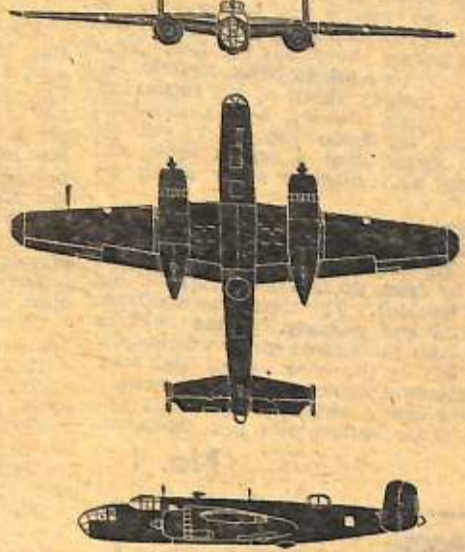
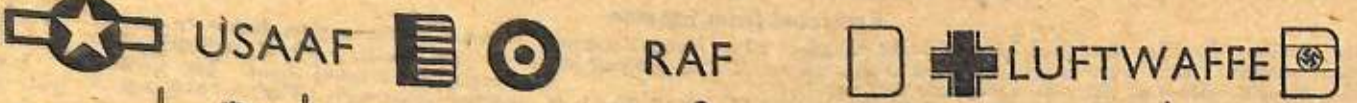
The Martin Maryland (the U.S. Army A22) was originally ordered by the French Air Force but deliveries later were taken over by the RAF. It is used almost exclusively in the Middle East, where it gave the Italians a shock by its ability to outrun most of their fighters. Its salient points are the huge tail fin trailing behind the tail plane, the step under the fuselage for the belly guns, the long narrow fuselage which pushes well past the engine nacelles, a top turret behind the tapered wing and the tail plane, which, from the front, seems to sit on top of the cockpit.

Digest of the War in the Air: Ground Support the Planes You'll See

One Down



A camera synchronized with the guns of an enemy fighter, sets down in celluloid the destruction of a German FW190 during a step over Europe. Debris flies from the broken Nazi, and in the evening the Air Ministry will tell about it with the simple phrase: "One enemy aircraft was destroyed . . ."



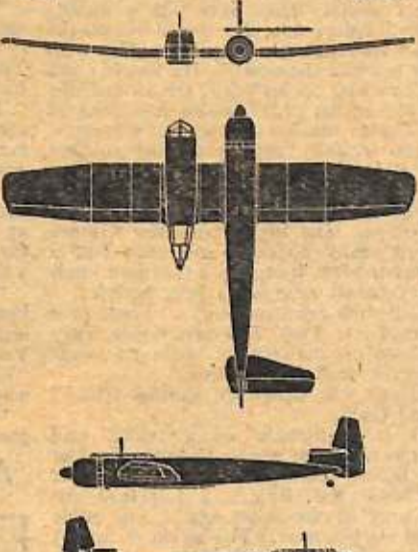
B25 MITCHELL
Type: high wing bomber. Armament: 6 m.g., 4,000lb. bomb load max. Engine: 2 air-cooled. Ceiling: 25,400 service. Length: 54ft. Range: 2,650 max. Span: 67ft. 7in.

The North American B25 Mitchell is the plane that raided Tokyo; it's in use by all of the United Nations air forces. It is a compromise between the fast, lightly defended day bomber and the slower, heavily defended night ship. The wing is in the center of the fuselage and has slight dihedral-anhedral. The under-slung engines project from the wing, which is far to the rear of the transparent nose. A retractable belly turret is even with the rear tips of the engines and the top turret is slightly farther aft. The high twin tail fins are at the ends of the wide tail plane and slightly forward of the transparent tail gun position.



HAMPDEN
Type: midwing bomber. Armament: 6 m.g., 2,000lb. bomb load. Engine: 2 air-cooled. Ceiling: 22,700 service. Length: 53ft. 7in. Range: 1,725 max. Span: 69ft. 2in.

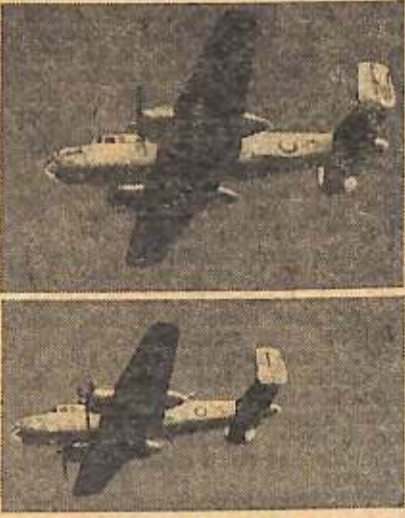
Designed as a medium bomber, the Handley Page Hampden is now used by Coastal Command for mine-laying and torpedo-bombing. The thin fuselage, with the heavy nose extending above and below, gives it a potato-masher appearance from the side. The nose is transparent and there are gun blisters top and bottom of the rear of the cockpit. The wing is almost straight across the leading edge and highly tapered across the rear. The twin tail fins are inset in the tapered tail plane, dropping below as well as rising from it.



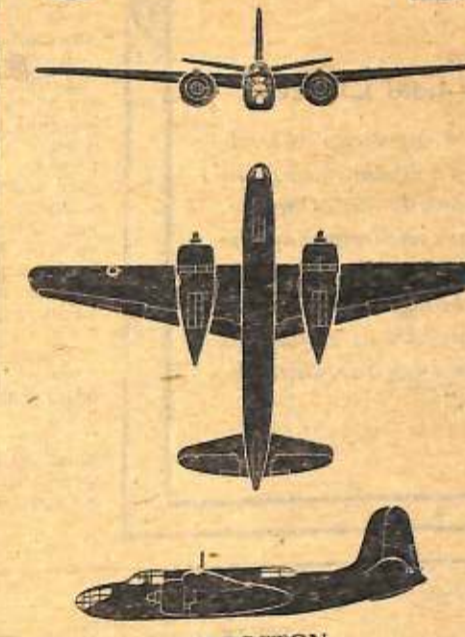
BLOHM UND VOSS 141B
Type: low midwing reconnaissance. Armament: 2 m.g. Engine: 1 air-cooled. Ceiling: 241 max. Length: 49ft. Span: 66ft.

The Blohm und Voss 141B wasn't thrown in for a laugh. It is replacing the Hs126 in army cooperation work, and gives the pilot good protection as well as excellent visibility. Faster than most planes of its category, it has good range and ceiling. The offset pilot's compartment is balanced by the tail offset to the other side. By rolling the plane, the machine-gun in the rear of the cockpit can be brought to bear on every area that isn't covered when the plane is in a level position.

B25 MITCHELLS

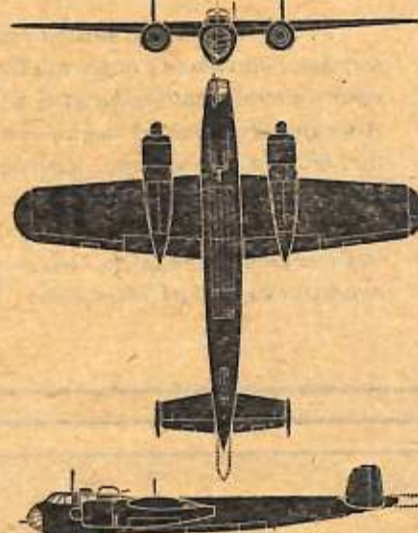


This is how B25 Mitchells look in flight—from your position behind that dike, or on that beach. Those solid twin fins and the upsweep of the belly lines are easy to remember. They're comforting to see, too, from behind that dike or on that beach. RAF and USAAF both use 'em.



