

## Willkie Gets Bad Defeat In Test Vote

Fails to Obtain a Single Wisconsin Delegate; Dewey Gets 14

MILWAUKEE, Apr. 5 (AP)—Wendell Willkie suffered a stunning defeat in Wisconsin's primary yesterday to select delegates to the national party conventions, failing to win a single delegate of the 24 chosen for the Republican conclave.

On the basis of still incomplete returns, Gov. Thomas E. Dewey, of New York, made the best showing of the four Republican candidates. Fourteen delegates pledged to support him for the nomination took wide leads.

President Roosevelt was unopposed in the Democratic primary.

Dewey supporters lost no time proclaiming their candidate's triumph.

"This indicates conclusively," said Secretary of State Fred Zimmerman, leader of the Dewey slate of delegates, "not only that Dewey will be drafted but that he already has been drafted." The Dewey slate ran in spite of the New York governor's refusal to announce himself as a candidate.

Returns from all ten congressional districts showed all Willkie's delegates running far behind with virtually no chance of winning a single contest.

With less than a third of the vote still to be tabulated, returns from 2,229 out of 3,076 precincts gave Dewey 14 delegates; Lt. Comdr. Harold E. Stassen, former governor of Minnesota, four, and Gen. Douglas MacArthur, three. Three uninstructed delegates, known to favor Dewey, also were among the top 24.

Willkie's poor showing, in spite of a 13-day tour that took him into 25 Wisconsin cities, surprised political observers. He was the only one of the four GOP candidates to campaign in the state. His supporters conceded before the primary that if he won fewer than 12 delegates his chances of being selected a second time as the Republican presidential nominee would suffer a severe blow.

## Willkie Gets Oregon's Votes

SALEM, Ore., Apr. 5 (AP)—Oregon's 15 votes in the Republican National Convention will go to Wendell Willkie and the Democrats' 14 will go to President Roosevelt.

Both won by default as the deadline for filing as candidates passed last night with no others entered in the state's May 19 primary.

## Demands War Explanation

OMAHA, Apr. 5 (Reuter)—Wendell Willkie, continuing his campaign for the Republican presidential nomination, asserted here today that the Roosevelt Administration was "prolonging the war effort by not telling the world in plain terms what we stand for and what we are fighting for."

"The Administration has committed us to unknown policies worked out in secret by secret agents and in secret conferences," he said. "It has confused our Allies and has left embittered and disillusioned those who fight underground against our common enemies."

## Lib Bomberang, After 53 Raids, Heads for U.S.

A LIBERATOR BASE, Apr. 5 (AP)—The Liberator Bomberang, a veteran of 53 missions over enemy territory, left this base yesterday with a dozen American airmen for the U.S., where plane and fliers will tour plane factories in a labor morale building program.

The battered B24 was given a rousing sendoff before Capt. Walter T. Stewart, 26, of Salt Lake City, took it into the air.

"The crew and I are thrilled to death over this trip back home," said Stewart. "We hope to see you all back at home some day."

Brig. Gens. James P. Hodges, of Washington, D.C., Edward J. Timberlake Jr., of St. Petersburg, Fla., and Walter R. Peck, of Lima, Ohio, paid homage to the fliers and to the Lib.

Air Forces public-relations officers said Bomberang dropped nearly a third of a million pounds of explosives while operating from Britain, North Africa and the Middle East. The plane was credited with shooting down 12 enemy fighters.

It made its first raid on Lille on Oct. 9, 1942, when Capt. John Stewart, of Ambler, Pa., then the pilot, brought the Lib home with one engine out and another damaged. First scheduled for the junk

(Continued on page 4)

# Rumania's Ex-Chief Urges Peace; Reds Cut Odessa Rail Escape Line

## Thrust Virtually Isolates Nazi Garrison

Russian tanks and cavalry cut the last direct rail line leading out of Odessa yesterday and thus virtually isolated that Black Sea port's garrison, estimated to number 30,000 to 40,000 men.

Fall of the rail junction of Razdelnaya, 45 miles due north of Odessa and 25 miles east of Tiraspol on the line leading from Odessa to Jassy in Rumania and thence south to the Danube port of Galatz, was announced last night by Marshal Stalin in an order of the day.

Its capture left the defenders of Odessa with only the rail line which passes over the Dniester estuary by ferry to Akkerman and then runs southwest along the Black Sea coast.

### 30 Miles from Lwow

Nearly 350 miles to the northwest, Marshal Gregory Zhukov's First Ukrainian armies consolidated positions 30 miles from Lwow in preparation for a new assault on that Nazi base 85 miles inside the pre-war Polish border.

In Rumania, beyond the Pruth, Marshal Ivan Koniev's mechanized troops were reported at the gates of the rail junction of Jassy. Cairo radio reported they had taken it, but the report had not been confirmed late last night.

Another Koniev wing, striking south between the Pruth and the Dniester to snap the Odessa escape line running through Tiraspol and Kishinev to Jassy, was 30 to 35 miles north of Tiraspol and moving on the junction along a 40-mile front.

Moscow reported the German high command had thrown strong air forces into the southern fighting to hold back Koniev's advance toward the Rumanian oilfields. Still other air formations were unleashed against the Germans' Black Sea shipping—a possible escape route for the Nazi troops in Odessa and the Crimea.

The central sector of the front meanwhile saw two battles of annihilation in progress. The last remnants of the stubborn German garrison were being killed or taken prisoner in bloody street fighting in Tarnopol, the Nazi hedgehog so long holding up the advance on Lwow, 65 miles to the northwest.

Soviet guns, mortars and planes riddled the trapped remnants of 15 Nazi divisions pocketed at Skalat, 25 miles southeast of Tarnopol. Casualties and captives were reported mounting hourly. Front-line dispatches said the trap had been cut up into a number of isolated areas.

## Japs in Burma Race Monsoon

NEW DELHI, Apr. 5 (AP)—Japanese forces are racing against time to establish a line between Imphal and Kohima before the monsoon—due in six weeks—interferes with operations.

If they lose, their hopes of gaining control of the Benzal-Assam railway will be shattered.

The Japanese were reported reliably today to be holding a 15-mile stretch of the road between Imphal and Kohima. Pressure by the Japs was increasing along the entire Assam front.

It was announced officially that British and Indian troops fought a successful rear-guard action withdrawing along the Tiddim road in the direction of the Imphal Plain defenses.