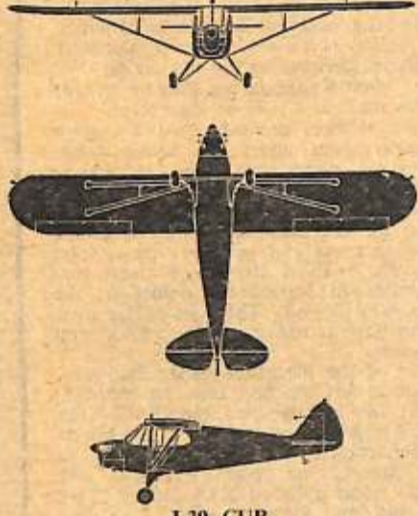
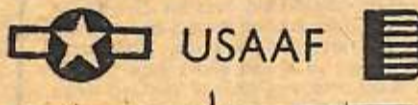
A20 BOSTON
Type: high midwing bomber. Armament: 6 m.g., 2,000lb. bomb load max. Engine: 2 air-cooled. Ceiling: 27,600 service. Length: 47ft. 3in. Range: 1,000 max. Span: 61ft. 4in.

Various versions of the Douglas A20 are known to the British as either the Boston, a day bomber, or the Havoc, a night fighter. It is very much like the Martin B26 Marauder in that its wing is high, with engines underslung; has a very high tail fin, is twin motored and roughly the same size. Both are used for low level bombing and ground attack, but the B26 flies only in daylight. The Boston gives the impression of being close-drawn and heavily built, with its thick fuselage, heavy wings, big engines and large tail assembly. The pilot's compartment extends back from a point forward of the wings well to the rear of the engine nacelles, which trail behind the wing. The compartment is transparent both front and rear with a solid top. The transparent nose is below the cockpit and forward of the engines. The bottom line swings up to the tail.



DORNIER 217E2
Type: high wing bomber. Armament: 5 m.g., 1 c., 6,665lb. bomb load max. Engine: 2 air-cooled. Ceiling: 22,500 service. Length: 56ft. 6in. Range: 1,575 service. Span: 62ft. 5in.

The Dornier 217E2 is one of the most formidable bombers the Germans have. In addition to long range, precision bombing, it is used for dive bombing and torpedo bombing. Early models had an umbrella-like device extending from the tail for an airbrake but later, the more conventional wing brake was substituted. The bomb bay is exceptionally long, to accommodate a torpedo. The plane resembles the 17Z but has a thicker fuselage, is longer and wider and the nose is slightly shorter. The flat wing is set well back of the nose, the engines are underslung, and the tail of the fuselage trails back of the widely spaced twin fins so that it can hold the dive brake housing in the old models.



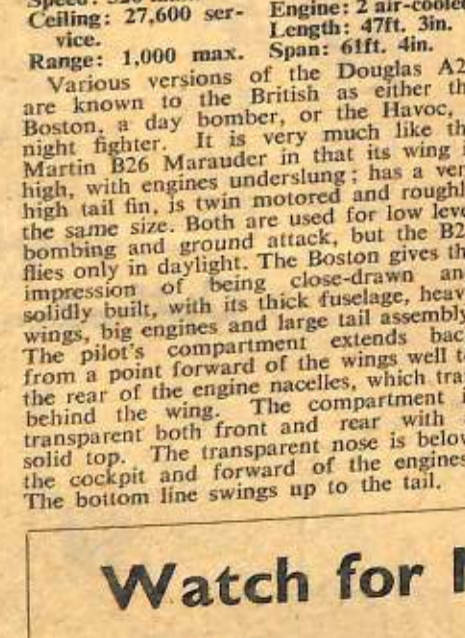
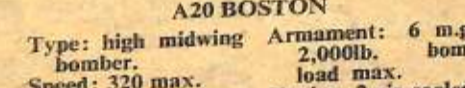
L39 CUB
Type: high wing cooperation. Range: 260 max. Armament: none. Engine: 1 air-cooled. Ceiling: 12,000 service. Length: 22ft. 3in. Span: 35ft. 2in.

The Piper Cub or L39 is also known as the Grasshopper and as Maytag Messerschmitt. Unarmed, it counts on its low speed and maneuverability to evade the enemy. The pilots can land from 500 feet, their operating altitude, and be clear of the plane, all in 25 seconds. The vee-shaped landing gear joins the body at the points where the wing struts touch. The tail fin is pointed and the tail plane elliptical with a cutout. The Cub is used for liaison, artillery spotting and short-range observation.

A20 BOSTONS

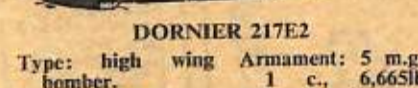


You'll see a lot of the versatile A20 Bostons. The big single fin, the long cabin, the sharp upsweep beneath the tail assembly spell trouble for the other guy, support for you. RAF and USAAF both, again.



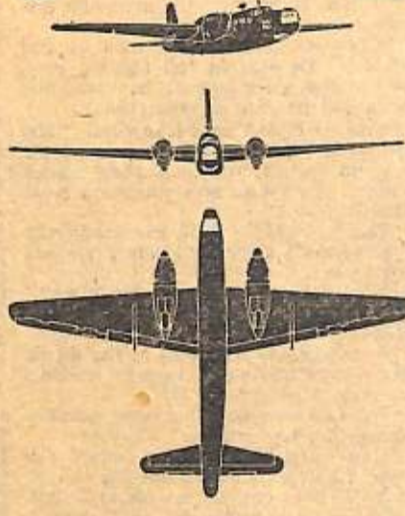
FIESELER 156K
Type: high wing cooperation. Range: 247 max. Armament: 1 m.g. Engine: 1 air-cooled. Ceiling: 17,960 service. Length: 32ft. 6in. Span: 46ft. 9in.

The Fieseler 156K Storch is the standard German army cooperation and liaison plane. Its mission is the same as that of our Piper Cub or the British liaison—artillery spotting, communication and short range observation. It has high, strut-braced, untapered wing; long, fixed landing gear; high, rounded fuselage and tapered tail plane, cut back to 27, under optimum conditions.



HENSCHEL 126
Type: high wing cooperation. Armament: 2 m.g. Engine: 1 air-cooled. Ceiling: 27,880 service. Length: 35ft. 7in. Span: 47ft. 7in. Range: 680 max.

The Henschel 126, in use and appearance, too, is similar to the Lysander. The main points of distinction are the tail plane, which is high in the fin of the 126 and low in the Lysander; the wing, which is swept back and on top of the cockpit in the 126 and has a straight leading and tapered trailing edge and is inset in the top of cockpit in the Lysander, and the fuselage, which is a long cylinder in the 126 and a conical barrel in the Lysander. They have the same type struts and are roughly the same shape. The tail plane of the 126 is a rectangle with blunt ends while that of the Lysander is elliptical.



WELLINGTON
Type: midwing bomber. Armament: 8 m.g., 4,500lb. bomb load max. Engine: 2 air-cooled. Ceiling: 22,500 service. Length: 61ft. Range: 1,150 service. Span: 86ft. 2in.

One of the most important things to remember about the Vickers-Armstrong Wellington is that the Mark 3 and Mark 4 have air-cooled engines; earlier models which are still in use have in-line liquid-cooled. The engines, whether air or liquid cooled, are set well forward in the long, narrow, tapered wings. The rear turret hangs behind the extremely tall "shark's-fin" rudder, while the turret in the nose is well forward of the engine nacelles. The fuselage is deep and rather awkward-looking. From any angle at which the fin is visible, you can tell it's a Wellington; there isn't another like it.

Watch for New Insignia!

OLD USAAF NEW USAAF

The new Wing insignia has been adopted by the Army, Navy and Marine air forces because it is said to be visible at 60 per cent greater range than any hitherto known. The marking retains the old white star on a circular field of blue but adds a white rectangle attached horizontally at both right and left of the circle and a red border enclosing the entire device. The tail markings remain the same.

Next Week

The airplanes reproduced on these pages today are the second of three groups which will include practically every plane a soldier in battle is likely to see. Today, the ground support bombers and some observation planes—all aircraft likely to be seen in a battle's critical stages or in a landing from the sea—are discussed. Next week the heavy bombing planes which are used as long-range artillery will be surveyed.

Kangorra Couldn't Read

The Govmun Didn't Want Him to Hunt Heads— But How Else Was He To Woo This Hill Woman?

By Walter Clare Martin

Reprinted from Esquire

IN his hiding place in the black palm sprouts close to the Doriri village Kangorra spanked his hips in delight. Never had he seen a woman that pleased him like this one.

Not even at Division Headquarters, where he worked out his two-year prison term for killing and eating a Maseena chief. This woman had never seen cloth. She was naked as a young kangaroo. The hair on her head was a great mountain of frizz. She had *mabu* shells on her arms. Around her sleek, muscular abdomen hung a girdle of wild-hog teeth. When she chased a lizard or frisked about, it was funny to see those dog teeth dance on her bouncing, rubbery flanks.

He lay close to the ground and longed for the girl. He, Kangorra, was a man. He was a warrior in the jungle and a man on the river. He had faced in his canoe the terrible bore, when the huge sea tides of the fat moon rush against the river current in a wall of water that no boat can live through. A brave man could tremble at sight of the bore. Nobody knew how many hundreds had been careless and had been caught by the bore and were food for alligators. But he, Kangorra, had come to shore alive.

He, Kangorra, could talk with a Britisher, a Kaili or a Yank—like that Yank at the Resident Magistrate's station who had given Kangorra a long steel knife, the most valuable thing in the world. A man with a long steel knife, if he be alert, need fear nothing in the jungles of Papua.

After Kangorra's year in prison and a year on parole, the Man, the Resident Magistrate, had put a cloud on his face and said:

"Pay attention to me, Kangorra. When the Tamanti made war on the Maseena and took away many heads, we let you off lightly because you were young. Give heed. If I hear of any skulls decorating your house I will hang you from a coconut tree."

But if the Man and the Yank were now with him, watching the girl, he would say to them:

"There is the woman. But these hill-devil Doriri will not give you a woman unless you bring heads. And not of women, or old men."

Kangorra peered from his ambush. All the doors of the nipa-thatched huts were studded with heads. The sorcerer's entire front wall was agrin with them. Each head, after shrinkage, had been dipped in hot gums. The eyes were round shells. For eyebrows the artist had used strips of fur.

A flaming lory flew up with an angry squawk, a short bowshot behind him. Kangorra turned to black stone. He weaseled his knife from its sheath. A jumble of oily black hair, bespotted with mud and mangrove moss and tangled with spider webs heaved cautiously above the rank fern bush. Kangorra hissed like a snake to freeze the man in his tracks. Then he sang very softly.

"Tamanti. I also am Tamanti."

After a threatening silence the other man spoke.

"What name Tamanti?"

"I am Kangorra, the man-with-the-knife."

"Kangorra." The other man stepped forward. He was in full fighting gear, bow, arrows, stone hatchet, bamboo knife and a stringer for carrying heads.

"You are Gida," said Kangorra. "The boat stealer. When the down-river people come up to fish, you steal their canoes at night. Everyone says you are a great rascal."

"That is right." Gida gazed hungrily at Kangorra's knife. "I am a famous boat stealer."

"Why do you come to this place?" asked Kangorra. "These people have no canoes."

"I was hunting wild pigs in the ti-tree woods when I saw the Govmun walking with guns."

"The Govmun does not send soldiers because of a few canoes."

"These men were walking toward the Tamanti village and I did not like it."

"A trick comes to my mind," said Kangorra after meditation. "I want a certain Doriri woman. The Govmun is my friend. We will go to our village and I will talk to the soldiers. Then I will lead them here and show the captain all these skulls the Doriri have. The captain will take the leaders away. So the woman will see I have powerful friends and a knife and I will not have to pay any heads for her."

"That is a beautiful trick, Kangorra." The boat stealer wriggled in delight. "We will go now to our village and I will hide while you talk to the Govmun."

II
Kangorra stood in the middle of the village, his own home, dazed and swaying. All around him they lay, children, women, old men and slim youths. Huddled and coiled, the bodies smelled from the yam patch to the creek. A number, including Kangorra's father, had been tied upright against trees. Their bodies were gouged with bayonet wounds. Those who had fallen in the weedy outskirts had been cut down by bullets. All others had been stabbed to death.

As Kangorra stared, a fury exploded in him. He howled and struck out right and left, "Dam Govmun! Dam Govmun!" he shrieked.

A snarling dog stood in the path of Kangorra. He split it like a coconut. Spear in hand, he raced through the long house and around the blood-stained huts.

There was nothing to fight but foul air. He threw himself flat at his father's feet. His senses began to flow clear.

"This place makes me pale in my stomach," said Gida. "Let us go to my house."

At Gida's hut, far up a mangrove creek, where his stolen canoes were cached, they found his wife pounding twigs for fish poison. Her young breasts were beaded with bubble shells and her ears were loaded with pearls. From her, Kangorra got the tale.

An old Tamanti, who had escaped, had opened and shut his hand three

times to show her that there had been fifteen soldiers. They were short and dirty, he said. Most of them wore no outer shirts. Their skin was a muddy brown color, not like the skins of the other Govmun men they knew. One man was not like the others. He was big and had no hair on his head. He looked like a teacher the old Tamanti had seen at a German mission on the north coast.

The trouble began when the soldiers demanded boats.

A new thought came to Kangorra's mind. These people could not be his Govmun. The Big Land—New Guinea—had many divisions and each had a different Man. Kangorra's Govmun knew the Tamanti were not a boat people.

Kangorra cried suddenly, "These men want boats! They shall have boats. They shall go on the river in boats. I swear it by the head of my father."

"Have you thought of another trick?" asked Gida.

"I have thought of a trick," said Kangorra. "Get boats. Hide them under the heron roosts where the big river swallows the little. I will lead the Govmun to the boats and I will guide them on the river. The moon is fat. I will guide them at the hour when she comes near to look on the water."

III
As he led the short soldiers through the jungle, Kangorra laughed in his stomach. He had told them that he, Kangorra, knew where boats stayed. He would lead them there for the price of one bundle of matches.

The soldiers gave him the matches and grinned at the stupid native. Now they followed. These men were small and filthy, but they were well armed. Kangorra's eyes shone at the bayonets at their sides, the knives that had stabbed his people. They had guns, long guns and short guns with wheels that talk fast. They carried bags and boxes of which they were very careful. Heavy boxes. Kangorra laughed inwardly as he thought of how they would load the canoes. These men were from beyond the sky-mountains. They did not know the river. They were eager to get to it and drove him fast so that Kangorra was obliged to lead them by a long trail so as not to get there too soon. The bald man had a piece of paper. He looked at it often. It must have been a charm, because he did not let go of it even when Kangorra led him to step up to his neck in a pool of sago scum.

The soldiers cackled when Kangorra brought them under the heron roosts where the canoes were. The load was so heavy only one man could get in each canoe. Even then they were deep in the water but the men looked out under the hanging moss and saw that the stream was flat. Even the great river that widened out beyond the mouth of the creek was like oil. The light of the great moon lay across it, wide, white, and glittering.