Airborne supplies are being dropped to the British.

## N.Y. Acts to Increase Aid To Servicemen's Children

ALBANY, N.Y., Apr. 5—Gov. Thomas E. Dewey has signed amendments to the state social welfare law increasing assistance to dependent children of men in the armed forces and merchant marine. A number of other amendments to liberalize New York welfare provisions also have been signed.

**Bond Sale Hits Stratosphere**  
WASHINGTON, Apr. 5—Secretary of the Treasury Henry Morgenthau Jr. announced that more than a half-billion War Bonds had been purchased by individual Americans—enough to make a pile 39½ miles high weighing 2,000 tons, or, if placed side by side, to girdle the globe two and one-half times.

## 'Lineup' of Nazi Prisoners in Ukraine



Battle weary Germans line up for Russian inspection after retreating hundreds of miles to be captured at the Russian border last week. Moscow announced that 25,000 Germans were seized in a month in the Ukraine drive.

## Pas de Calais Hit 68th Time; Fighters Over Reich—Berlin

A small force of Eighth Air Force Liberators, escorted by Thunderbolts, yesterday carried out the 68th Allied attack on the Pas de Calais in 113 days. The U.S. Strategic Air Forces, announcing only that B24s had "attacked 'military objectives'" on the French promontory closest to England, made no mention of any other operations, but German broadcasts told of fierce combats over western and central Germany between Luftwaffe interceptors and formations of American fighters. The announcements did not mention the presence of bombers.

"The small number of American fighters which were over Germany this afternoon carried out only nuisance raids with machine-gun and cannon fire," German News Agency said last night. "At the time of the raid there was unbroken cloud in the areas of enemy penetrations." The raid on Pas de Calais targets was the first operation for British-based American heavy bombers since last Saturday, when Liberators attacked industrial targets and communications in southwest Germany.

In the meantime, however, the Eighth Air Force's southern counterpart, the Italy-based 15th, had struck at both Budapest and Bucharest and yesterday was reported rocking key points on Hitler's supply lines to the Russian, Yugoslav and Italian fronts.

There was no immediate announcement of the size of the Liberator force in the Pas de Calais operation, nor of any losses, but one crew member said the planes "rode over, dropped some TNT and came back again; that's all there was to it."

### Huge Gas Coupon Theft

BATON ROUGE, La., Apr. 5—OPA officials said "smooth professional black market thieves" stole ration coupons worth more than 29,000,000 gallons of gasoline from the ration office in the East Baton Rouge parish.

### Draft Father of 3 at 18

ITALY, Tex., Apr. 5—Having passed his 18th birthday, C. R. Dawson, father of three children, has received his draft call. He was 15 when the first child was born.

## Ghost Lib Flies Nearly Home Before Crashing in Channel

A LIBERATOR STATION, Apr. 5—Crewmen of the Liberator Boys-Howdy returned from a mission over Germany with the tale of a phantom B24 which flew 150 miles from the Continent to within ten miles of its home base in Britain with no one at the controls—unless it had a ghost pilot.

While on a mission in adverse weather, Boys-Howdy, piloted by 1/Lt. Albert J. Bell of Ogden, Utah, lost its formation but struggled along and dropped its bombs. Heading for home through intense flak, Bell's crew observed two Libs flying on either side. The plane on the left received a direct hit and exploded. Almost immediately an ack-ack burst tore the top turret off the ship on the right and blasted a hole the size of a basketball in its fuselage. Eight men bailed out. The crippled bomber continued on her course.

"We were hesitant about getting close

to the ship after her crew jumped," said Bell. "As I moved up on her right wing I warned our gunners she might be a German decoy."

"We circled her and were amazed to see no one at her controls and all gun positions abandoned. Apparently the two other crewmen were killed. We followed that plane 150 miles and she flew a straight and level course to England—in perfect formation with us as if guided by a pilot and navigator."

"As we approached the English coast I radioed the nearest field for instructions. It was agreed the only safe thing to do was to shoot her down in the Channel."

"We circled and went in for the kill. The ghost ship turned on us as if to bid us farewell and then, gasoline apparently exhausted, the two left engines conked out. She banked off to the right of us and swung into the Channel just off shore. "We later learned the bomber was less than ten miles from her base."

## New U.S. Raids Are Reported By Germans

Apparently well-founded reports of a new peace move by war-pinch Rumania—its eastern oil fields threatened by the advancing Russians and its capital set aflame by U.S. bombers—were heard in neutral Turkey yesterday as the 15th Air Force announced that its Italian-based planes caused "considerable damage" in Bucharest Tuesday and destroyed 49 enemy planes.

Late last night, German News Agency said that American bomber formations, strongly escorted by fighters, had been engaged in "great air battles over Albanian, Bulgarian and Rumanian territory" yesterday afternoon, indicating that the Allies may have struck again at Bucharest in the third American blow in as many days on Germany's Balkan satellites. No specific target was named, however, in the German report.

Allied newsmen in Istanbul reported that Prince Barbu Stirbey, 71-year-old former Rumanian premier who has been negotiating privately with Allied authorities in Cairo since mid-March, had urgently proposed to Gen. Ion Antonescu, the country's dictator, that he make simultaneous requests for an armistice to Moscow, Washington and London.

Prince Stirbey's message was taken to Bucharest, the Istanbul dispatches said, by Princess Marthe Bibesco, sister-in-law of Stirbey. Princess Marthe was said to have been living in Istanbul for six months waiting for a chance to save Rumania from the defeat she foresaw.

Antonescu, in a proclamation that described his country as "left in the midst of the storm," announced that Tuesday's raid had left Bucharest "badly assailed," but called on his people to "remain as firm as ever." In a version quoted by German News Agency, he said that "those whom we have never attacked... have vented on us the terrible revenge of air bombardment, taking innocent lives of men, women and children and making many families paupers."

### Hitler in Hungary?

Meanwhile, Tass (Russian) News Agency reported Adolf Hitler and Marshal Erwin Rommel in Hungary, conferring with the German commanders and occupation authorities in the Budapest suburbs. Moscow radio at the same time reported that an otherwise-unnamed Gen. Ritter had been appointed new commander of Nazi troops in Rumania.

Reports that eight German troop trains had left Denmark for the Balkans were carried by Danish Press Service in Stockholm.