Out of the blackness under the trees, Kangorra led the fleet into the channel. When they left the creek mouth the river spread wide. They paddled in the blinding reflection of the moon. Outside the light streak, the water was still and blacker than polished black jade. "Few men but me, knowing what I know, would be out here now," Kangorra

thought proudly. "The moon has come near to seize the ocean's tail and pull him into the river."

"Why are we so far out?" The bald man asked Kangorra.

"Get plenty current. Move fast. You see pretty soon." Kangorra showed his teeth.

The little men in the small, pointed canoes bowed over their paddles. From far off Kangorra heard the sound, at that moment like the faint hum of a bow-string. The river seemed to move uneasily under them. Kangorra looked back at the fleet. His spear was lashed to the canoe. He felt to make sure that the Yank knife was tied in its rattan sheath.

"What was that?" cried the bald man, hearing a booming crash ahead. "Ah, it is the surf. We are near our objective. You—Native!" he called to Kangorra. "The water is getting rough. Here are waves. Are we near the sea?"

"The sea is very near," answered Kangorra.

Bows of the canoes began to swerve and yaw about. Waves suddenly were breaking all around them. The soldiers paddled desperately. The roar ahead grew louder and now it was continuous. At an order from their leader the canoes had turned toward shore, but too late. They saw it. From bank to bank, terrible, on-rushing, pushing ahead of it a turmoil of leaping foam, roaring like a thousand cataracts, on came the black wall of water, higher than a boat's mast and crowned with blazing silver along its crest.

Kangorra waited until he was in the foam and then he stood up and dived deep. He swam hard below the water. When he came up at last to gulp air his mouth was salt. The river was writhing, tormented and twisting. Great swirling eddies from the shores made whirlpools. Waves left by the bore surged high and threw diamond foam at the savage moon. Kangorra saw a swimmer splashing toward a canoe bottom side up. Most of

the Govmun, he guessed, would be drowned. He hoped not all. Some must be good swimmers.

When he climbed out on the bank, Kangorra felt in his hair for his matches. They were dry in the bamboo joint. Hurriedly he heaped up a blaze of sticks. He had not long to wait. At a mud-sucking foot sound Kangorra disappeared. Up from the water the man was coming to the fire. The man was scouting his way, watchful, ready. These short soldiers were fighters. The man had hung to his rifle through the bore. The bayonet was stuck on the barrel. An enemy with his spinal cord cut makes no fuss, Kangorra thought. The Yank knife was in Kangorra's hand.

Other survivors, crawling out, one by one, heard no sound.

IV
Kangorra pretended not to see the motorboat full of Australian scouts, in charge of the Man and the Yank. Six heads nicely strung and tucked in the bow of Kangorra's canoe were embarrassing. No use to heave the heads overboard, besides they were precious. They were the price of a wife.

A big voice sang out, "Halt!" Wash of the launch rocked the canoe, plainly revealing its cargo. The Man yelled at him, "You young devil, you've been head-hunting again."

"Yes, sir," Kangorra tried to smile. "And now you will have to hang me."

"I gave you warning."

"But I did not eat anybody," Kangorra pleaded.

"There's no use talking. We've all heard you confess and we've seen the evidence." The Man swallowed in disgust. "Chuck those things in the river."

"Hey! Hold it!" the Yank erupted. "Let me look."

Kangorra held up the hoop. At least here was one person who appreciated a first class bag. He nosed into the launch so that all could enjoy the spectacle.

"Look, R.M.," shouted the Yank. "These were Japs."

"What!" The Man jumped off his seat cushion. "Only three days after the Pearl Harbor attack and they are in here already!"

"They were in here ahead of it, snaking through the jungle, ready to strike."

The launch threw spray from its bow as it rushed downriver after Kangorra told them where the bodies were. Standing over them the Man's face was dark.

"What price your airdrome, R.M., if this bunch had gotten through?" asked the Yank.

Kangorra was almost weeping. His canoe had been towed behind the launch. "Then I have done well," he said. "But you will take my heads and what can I give for my woman?"

"Come to think of it," mused the Yank, "I didn't notice that Kangorra had any—ah—trophies. Did you, sir?"

"Trophies, Trophies?" said the Man. "I don't know what you mean. Let's push off downstream. Time's precious."

Paddling up the river Kangorra was singing. Something white caught his quick eye. It was a sheet of soaked paper hanging to a floating weed. He spread it out on his knee. Many lines like snake tracks. It was the charm that he had seen the bald man looking at to give him strength. An educated eye would have seen that it was a careful map of this part of New Guinea, lettered in German and Japanese, with recent up-to-the-minute additions. In the area marked "Tamantiland" was pencilled this helpful note.

These people are backward, with neither powder, nor guns nor military organization. They need not be reckoned with.

Kangorra wadded the paper into a hard pellet and dropped it overside to sink and drown the charm. Of course, Kangorra could not read.

AIR FORCE HONOR ROLL

No. 1

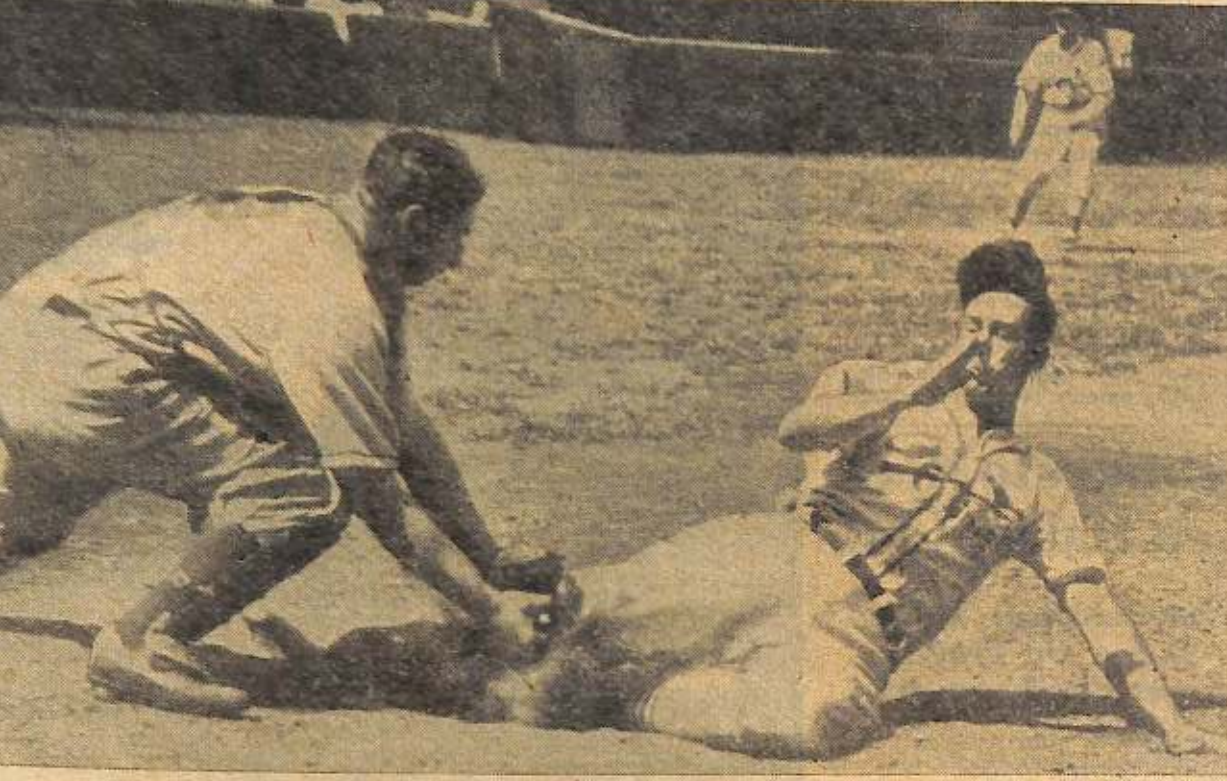


GI JOE

By Lt. Dave Breger



had opened and shut his hand three



New York Times Photo

Ernie Lombardi, burly catcher of the New York Giants, tags out Outfielder Harry Walker, of the Cards, after he attempted to make home on a fly-ball by Kuroski. The Cards won 1-0. Note Walker's disgusted expression.

Cardinals Top Dodgers, 7-4; Pirates Lose

Yankees Split With Tigers, 4-0, 12-4; Nats Drop Browns Twice

NEW YORK, Aug. 4—The St. Louis Cardinals made it four in a row over the Brooklyn Dodgers at Sportsman's Park last night, dumping the Bums, 7-4. This, coupled with a 6-1 defeat suffered by the Pittsburgh Pirates at the hands of the Boston Braves, put the Cards 11 and half games ahead of the pack.

Although the Redbirds were out-hit, ten to six, they bunched their blows in the first two stanzas, racking up five runs in the first inning to chase Max Macon, and got two runs in the second off Rube Melton. Mort Cooper won his 15th game of the season and was in difficulty only in the eighth, when the Flock tallied three runs, two on Luis Ilmo's second homer of the year with one aboard. Umpire Al Barlick sent Leo Durocher to the showers in the fourth for heaving about balls and strikes decisions. Macon was charged with loss number six.

Andrews Yields Five Hits

Nate Andrews pitched five-hit ball, shutting out Pittsburgh for eight innings as the Braves topped the Bucs. The Braves stowed away a five-run rally in the sixth. It was Andrews' eighth triumph, while Xavier Rescigno was the loser. He lasted six frames and was followed by Johnny Podgajny and Bill Brandt.

The Giants had a good day at Cincinnati as they stopped the Reds, 5-3. The Giants solved Elmer Riddle with one run in the second and two in the fifth, taking a 3-2 lead. They also tallied in the sixth and the ninth. The other Red marker came in the seventh. Harry Feldman was the mound victor, his fourth triumph, while Riddle was charged with his sixth setback.

At the Yankee Stadium, the Yankees and the Tigers played "first you, then me" as the Bengals clawed the Ruppert Rifles, 4-0, in the first half of a twin bill, then came out on the short end of a 12-4 score in the nightcap. The Yankees were tamed by Virgil Trucks in the opener, who yielded a lone bingle in six frames. He had to be relieved because of a torn muscle in his throwing flipper, giving way to Lefty Roy Henshaw who gave up two singles the rest of the way. The Tigers reached Ernie Bonham for two runs in the second, one in the fifth and another in the seventh. Bonham dropped his fifth while Trucks was marked down for his 11th decision.

Boston Rally Fails

Detroit got off to a three-run lead in the first of the nightcap, but the Bombers scored once in the second and then chased Hal Newhouser in the third with four more markers, including Charlie Keller's 16th homer with two aboard. The Yanks slammed across five runs in the sixth off Reliever Johnny Gorsica and finished their scoring in the seventh, Keller again homering with one on. Bill Zuber went the route for his fourth win while Newhouser was dropped for his ninth loss.

Despite a ninth-inning Boston six-run rally, the Indians edged the Red Sox, 11-9, at Fenway Park. Allie Reynolds was rushed to the mound to rescue Jim Bagby in the ninth, preserving Bagby's 11th victory. Yank Terry started and pitched five frames for the Sox and was charged with his fifth defeat. Ken Keltner homered twice for the winners.

The Washington Senators made it six in a row over the Browns at Griffith Stadium last night in both ends of a double header, 7-4 and 3-0. Bucky Newsom was chased by a four-run rally in the eighth. Newsom's record is now nine victories, all with Brooklyn, and seven defeats, three with the Browns. Early Wynn was the victor, his 11th.

Milo Candini allowed the Browns four hits while the Griffs got eight in the clincher. Gerry Priddy banged out his second homer with one on in the sixth. Bob Muncier hurled six innings for the Browns and was charged with loss number eight while Candini took credit for his eighth.

Scalders, Loop Leaders, Trip North Irishers

— FIGHTER STATION, Aug. 4—In an errorless baseball game played here yesterday, the league-leading Scalders of the — Fighter Squadron nosed out the North Irishers, — Fighter Squadron, 3-1.

Both teams showed good fielding and stickwork. Lone tally for the losers came on a homer by T/Sgt. Al Rousselie, of Halam, Neb. Winning battery was Sgt. Johnny Wielenga, of Kalamazoo, Mich., and Pvt. Bert Kopperud, of Minneapolis. Losers were T/Sgt. Buford Petty, of Williamstown, Ky., and Sgt. Gil Irwin.

'Derry Sailors, Marines Tied in Series at Two-All

BELFAST, Aug. 4—USNOB defeated the Marines, 8-3, to tie their five-game series at 'Derry yesterday. The series stands two and two, and the final game will be played Thursday.

Navy introduced a new pitcher, St/3c George Ertell, 200-pound right-hander from Long Island, N.Y. He allowed two hits and got three himself. The Leathernecks pitched Lefty Conville, of Rox-

Armored Force School Has Grid Stars—But No Team

FORT KNOX, Ky., Aug. 4 (AP)—While other schools are worrying about where to get 11 men for a football team, the Armored Force OCS here has plenty of former college stars, including five bowl veterans, but no team. Three standouts of the 1943 Rose Bowl game at Pasadena are candidates.

Vic Smith and Bill Smith are not related, but both come from Los Angeles and both played 58 minutes apiece for UCLA last January. Another candidate is Van Davis, of Georgia, which beat UCLA, 9-0. The Smiths rate Davis, who also played in the 1942 Orange Bowl game, as the greatest crashing end they ever played against. Milt Smith played a pretty fair end himself. Vic Smith played half and fullback and Davis says Vic ran over his end more times than he liked to remember.

The school has another pair of bowl veterans in Truman Cox, of Boona, Texas, and Marston Slaughter, of Houston, team mates at Texas A and M and both ends in the Cotton Bowl.

Asked what playing in the Rose Bowl meant to a football player, Vic Smith replied, "The Rose Bowl is to a football player what the march into Berlin is going to be to an American soldier."

And the job of learning to run tanks and guns here rules out football, except for reminiscing after hours.

Three Squads Ahead in WBS

WBS HQ, Aug. 4—The — Port Ramblers, the Americans and the Hounds are leading baseball leagues in the Western Base Section area.

The Ramblers again took over first place in the — Port district when the — MP Nitesticks dropped from the circuit because of military reasons. T/4 Louis Schneidewind captains the Rambler club. After starting out with six clubs, the league now has three.

The Hounds are the only undefeated team in the — Port of Embarkation league, having victories over the Wolves, Rinkydinks and the Bronc Busters.

Also unbeaten are the Americans from the — Replacement Depot, who lead the Central district loop. Second place in the eight-team league is shared by the Cajuns and Chiefs. The league comprises teams from CWS units, hospitals and depots.

Standings of the leagues:

— Port District				— Port of Embarkation			
W	L	Pct.		W	L	Pct.	
Ramblers	4	1	.800	Hounds	3	0	1.000
Fence B's't's	1	2	.333	Wolves	0	1	.000
Pill Rollers	0	3	.000	Rinkydinks	0	1	.000
				Bronc B's't's	0	1	.000
Central District							
W	L	Pct.		W	L	Pct.	
Americans	4	0	1.000	Bear Brnrs	2	2	.500
Cajuns	2	1	.667	Zigs	1	2	.333
Chiefs	2	1	.667	Imps	0	2	.000
Couriers	2	2	.500	Barons	0	3	.000

Boston U. Drops Football

BOSTON, Aug. 4—Boston University, with all of last year's varsity in the armed forces, has dropped football for at least the next two years.