In Italy, the 15th Air Force announced that Fortresses and Liberators with fighter escort damaged railway yards, a locomotive depot and industrial buildings in Bucharest, the Rumanian capital, through which German supplies roll to the Russian front. Heavy clouds of smoke covered the city for hours.

Photographs showed many bomb bursts among tracks, warehouses and storage dumps. One cluster fell among 80 freight cars and other rolling stock. A roundhouse was partly destroyed, its central turntable hit, and warehouses 1,400 feet long were left blazing.

Enemy interceptors fought desperately, engaging one Liberator formation for an hour and 20 minutes. Returning airmen estimated the Germans put up 200 planes in all. Ack-ack was moderate. First reports said B24s downed 36 fighters, B17s ten and escorting fighters three.

## Invasion Front Will Get First Call on PX Supplies

Front-line soldiers will be given preference over rear echelons in the distribution of PX supplies when Allied invasion forces attack Europe, Brig. Gen. Joseph W. Byron, director of the Army Exchange Service, asserted after completing a tour of PXs in the ETO.

Gen. Byron disclosed that enlisted men in the ETO had spent "well over seven figures" for flowers and other gifts sent home through the exchanges.

## 24-Hour Service Planned By Radio at Invasion Time

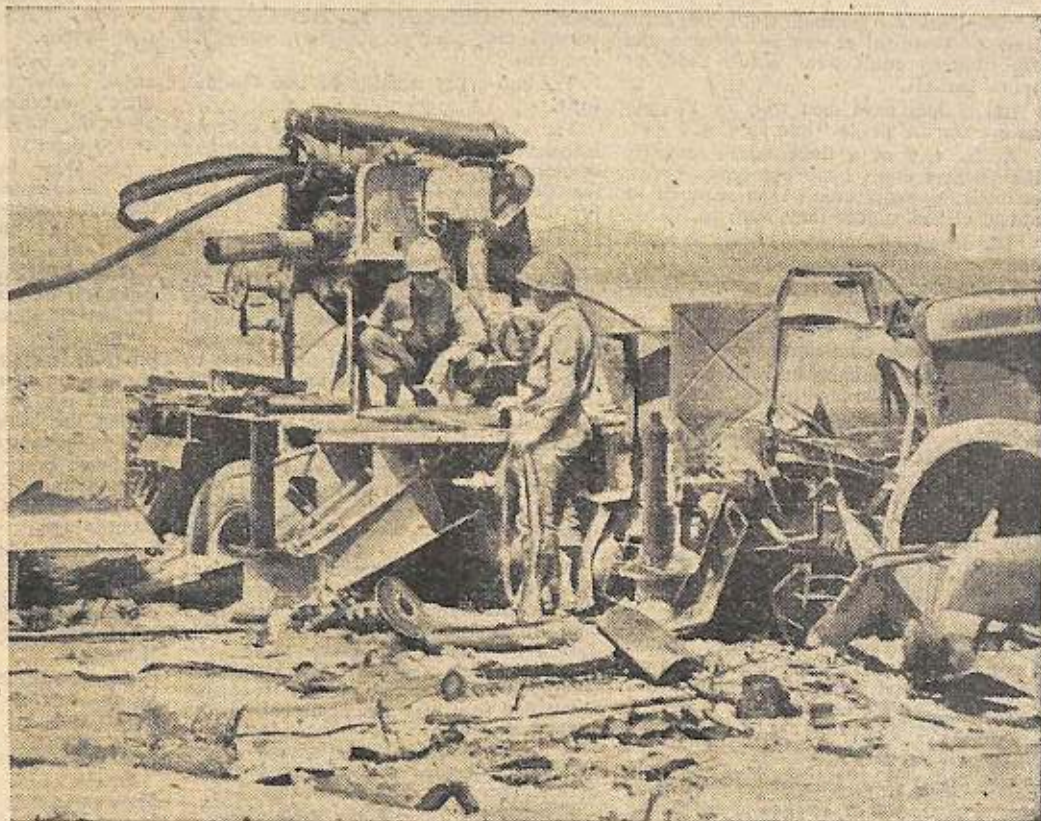
NEW YORK, Apr. 5 (Reuter)—Some U.S. radio stations are making preparations to broadcast 24 hours daily when the Second Front opens in Western Europe, competing with newspapers on round-by-round developments.



# Feature Section

Thursday, April 6, 1944

## The Tanks Have Their Medics, Too



Keeping everything from peeps and tanks to carbines and heavy cannon in operation is the job of ordnance maintenance men—the tank doctors. An ordnance battalion wrecker (above, left) is at work on the Italian front while the tank doctors (right) are looking for salvable parts from a German 88 which was knocked out by Americans in North Africa.

**M**EET the tank doctors. Assigned to every American armored division, the men of the Ordnance Maintenance battalions are a fighting bunch of repairmen. They keep everything from watches to heavy cannon in working order, but doctoring broken and battle-battered tanks is their specialty.

Moving right along with the combat troops of their division, the maintenance battalion men, whether in bivouac or on the battlefield, take up where operational repair units leave off, and handle what the Army calls "third echelon maintenance" of all ordnance equipment.

The latter includes carbines, jeeps, peeps, GI trucks, half tracks, tank busters, howitzers of every size, anti-aircraft artillery, light and medium tanks, seeps, machine-guns—just about everything that moves or fires.

In addition, the battalion supplies all of the division's ordnance equipment.

Perhaps the most skilled combat-repairmen in the ground forces, tank doctors like T/Sgt. Jacob Wagner, a former Indiana road contractor, improvise what they can't get from GI supply.

### Time-Saving Gadget

Wagner figured too much time was being wasted in replacing worn-out or broken tracks on certain vehicles, so he rigged up a sling and jack gadget for handling the vehicle's suspension system more easily.

Stories of how tank-doctor outfits worked night and day with armored outfits in Africa and Sicily are now beginning to make the rounds.

A unit commanded by Lt. Col.

Frederick G. Crabb, of New York City, is said to have rolled up an enviable record from Casablanca to Palermo.

Led by the CO, who devised a special cradle to hold the transmission of a medium tank while it was being removed, this outfit's inventions, if ever recorded, would stagger even Washington patent officials.

Col. Crabb's transmission cradle replaced an unwieldy system of slinging the tank transmission system onto the back of a wrecker.

In West Africa, according to the reports, this tank-doctor unit went right to work after landing under fire.

Later, a detachment was moving supplies across a river on an antiquated Arab ferry when the boat's engine broke down before it reached the opposite shore.