American League

Tuesday's Games

Detroit 4, New York 0 (first game)					
New York 12, Detroit 4 (second game)					
Cleveland 11, Boston 9					
Washington 3, St. Louis 0 (second game, night game)					
Other teams not scheduled.					
W	L	Pct.	W	L	Pct.
New York	58	.36	Cleveland	46	.47
Washington	53	.47	Boston	46	.49
Chicago	49	.45	St. Louis	42	.51
Detroit	47	.47	Philadelphia	39	.58

Yesterday's Schedule

No games scheduled.

National League

Tuesday's Games

New York 5, Cincinnati 3					
Boston 6, Pittsburgh 1					
St. Louis 7, Brooklyn 4 (night game)					
Other teams not scheduled.					
W	L	Pct.	W	L	Pct.
St. Louis	63	.31	Chicago	45	.50
Pittsburgh	52	.43	Philadelphia	44	.44
Brooklyn	52	.47	Boston	40	.51
Cincinnati	50	.46	New York	36	.59

Yesterday's Schedule

Philadelphia at Pittsburgh (night game)
No other games scheduled.

Leading Hitters

American League

Player	G	AB	R	H	Pct.	
Appling, Chicago	..	94	362	37	120	.331
Wakefield, Detroit	..	95	407	55	132	.324
Curtright, Chicago	..	77	254	43	81	.319
Stephens, St. Louis	..	81	305	43	92	.302
Hockett, Cleveland	..	81	346	44	103	.298

National League

Player	G	AB	R	H	Pct.	
Musial, St. Louis	..	98	388	65	132	.340
Herman, Brooklyn	..	100	373	47	123	.330
Vaughan, Brooklyn	..	98	393	80	123	.313
Hack, Chicago	..	94	364	52	114	.313
Kurovski, St. Louis	..	86	326	47	102	.313

Home Run Hitters

American League—Keller, New York, 15; York, Detroit, and Stephens, St. Louis, 14.

National League—Nicholson, Chicago, 15; Ott, New York, 14; DiMaggio, Pittsburgh, 12.

Runs Batted In

American League—Etten, New York, 71; Johnson, New York, 64; Stephens and Laabs, St. Louis, 59.

National League—Nicholson, Chicago, 74; Herman, Dodgers, 69; Elliott, Pittsburgh, 66.

Agitators Climb to First In Ulster League Play

BELFAST, Aug. 4—Sgt. Joe Aycock's Agitators defeated the Pillrollers last night, 3-2, in an eleven-inning game. Sigmund Bureski was on the mound for the Agitators, Cpl. Harry Carr, of Ottumwa, Iowa, for the Medics.

The Agitators have climbed to top place in second round of NI League play with a percentage of .800, four wins and one loss. The Mustangs are second with .750, and the Redbirds, Pelicans and Pillrollers are tied for third.

"Deacon" Ed Behnen, of E. St. Louis, Ill., pitched the Blues to a 5-4 win over the Mustangs at Ravenhill Park last night. The score was tied when Pfc Floyd Brody, of Detroit, third sacker, batted in the Blues' winning run in the tenth.

Alsab Makes Debut Saturday

CHICAGO, Aug. 4—Alsab makes his 1943 debut Saturday at the \$10,000 added Chicago Handicap at Washington Park.

Cubs Trade Bill Lee to Phillies

CHICAGO, Aug. 4—Bill Lee, oldest member of the Chicago Cubs in point of age, has been traded to the Phillies for catcher Mickey Livingston. Lee, who led the Cubs to the 1938 pennant with victories and nine defeats, has been able to get going this year, winning 11 and losing seven. The Cubs want Livingston because of the I-A status of regular backstop, Clyde McCullough.

As Fool Kin Plainly See?



EF AH CAIN'T HELP TH' CHILE—THAR'S ONLY ONE OTHER PERSON IN TH' WORLD WHO KIN CALLIN' HER IN MEANS THET LI'L ABNER IS A GONER!!



AVAILABLE JONES—TAKE A LETTER TO...



'Derry Sailors, Marines Tied in Series at Two-All

BELFAST, Aug. 4—USNOB defeated the Marines, 8-3, to tie their five-game series at 'Derry yesterday. The series stands two and two, and the final game will be played Thursday.

Navy introduced a new pitcher, St/3c George Ertell, 200-pound right-hander from Long Island, N.Y. He allowed two hits and got three himself. The Leathernecks pitched Lefty Conville, of Rox-

Reich Civilians Told Prepare To Leave Italy

Bankers Reported Urging Peace as Alternative To Bankruptcy

Tension mounted throughout Europe yesterday as indications increased that Italy, despite her insistence that she would remain in the war, was well on the road toward asking for peace.

The United Press reported from Berne, Switzerland, that German consuls had ordered all German women, children and commercial firms in Italy to prepare for immediate departure. German firms, it was said, had been ordered to load all their equipment and papers in trucks in readiness to leave at any moment.

Special trains carrying Italian workers returning from Germany, as well as those carrying supplies of Italian rice, vegetables and other goods to Germany, have been halted, frontier reports said. There was no explanation.

Bankers Fear Bankruptcy

From inside Italy, meanwhile, reports trickled that an important group of bankers and industrialists in Milan and Turin had joined the forces urging Marshal Badoglio to make peace with the Allies. They were pressing for action on the grounds that only peace could save Italy from complete bankruptcy, the United Press reported from Madrid.

Peace demonstrations were said to have been renewed in the chief cities of northern Italy, with people gathering in the city squares in a follow-up to the half-hour sit-down strikes which occurred on Monday.

In Milan thousands of people repeated last week's slogan, "Immediate peace," in demonstrations in the Piazza del Duomo (Cathedral Square).

Sicily - - - -

(Continued from page 1)

"softening up" the defenses for the British 78th Division only five miles away.

Allied fighters, ranging unopposed over the German and Italian defenders, strafed Axis infantry with cannon and machine-guns. Bombers dropped explosives at point-blank range. A large convoy of enemy trucks, caught on the road, lost 80 destroyed and 100 damaged.

Front-line reports said there were so many Allied planes in the sky "the roar was deafening. It was a regular traffic jam up there."

The heaviest fighting apparently was taking place in the central sector where the British 78th was said to be advancing over ground strewn with German dead. The Germans fought furiously to protect the Adrano-Catania road and counter-attacked continuously in spite of terrible losses.

In the northern sector American 105-mm. and "Long Tom" 155-mm. guns made fighting a hell for the Germans barring the way to Messina. To prevent the retreat of the harassed Nazis from turning into a rout, the Germans called up groups of Me109s and FW190s to attempt to knock out the big guns, but their efforts were in vain.

The fierce character of the German counter-attacks was illustrated by Allied headquarters' disclosure that Agira, on the western edge of the Catania plain, changed hands many times before the Canadians finally established complete control.

Fort's Radio Gunner Gets DSC After 25 Ops

BELFAST, Aug. 4—T/Sgt. Michael Kruge, Fortress radio operator and gunner, was awarded the DSC here today by Brig. Gen. Edmund W. Hill, Eighth Air Force Composite Command.

Kruge, who is from Ansonia, Conn., already has the Air Medal and three Oak Leaf Clusters. Today's award cited Kruge for courage, coolness, and skill in 25 bombardment missions over enemy-occupied Europe.