The Americans aboard immediately overhauled the engine and it pattered on across the rest of the river.

In the Casablanca landing, the frame of a fully-loaded supply truck buckled under.

Maintenance men tied the front of the needed truck to a tree, jacked up the frame at its buckled point, then heated the bent section with acetylene torches.

As the heated metal softened, the truck's weight gradually straightened the frame, and truck and load went off to the war.

"Field expedients," that's what officials called this battalion's ingenious jobs in the field.

At Oran there was a lull in the repair work, so a detachment moved on to the port and set up a peep assembly line for putting together the vehicles as their components were landed on the docks. Almost

everything, even a high stand for greasing and lubricating the finished products, was rigged up from scrap and old packing cases gathered around the docks.

The night and day operations for this organization continued almost throughout the entirety of the African and Sicilian campaigns. In daylight the tank doctors worked in the open; at night they

kept the blackout by hiding their jobs under tarpaulins.

Normally, maintenance battalions are equipped with every conceivable tool and machine for repair of guns and vehicles, but despite the government issue of fine welding torches, mobile instrument shops, wreckers and machine shops on wheels, much of what these units use in the field will always be improvised to suit the situation at hand.

Ordnance wizards mend broken machinery, they invent and improvise, they fight with the tools they fix—and their record in this war is a humdinger

By Earl Mazo  
Stars and Stripes Staff Writer

enough parts and equipment to keep many others in good repair. At their beachhead in Sicily, this outfit, according to the report, began to make one usable Tiger tank out of two battered German hulls. But the American lines were moving so fast that the tank doctors on the job had to leave their "Nazi project" to others.

When they found a number of abandoned Italian command cars with drive-shafts connected to each wheel, the Americans rigged up A-frames to them and made usable vehicle and tank wreckers.

At another point an infantry unit captured an Italian movie projector. Instrument men of the maintenance outfit repaired it, and for the remainder of the campaign both infantry and tank men in that sector had movies at the front when there was no fighting to do.

One of the touchiest tank-doctor jobs both at the front and behind the lines in Sicily was looking for booby traps in equipment left by the fleeing enemy. Before the Germans and Italians retreated from Palermo they attempted to ruin their coast-defense guns by removing the firing pins. Col. Crabb's men immediately made new pins and on short order the enemy guns were in operation against Axis troops and aircraft.

### Capable of Repairing Aircraft

As in practically every Army outfit before the war, the men of the armored maintenance battalions were filling-station operators, farmers, insurance salesmen, merchants, teachers and lawyers, and some were expert mechanics as civilians. One soldier, a small-arms expert, was a merchant seaman. Some of the heavy-equipment operators drove huge cross-country trucks; many came to the Army from ordnance plants.

While few tank doctors have had much Army experience with anything but ground vehicles, many figured they could with ease add aircraft repair to their line of accomplishments. There is little difference between changing the engines on a medium tank and a Fortress. The fundamental principles are the same.

### They Fixed French Guns

That may be a job the tank doctors can tackle in an emergency in the coming invasion.

While regulations limit their scope of operations in combat, tank doctors do any job they're given by anyone fighting the common enemy.

In Africa, one outfit ran across a French anti-aircraft battery which was just sitting around because its guns wouldn't work. The Americans fixed the guns, the Frenchmen went back into the war.

While putting tanks and guns and trucks back into battle during the fighting is the principal job of maintenance battalions, most of them add a few oddities.

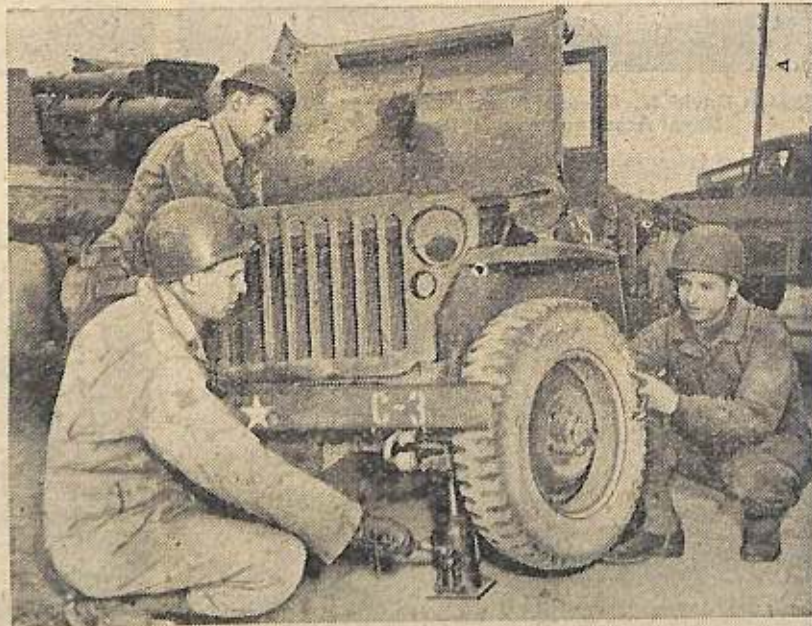
In Sicily one detachment went about getting rid of all captured ammunition which could be of no use.

Another detachment made a "secret" device which solved the problem of missing peeps, which is the name tank people insist belongs to the puddle jumpers that others call jeeps. The device, essential to the driving of a peep, was named the bitch-switch, and it was so carefully concealed that only authorized drivers knew its whereabouts.

Veteran tank doctors sum up their jobs like this: "We give 'em the guns and tanks and vehicles, see that they stay in fighting shape, and use them in the fight ourselves when necessary."



Work begins on putting battered tanks back into the fight. While maintenance and repairs even in battle go on, the tank doctors' principal task, ordnance maintenance units also provide everything that fires and moves, from cal. .45 pistols to tanks and tank busters.



Keeping hundreds of all-purpose peeps in good working order is one of the tank doctors' principal jobs. While drivers and the using units handle initial maintenance the tank doctors do what the army calls third echelon work, the heavy repairs.

### Unorthodox Methods

Lt. George M. McMillan, of Chickamauga, Ga., a shop officer in Col. Crabb's battalion, in his report on activities in Africa and Sicily, cited the conversion of quarter-ton trailers into testing pools for tank and vehicle radiators as an example of "unorthodox methods which we had to adopt in the field."