American Forces Network

Operated by Radio Section, Special Service Section, SOS, ETO.

1,402 kc. On Your Dial 1,420 kc.
213.9 m. 211.2 m.

(All times listed are PM)
Thursday, Aug. 5

- 5:45—Spotlight on Jan Garber's Orchestra.
- 6:00—News (BBC).
- 6:15—Personal Album—Janet Blair sings "I've Got You Under My Skin" and "Check to Check."
- 6:30—GI Supper Club—Your host, Cpl. Charlie Capps.
- 7:00—Sports news. With your Stars and Stripes radio reporter.
- 7:05—The Aldrich Family.
- 7:30—Kay Kyser's College of Musical Knowledge.
- 8:00—News From Home—a cross-section of America's headlines, as presented by your Stars and Stripes radio reporter.
- 8:10—Fred Waring—with the orchestra and chorus featuring "Be Careful It's My Heart" and "Everything I Love."
- 8:25—Training Time.
- 8:30—Tommy Handley (BBC).
- 9:00—News (BBC).
- 9:10—Moods in Music.
- 9:25—Mail Call.
- 9:55—Weekend Leave—Tips on how to spend your weekend.
- 10:00—Final Edition—Late world, ETO and sport news, as presented by your Stars and Stripes radio reporter.
- 10:10—Jerry Sears and his Orchestra.
- 10:30—Sign off until Aug. 6, at 5:45 PM.

APO Bats .997 to Get 349 Letters to Captain

HQ, WBS, Aug. 4—Proof that the APOs are doing a great job of getting mail delivered to members of U.S. Forces is evidenced in the fact that of 350 letters written Capt. G. R. Dinsmore, a Special Service officer here, by his wife in Oakwood, Ill., only one has not been delivered over a year's time, a batting average for the APO of .997.

Letter No. 6 is the only one which failed to reach the Special Service officer. Mrs. Dinsmore numbers every letter. Capt. Dinsmore's wife missed writing on only 14 days in the year.

4 States to Meet At Palace Club

International Revue, Dance On Program at Peterborough

NORWICH, Aug. 4—Soldiers from North Dakota, South Dakota, Iowa and Missouri will meet at the Bishop's Palace Red Cross club here next Wednesday. A soldier band will play at a garden party Sunday.

Program for the week:
Friday—Tennis party, 3.30-6.30 PM; open house, 9-11 PM.
Saturday—Sports and dancing in the garden, 7.30-10.30 PM.
Sunday—Garden party, 3.30-5.30 PM.
Monday—Croquet match in garden, 3.30 PM.
Tuesday—Classical recordings, 8.30 PM; ping-pong matches, 9 PM.
Wednesday—State Night, 7.30 PM.

Southport

SOUTHPORT, Aug. 4—Open house for soldiers and their girl friends will be held at the American Red Cross Palace club here Sunday from 3 PM to 9 PM. There will be a supper-dance from 5 to 9 PM and a buffet supper from 6 to 8 PM.

Tamworth

TAMWORTH, Aug. 4—A bowls and snooker party tomorrow at 7 PM and open house and dancing Sunday are among the week's attractions at the American Red Cross club here.

White Chapel

LIVERPOOL, Aug. 4—Activity days have been changed for the week at the American Red Cross White Chapel club for Negro troops here. Fun night has been changed from Thursday to Friday. Card games are slated for Saturday and the weekly outing will be held Sunday.

Peterborough

PETERBOROUGH, Aug. 4—Program for the week at the Red Cross club here:
Friday—Beat rife and picnic, 5.45 PM.
Saturday—Dance, 8 PM.
Sunday—"International Revue," 8 PM; dance, 9 PM.
Monday—Movies, 9.30 PM.
Tuesday—Dance, 8.15 PM.
Wednesday—State Night, Florida and Georgia, 7.45 PM.

Warrington

WARRINGTON, Aug. 4—Program for the week at the Red Cross club here:
Thursday—Movie, 8 PM.
Friday—Dance, 8 PM.
Saturday—Variety show, 8 PM; swimming, 9 PM.
Sunday—Dance, 3 PM; movie, 7.30 PM.
Monday—Movie, 8 PM.
Tuesday—Movie, 8 PM.
Wednesday—Dancing class, 8.30 PM.

Glasgow

GLASGOW, Aug. 4—Program for the week at the Red Cross club here:
Friday—Movie, 7.30 PM.
Saturday—Dance, 7.30-10.30 PM.
Sunday—Motor coach tour, the three Lochs, 10 AM; Tea dance, 2.30-3.30 PM; "At Home" party, 6-10.15 PM.

150 ETO Residents Apply For Enlistment in WAAC

More than 150 applications for enlistment in the WAAC have been filed by American women living in Britain, as well as American girls serving in Allied auxiliary services, it was announced yesterday by WAAC headquarters in London.

Further action on the applications, however, will not be taken until instructions are received from Washington, it was said.

If WAACs are recruited in the ETO, enrollees will have to be American citizens between the ages of 20 and 50, of good moral character, and with at least two years of high school and a passing grade in the Army General Classification Test. Transfers from Allied services will be conducted with the procedure employed by the Army.

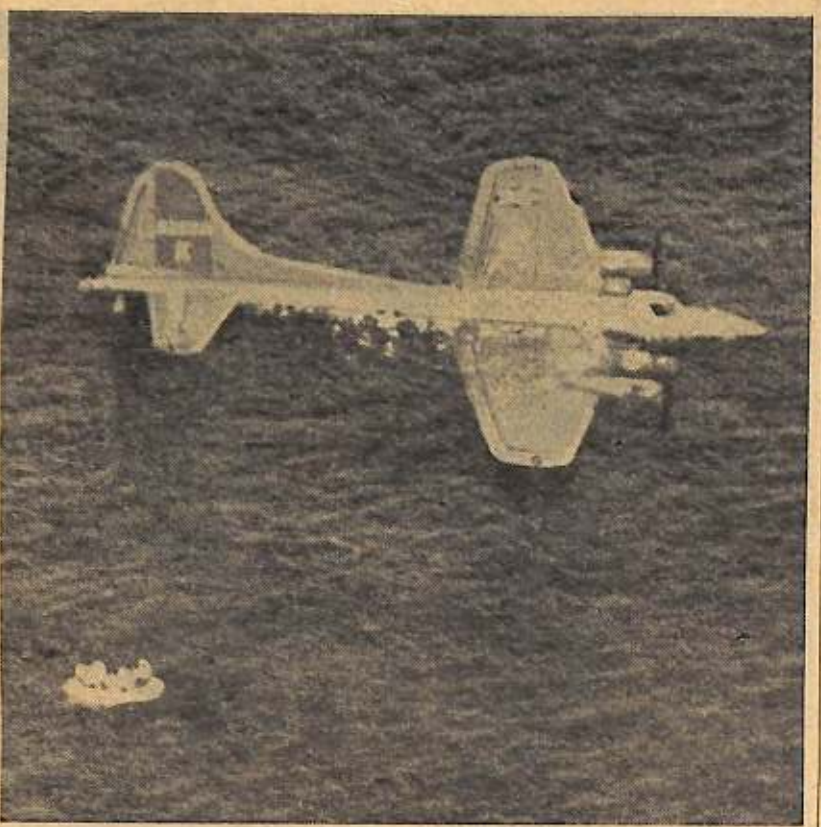
Where Scotch Is Served Warm

SHREVEPORT, La., Aug. 4—Shreveport has an ice shortage so acute that ice is being rationed at the rate of 1 1/2 pounds per person daily.

Terry and the Pirates



Fort Cracks Up in North Sea



An Eighth Air Force crew heads out in the North Sea in their rubber dinghy as their ill-fated B17 settles into its watery grave. About 45 minutes after this picture was taken a British plane dropped them a motor boat, in which they sailed to safety.