Once, Lt. McMillan said, his unit had to remove a tank turret in a hurry. The tank stood too high off the ground to enable the only available wrecker cable to reach the turret, so the tank doctors dug a deep hole, backed the tank into it, then brought up the wrecker and lifted the turret with ease.

On another occasion, a maintenance detachment salvaged a badly-needed Italian drill press from a captured navy yard. There was no motor to run it, however, so an electrician "cannibalized" a generator from a discarded tank, rewound it, and made a motor well suited to the job.

"Cannibalization" is what ground-force maintenance men call taking parts from two battered tanks or vehicles to make one good one. A "cannibalized" tank is akin to an air station's hangar queen.

From four battered tanks on the road to Palermo, Col. Crabb's men salvaged

# 'Derry U.-School With a Plan

This 'University' has no co-eds and rah-rah boys. Its student body is composed of sailors who mean business

By Jules B. Grad  
Stars and Stripes Staff Writer

**A** U.S. NAVAL OPERATING BASE, Londonderry, N.I.—Derry University has no football team, no cheer leaders; beautiful co-eds are missing and the students don't wear saddle shoes or sports jackets.

But it does have men who are keeping an eye on the peace while fighting a war. At the end of a three-month semester the teachers don't hand out report cards. Actually, students aren't even required to attend classes unless they want to.

The school's faculty volunteers to teach and the students volunteer to learn. Londonderry University's campus is the huge naval base here.

The "dean" is Commodore C. C. Baughman, base commandant.

Commodore Baughman, well fitted for his job, is former co-chairman of the Armed Forces Committee on Post-War Educational Opportunities for Service Personnel. He was selected co-head of the committee by President Roosevelt in November, 1942.

Enthusiastic with plans for Forces education, the commodore arrived on this base Sept. 27, 1943, and saw a program already operating, with Lt. (jg) Arthur H. Kane, of Merion, Pa., in charge.

He asked the Navy Department to send over two more members for his faculty. Upon their arrival he requested them to inaugurate the program which today has caused world-wide attention.

Base education officers are Lt. (jg) George B. Cumming, 34-year-old director of the Milwaukee Art Institute Museum, and Ensign David H. Greene, 30, of Annapolis, Md., a professor of English at the Naval Academy.

Cumming was appointed "registrar" of the university. The dean selected Greene as the school's chief of the War Information Office.

The two officers are educators with their feet on the ground. They aren't the starry-eyed professors with a utopian theory to revolutionize teaching methods. Their aim is to help the sailor prepare for the future.

The work of the dean and his assistants was coordinated, and soon every man on the base was filling out questionnaires.

When the faculty received the personnel records they had information on educational backgrounds, subjects preferred, whether the men would serve as instructors for future classes.

They found their professors and students in every corner of the base. Some were lawyers and chemists, others were linguists and craftsmen.

"We heard a chief petty officer speaking Spanish one day," recalled Cumming. "So we got him a class."

"Then we discovered he could also speak French."

"Now he has two classes."

Ten days later the school was ready for business. The plan caught on and 300 sailors and marines now carry their school books to classes twice a week from 7 to 8:30 PM and from 8:30 to 10 PM.

"Fifty-three men attend the algebra

class," said Cumming. "Thirty are enrolled in each of the French and physics courses. Geometry, English Lit., and bookkeeping and accounting average 20 enrollees."

The university consists of two Quonset huts.

The students sit around a table with the instructor in a chair at the end. Military discipline is checked at the entrance of the classroom. The gold-braid is forgotten for the duration of the class.

"The only discipline we ask," Cumming explained, "is discipline of the mind."

Question and answer periods are encouraged. An enlisted man has the privilege of advising his professor he doesn't know what he's talking about. Chances are good that the prof will invite him to take over the class for the 90-minute period.

Classes resemble seminars at colleges in the States. Formal lectures and sheaves of notes are not part of Derry University.

No hard-and-fast rule governs examinations at the end of the semester. The professor may or may not give one to the class depending on whether he thinks the men need it.

A thorough test, prepared by the United States Armed Forces Institute at Madison, Wis., is offered the students at the semester's end. It is not compulsory.

If a man takes the examination, the grade he makes is sent to USAFI and also is entered on his service record. It is also forwarded to a high school or college the student designates.

A few of the prize students may be sent back to the United States for an entrance examination to the Naval Academy.

Every year, said Cumming, a quota is established for the fleet and shore bases, and the men chosen by their commanding officers take qualifying tests for admission to the Academy.

Derry University's faculty recently decided that Ray Maxwell Wilkinson, 19, electrician's mate second class, is the man who deserves the chance for Annapolis.

The Wheeling, West Va., sailor left high school in his junior year. Arriving at the base he enrolled in the university. Several weeks later he came up for interview before the faculty. He was permitted to drop routine duties on the base and concentrate on preparing himself for the Academy entrance exams.

Teachers mapped out a curriculum for him to follow. Night and day, Wilkinson spends his time cramming. He attends classes in algebra, physics, geometry and English.

In the near future, Wilkinson will be sent home on orders. If he passes the stiff entrance exams he will be admitted to Annapolis as a midshipman. Three years later his professors expect him to be graduated as an ensign.

A feature of Londonderry University for the use of all men is the War Information Office, headed by Ensign Greene, Ph.D., from Harvard University.

Twice a week, before audiences of officers and men in the four base cinemas, he delivers an informal lecture on phases of the war.

"They never last longer than 15 minutes because the audience come primarily to see a movie. I'm just an 'added attraction,'" said Greene.

"There is no time for questions and answers after I'm through talking, but if there's something the sailor wants to know about the progress of the war, the WIO is always open to him."

The War Information Office building isn't the imposing granite and marble palace the title connotes. It consists of two Quonset huts shoved together. It is lined with books, magazines and newspapers.

Greene believes the WIO has the finest collection of maps in the ETO, excepting Theater Headquarters.

"Because the basis of any information program is maps," Greene said, "we have photo equipment including an epidiascope we can use to flash maps on the screen during the lecture. The audience easily follows the map during a war strategy talk."

Almost every man—from an apprentice seaman up to the Commodore—has visited the WIO since it opened several months ago.

To assist him in preparing his 15-minute talks, Greene keeps 3,000 indexed cards in a filing cabinet. The cards include information on news stories from magazines, daily newspapers, books and pamphlets.

Also available are data on maps: type, group, scale and file number. At Greene's fingertips is information on every map of every country, from page-size to the ones that reach to the ceiling of the room.