(Continued from page 1)

Tex., calmly crawled through the windows next to them. Lt. Casey walked along the wing to the dinghy, never inflating his Mae West, but Lt. Stewart dived into the North Sea, swam under the wing and came up on the other side.

The men in the radio room climbed out one at a time.

"I was in the radio room ready to get panicky, but no one else did so I didn't either," remarked 2/Lt. Luther Baker, of Wooster, Ohio.

Only one of the rubber dinghies inflated completely and there was no room for two of the men of the crew. They stayed in the water and hung on to the dinghies.

"The radio operator, Garcia, went back into the plane to get some radio equipment as the rest of us climbed into the dinghies," Lt. Baker said.

The crew related that they were never very worried after the landing because there was always an air sea rescue plane in sight.

It took them some time to get into the boat the rescue plane parachuted to them.

"That boat had everything in it but a blonde and a bottle of rum," said Lt. Baker, known to the rest of the crew as "The Goat," and we turned it upside

down looking for that." Looking for the rum, not the blonde, the Goat explained.

Lt. Casey was happy in the boat. No one wanted to row, so they dragged out the sails and set them up. Casey spent three years at Annapolis as a midshipman and had done plenty of sailing.

"He kept yelling, 'Hey, Goat, trim the gib sheet,'" Lt. Baker said. "He was having a hell of a good time."

They sailed for about 20 miles before they finally were picked up. They don't remember much about what went on in the four hours they were on the water. When they were leaving the spot where the Fort finally went down, Casey pulled out the pistol he was carrying and they all had a shot at the rubber dinghies they had abandoned, trying to sink them.

After they had sailed half-way home, using the navigational aids in the boat, they were picked up by a larger Air Sea Rescue launch and brought ashore. That night they spent in the hospital. In the Naval Ward Room they met a man going back to the States, traded addresses for shots of Scotch, talked and finally went to bed.

For the co-pilot, Lt. Stewart, there was still one anti-climax. He returned to his station and found a wire waiting for him. "You are the father of a baby girl." Nice end for an episode in the North Sea.

Exemption Over Down 21 Planes For U.S. Fathers In Deepest Raid

WASHINGTON, Aug. 4—American fathers between the ages of 18 and 37, previously exempt from conscription because of dependency claims, will be reclassified immediately and made available for induction into the armed forces after Oct. 1, Paul V. McNutt, chairman of the War Manpower Commission, announced Monday.

The order will affect more than 6,000,000 men with children born before Sept. 15, 1942. Fathers with children born after that date are already eligible for service.

Fathers will be drafted only to meet local board monthly quotas which cannot be filled by conscripting men other than fathers. They will be inducted according to their selective service order numbers, regardless of the number or ages of their children. Those who are engaged in essential work or whose induction would cause extreme hardship to their families will be deferred, McNutt explained.

Berlin Show on Way Here

HOLLYWOOD, Aug. 4—Soldier-members of the cast of "This Is The Army" are on the first leg of their journey to the British Isles and North Africa today, following completion of the movie of the Irving Berlin musical. The company left Hollywood for Camp Upton, N.Y., where it will be split in two units, one to go to London and the other to Africa.

A U.S. BOMBER STATION, England, Aug. 4—There was a Focke Wulf factory, hidden in a little country town 90 miles southwest of Berlin last week. Eighth Air Force powers marked it as a target.

The town was Oschersleben. Wednesday was the day.

This group, one that has had more than its share of tough luck and heavy losses, was picked to lead the entire Fortress formation to the objective—a target that called for a deeper penetration than the Forts ever had made into Germany. It involved finding a small target without the aid of rivers, mountains or other good landmarks.

But they found it, bombed it accurately, knocked down 21 German planes and got back home without losing a single ship.

Col. Frederick W. Castle, New York City, is the leader of the group. Formerly assistant to the president of the Sperry Corp., makers of the famous USAAF secret bombsight, Col. Castle, a West Point graduate, returned to the Army on the personal invitation of Gen. Ira C. Eaker, Eighth Air Force commander.

He led the group last Wednesday as pilot of the B17 Sour Puss. After the raid Col. Castle said, "When the boys who had caught hell for months were given the responsibility and the honor of leading the entire formation on a crucial mission, they didn't flinch. Practice and disheartening experience paid rich dividends."

NEWS FROM HOME Senators Seek FDR's Support Of World Police

Bloc Asks U.S. to Sponsor International League After War

WASHINGTON, Aug. 4—A group of senators disclosed today they would attempt to enlist President Roosevelt's direct support for a resolution pledging American participation in an international force to prevent future aggression.

Senator Carl A. Hatch (Dem., N.M.), a member of the group, said he was trying to arrange a conference with the President and Cordell Hull, Secretary of State.

The resolution calls for America to take the lead in organizing the United Nations for immediate and post-war collaboration on international problems.

Stokowski Picks Jive Stars

BEVERLY HILLS, Cal., Aug. 4—Leopold Stokowski, symphony conductor, also is hep to jive and has picked an all-star unit which lines up like this: piano arranger, Duke Ellington; clarinet, Artie Shaw and Benny Goodman; trumpet, Harry James and Louis Armstrong; trombone, Tommy Dorsey; and vocalist, Lena Horne. Stokowski, who admires swing's improvisation, says the original playing of Bach, Beethoven and Mozart was "groovy."

U.S. War Diet Healthier

WASHINGTON, Aug. 4—Dining tables are not exactly groaning any more, but the food that does appear on them is more nourishing than ever, according to the Department of Agriculture. Shifts in diet and different cooking and baking ideas are chiefly responsible. A department survey showed that civilians were getting more calories, protein, fat, minerals and vitamins.

Japs to Exchange Prisoners

WASHINGTON, Aug. 4 (UP)—The Japanese and the United States governments have agreed to exchange more prisoners in the autumn, it was announced yesterday. The Swedish liner Gripsholm will be used for the exchange.

Germans Flee From Hamburg

The third month of the Allies' heightened aerial offensive against Germany has left Hamburg, the largest Nazi port, a scene of indescribable desolation, according to reports of refugees arriving in neutral countries yesterday. Great parts of the city have been laid waste by the record weight of 8,000 tons of bombs.

As Nazi authorities yesterday warned all people to flee the city "as fast as possible," unconfirmed Stockholm reports estimated the death toll of Germany's second largest city at 200,000. Meanwhile, collapsing buildings added to the danger of the firemen fighting the flames started by the RAF's last raid, Monday.

Typhoons of Fighter Command set fire to a munitions ship off the coast of Norway and damaged seven E-boats, and Whirlwind bombers raided an airfield at Guipavas, near Brest, yesterday. Other blows were struck at Sylt and Cuxhaven in Holland.

The Eighth Air Force bombers were inactive yesterday for the second time since July 25. During the lull, Brig. Gen. Frank A. Armstrong, USAAF heavy bombardment unit commander, sent a congratulatory message to the men of Fighter Command, through their chief, Brig. Gen. Frank O'D. Hunter, for the support they provided in the July 30 raid on Kassel.

Billion for Post-War Highways Is Proposed

ST. PAUL, Aug. 4—State Highway Commissioner Michael J. Hoffman said today that a bill now before a Congressional committee in Washington, sponsored by the American Association of State Highway Officials, would appropriate a billion dollars in federal funds yearly for three years after the war for highway construction to ease unemployment problems.

East state or country would be asked to contribute at the rate of 25 per cent to each 75 per cent of government funds. Hoffman said Minnesota would get \$70,000,000 to \$80,000,000.

By Milton Caniff