Greene's assistant is Paul T. McNally, 25, seaman first class, from Oswego, N.Y. Former chief chemist of the Syracuse Works of the General Electric Co., he is a graduate of Colgate and Syracuse Universities. He also attended the University of Buffalo.

McNally records daily news broadcasts, rearranges colored pins in the wall maps, keeps the card index system up to date and writes a resume of the day's war news which is posted finally on the memorandum boards in the office.

He can tell you with a deft movement of a pin where Kesselring's troops are massed near the Anzio beachhead, how far the Russians advanced toward Rumania, where the Japs are entrenched in the Pacific islands.

Cumming and Greene set down the purposes of the Navy's Educational Services Section like this:

FIRST—to help men continue their previous education programs in high schools and colleges after demobilization.

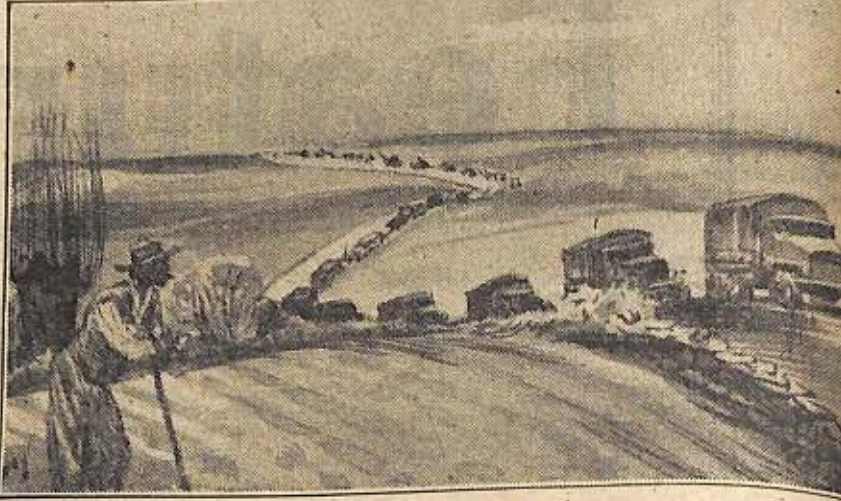
SECOND—to help men toward advancement in rating.

THIRD—to help prepare for civilian jobs after the war.

FOURTH—education for its own sake.

The plan, endorsed by President Roosevelt and educators throughout the world, owes much of its success to its voluntary basis.

Facilities to make a sailor a better sailor, now and in the future, are available at Londonderry University—a unique school with nothing of its kind in the ETO.



# '... Fustest wi

By B  
Stars and Str

**G**ENERAL Nathan Bedford Forrest once gave as his philosophy for winning wars, "Get thar' fustest with the mostest," and it is still applicable today. But the U.S. Army Transportation Corps claim that while other branches may have the "mostest" they get "thar' the fustest."

Streamlining their units in preparation for D-Day, plans and training have been intensified for the march down Unter den Linden.

Day and night over parts of Britain long lines of heavy trucks can be seen rolling over miles and miles of unfamiliar roads; drivers peering into the darkness to discern directions from makeshift signs. These signs have been placed there only a short time before by reconnaissance command car drivers who have inspected the territory thoroughly, marked out diversion roads for the trucks to follow, charted "danger" points and returned to headquarters with sketches of the territory. "Strip" maps have been hastily drawn and the drivers sent on their ways.

The drivers are equipped with carbines, which they know how to use well, "K" rations and "C" rations, and are ready, if necessary, to spend two or three nights in the cabs of their trucks.

They have been doing this for some time now and it is no fun. Cramped in the cab of a truck, with never a chance to get out and stretch except at chow time, can be a pretty gruelling game. So can subsisting on "K" rations, but these boys are going about their work without a complaint, except for the usual army grumbles, secure in the knowledge that when the time comes they'll be paid back for all this inconvenience with real action.

For Transportation Corps know that their part in the invasion is going to be a big one and they are going to be prepared.

"Men are being schooled for intensive night driving under the most difficult conditions," said Capt. William A. Bauer, statistical officer at Transportation Corps headquarters, "instruction in the carbine, anti-aircraft guns, camouflage and other

protective and preventative measures are stressed daily. Special traction devices, the nature of which cannot yet be divulged, are in readiness to meet emergencies.

"Training in first echelon maintenance goes on daily because it must be realized that stretching out supply lines in war time means that repairs have to be done on the spot.

"Naturally," continued Capt. Bauer, "Germany will adopt a 'scorched earth' policy, destroying roads and railroads as she retreats and this means that a heavy burden will be placed on our personnel.

"New rail heads will have to be established as the advance goes forward, but until they are functioning, the truck will be the means of transport of essential food, ammunition and other necessary war needs.

"These are going to be necessary things if our ground forces are to follow up their tactical gains to the best advantage. It is axiomatic in warfare that the more successful the attack the more difficult becomes the task of maintaining an even flow of supplies. Special training is required for the handling and loading of P. O. L. (petroleum, oil and lubricants) and these must go forward."

He added that special equipment of all kinds was being readied for all emergencies. Winches, wrecking units, 2,000 gallon and 750 gallon tank trucks for PO products, huge trailers for carrying steel pipes and rails, all these will be needed.

Yet, little more than a year ago Transportation Corps was an infant organization.

Early in the war goods slated for immediate shipment to troops based here were being unloaded on the docks. But the nearest quartermaster truck unit was miles away. By dint of much telephoning a convoy of trucks was despatched and the needed goods put on their way. But the need for a separate Transportation Corps was obvious.

Once the need was discovered the evolved upon the officers in charge the

# They're Helping Us to

By D. W. MacArthur, RNVR

**P**REPARING to take their part in the war in the Pacific are large numbers of young men in Ceylon. They have responded with enthusiasm to a scheme started some time ago by the British Admiralty.

They are being trained as ground staff and maintenance and handling parties for the Royal Navy's Fleet Air Arm. As they pass out they go to the operational airfields; where they take the place of British ratings. The Navy plans for them to take over most of the work, and relieve 70 per cent of the highly skilled British Fleet Air Arm personnel at present tied up ashore by the needs of the Royal Navy's airfields and bases in this sphere of operations. Thus a very large number of British naval airmen will be released for service afloat, in the aircraft carriers of Britain's Eastern Fleet.

It is all a part of the steady build-up of British naval might for the great show-down with Japan, in which the Royal Navy will be fighting side by side with Uncle Sam's ships.

Not much is heard about these vast preparations. The Royal Naval Aircraft Ceylonese Training Establishment is a straw in the wind, indicative of the terrific dual hurricanes that will sweep in from east and west and blow Tojo's terror-empire to tatters.

Not far from Colombo, capital city of Ceylon, there is a little place that was once a quiet wayside village. Today every youth in Ceylon knows it. But he knows it by a new name—Renacte, a name coined, in a Navy fashion, from the initials of the establishment.

There are 6,000,000 people in this little island that looks on the map as if the ink had dripped from the draftsman's pen and made a blob. It is a blob as big as Holland and Belgium combined. To these 6,000,000 the war against Nazi Germany is a very real thing; but it is also a very remote thing. The war against Japan is not remote. They have already heard the drone of Nippon's bombers, the crash of bombs and the snapping bark of anti-aircraft guns, as the raiders of the Rising Sun cast the

shadow of their wings over Ceylonese territory. True, they are not likely to be those sounds again. They were a flash in the pan, and Japan knows it.

But to the people of Ceylon Japan still a present menace; and so the youth of Ceylon come forward eagerly to play their part among the mighty forces of forces gathering for the crushing blows come.

Almost any hour of any day you can see young men, very spruce in their best clothes, hopeful of making the best possible impression, gazing curiously at the large sign outside Renacte. A policeman points down the palm-lined avenue where the White Ensign flutters in the tropical breeze—and to where naval aircraft can be seen nesting among palm trees, their floats odd-seeming as they rest on dry land.

These young men, their eyes alight with eagerness, perhaps with wonder, go down the palm-lined avenue with heart in mouth praying they may be accepted by the recruiting officer. Three hundred are training all the time; the intake is as high as it can be, and always there is a mounting waiting list as volunteers pour in.

They come from all over Ceylon, from all walks of life. Although most of them have already had a good education, the majority come straight from school, others from offices and shops. Many have given up well-paid jobs in motor works and factories, and one boy told the recruiting officer that he had just started an apprenticeship for which his father had paid a premium of 750 dollars. But his father considered the cash well lost if the Navy would accept his son.

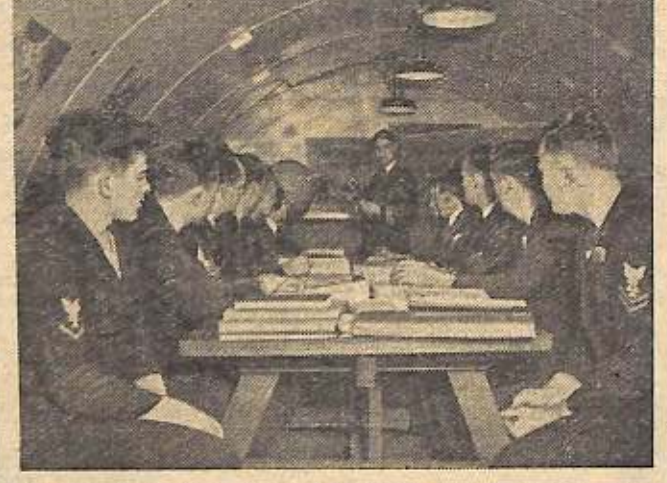
The recruiting officer asks a lot of questions. With so many applicants he can't afford to make mistakes or to accept men who will not prove suitable. The accepted recruit goes on the waiting list for call-up. When the time comes he reports to Renacte—and plunges straight into his new life.

He lives in the camp. He wears the Royal Navy's tropical rig, and the initials "H.M.S." on his cap band. He's in the Navy now.

He has to learn Navy discipline. So he will be working side by side, on terms of complete equality, with British naval



Ensign David H. Greene, former English professor at the Naval Academy, who is 'Derry's' WIO chief.



A class in algebra attended by chief petty officers and seamen third class.



Ensign Greene points out for Seaman McNally one of the combat areas. Note the full-scale map at Greene's left.



One of the 'university' honor students shows Lt. (jg) Cummings progress made on blue prints. He is Ray M. Anderson, 19, of Wheeling, West Va.



# With the Mostest'

Kane  
Staff Writer

task of obtaining experienced drivers and using them as key men to teach the newly chosen men. This required long and tedious hours of instruction not only in driving but in combat tactics, use of rifles, carbines and anti-aircraft guns. This last had the drivers guessing for a while till it was noticed that some of the trucks were having AA guns mounted on the rear. They knew then that they were in for no mere playground tactics. This promised action.

Later, special instructors trained them in methods of loading and unloading. For space was going to be at a premium and the driver was going to be given the responsibility of seeing that his vehicle was properly loaded. One little slip and volatile products might dash them to Kingdom Come. There couldn't be any mistakes here.

Drill, train, drive, shoot, load and unload. It must have seemed a nightmare to men who thought there was nothing to the business of driving a truck or jeep except to sit at the wheel. But they learned and they learned fast. And they taught others to do the same.

Today, under the command of Brig.-Gen. Frank S. Ross, Transportation Chief of the ETO, with routes planned so that it covers more than 150,000 road miles in Britain and carrying more tonnage more miles than all the trucking companies in the United States put together, this organization is one of the biggest factors in the ever-increasing flow of goods to all military points.

From jeep to 2½ ton truck, and even 10-ton trailers, they carry the needed goods with a despatch which does credit to the biggest trucking company in the world, for Transportation Corps is just that.

In the beginning there were all kinds of handicaps to overcome. Routes had to be set up, drivers trained in black-out driving, left-hand side driving and they had to be accustomed to the narrow winding roads and continuous bad weather.

# Lick Japan

trainings, so he must know the ropes. Also, discipline is good for him—it improves his health, his physique, his mental alertness, and it not only conditions him to obey orders on the instant but to use his own initiative when no orders are forthcoming. He learns to do what he is told—and to do what is necessary without waiting to be told.

Life at the camp is virtually life on board an aircraft-carrier—the same drill, the same routine, the same duties; perhaps more than the same enthusiasm. "We rarely have to exercise Naval discipline," says Lieutenant Commander Orman, the commanding officer. "They work so darned hard during the day and play so hard all evening that all they want to do at night is go to bed and sleep."

They are given regular leave to visit their homes. They don't often take it. Once they have got into the camp they just won't leave it. They are too keen to learn their job.

One of the big headaches was food. There are several different races in Ceylon, and each has its own traditional ideas about food, sometimes with a religious implication. It looked as if messing was going to be chaotic, a perpetual source of anxiety and trouble. Renacte took a bold step.

The same rations were served to all. They were the rations the Navy gets—European food, prepared in the European manner. The whole camp sits down to its roast beef and Yorkshire pudding—and they like it!

It is not just that they like it. Dr. Fernando, a well-known Colombo doctor, now Medical Officer of Renacte, declares they thrive on it. Their health has improved and their energy has increased. Watch one of their hockey or football matches if you want to see for yourself. The football team is still unbeaten; the hockey team, playing often against European teams, has lost only two matches.

Training, as at all Fleet Air Arm Establishments, is undertaken by Naval Officers and Petty Officers, helped out by some non-commissioned officers of the Royal Air Force. They are enthusiastic about their pupils. These Sinhalese and Tamils take to the work as if it were second nature to them. They are quick to learn

Today there are reserve pools of drivers and trucks placed at different points on the island from which men can be drawn from time to time to meet emergency demands or "peak" loads.

Starting out from the shipping docks route orders are issued and, by means of traffic control stations all over the island these truck convoys rumble over the roads with MPs to clear the way, free of interference with other convoys which may be traveling in the same area and rarely disrupting the normal flow of traffic.

When the convoy reaches a dispatching station it may be broken up and individual trucks sent on their respective ways while the main body continues on. Then, reaching their destinations and unloaded, they are directed to the nearest station for a return cargo.

Seldom is it that a returning convoy or part of a convoy returns without having been assigned a sufficient cargo to keep the return trip from being a waste of oil, gas and rubber. According to Lt. Richard H. Strain, of Bedford, Mass., public relations officer at Transportation Corps, estimates of return cargo space utilized run as high as 75 per cent.

This degree of efficiency is no accident. In fact, one of the reasons for this is the dependence placed upon drivers and other enlisted personnel by their superiors.

According to Capt. Bauer, higher officials recognized that because of placing this trust and responsibility upon drivers and their assistants, a greater esprit de corps resulted and numerous suggestions for betterment of routes and gas, oil and rubber saving tips were offered.

Awaiting the D-Day with most of its earlier problems solved and all doubts concerning its ability dispelled, Transportation Corps has borrowed for its slogan the "tag" line of all Army shipping orders, changing it only to underline a word. "Transportation Corps will furnish the necessary transportation." It does.



to use their hands. They have inherited a natural aptitude for fine workmanship, through countless generations of expert craftsmen; and fine workmanship is essential in all aircraft maintenance.

So the standard Renacte aims at is high. Only the best will do for the lads who fly for the Navy. Their lives depend on the work of the men on the ground. Ceylon can produce that best.

The Royal Navy is putting Ceylon in the air map of the days of peace to come. The island will not lack skilled men for the skyways of prosperity as well as of war. Meantime, Ceylon is adding one more item to the tally of her contribution towards removing for ever the threat of the little yellow Prussians of the Far East.

# The Zemke Outfit—Still Hot

This Fighter Group has come a long way since it set out to down 100 Nazi Planes by Sadie Hawkins Day

By Andrew A. Rooney  
Stars and Stripes Staff Writer

HEREWITH a semi-annual report on The Zemke Outfit:

As of today the crack P47 fighter group has shot down 373 German planes. That makes them the hottest fighter group in the world with no apologies for plane flown or theater flown in.

The Zemke Outfit—they're calling themselves The Wolf Pack—has picked off most ETO fighter records for themselves.

Capt. Bob Johnson leads the league with 22 Germans to his credit. Maj. Walker Mahurin is rated as second man with 21 and Lt. Col. Francis Gabreski has boosted his score to 20. There have been 26 aces in the group. Around the bar at night there's been some talk of raising The Zemke Group "ace" standard to ten just to give them something harder to shoot at.

The only outfit that has struck within 100 planes of their kill record is the group commanded by Lt. Col. Don Blakeslee. The group, usually referred to as "the ex-Eagles," is made up mostly of RAF transfers. They swapped the P47s they didn't like for the new P51s and have been paying off and closing the gap. There is a nice, clean, unhealthy rivalry between The Zemke Outfit and the old Eagles.

Our first semi-annual report last October had the Outfit aiming for 100 Germans come Sadie Hawkins day, Nov. 5. Well, they made it and later that month set their sights at 200 by Valentine's Day, Feb. 14. One day in November they destroyed 26 and that's the way it went. They hit their 200 on Roosevelt's birthday, Jan. 31, two weeks ahead of schedule.

In February they got hot again. On three consecutive days, Feb. 20, 21, 22, they shot down 43 German planes and didn't lose a pilot. It wasn't hard to take.

By the morning of Mar. 8, when the boys filed out of the briefing room after getting their directions for escorting their big friends into Big B, they only needed four planes to make their record an even 300.

Up until that day the group never lost an ace. Men had gone down—they've lost 50 altogether—but it always seemed to be the younger, less experienced men. A combination of luck with flak, good crew chiefs and skill always seemed to get the aces back.

They made their deepest-yet penetration that Mar. 8 day and before they dropped their auxiliary fuel tanks they all knew they'd pass the 300 mark—and by plenty. Score, though, wasn't in anyone's mind as they fought an offensive fight for their lives deep in Germany with nothing but that single engine up ahead to bring them home.

When they finally got home, when most of them had finally got home, and they added up their bag they found they had shot down 30 German planes, more than any American fighter group had ever destroyed in one day. But they found too that they had lost more. They had lost five men.

Seven days later the Outfit went out again and almost equalled their record—bettered it in a way. On Mar. 15 they knocked 29 German planes to the German ground and only lost one man. Figures like that—one for 29—made it look as though the Luftwaffe was flying Zepelins but they were putting the same FWs and Mes in the air. The secret was that the P47 was a hell of a combat plane and the Zemke Outfit knew how to use it.

Early in November The Zemke Outfit lost Zemke, their flying 29-year-old colonel who himself has 11 planes to his credit. The former Rocky Mountain states golden glove champion, who joined the Army when he graduated from Montana Univ. in 1936, was picked to represent the fighter command constituency in the ETO on the Eighth Air Force commission which was going home to convince anyone in the States who needed convincing that this was the theater and this was the war. Zemke was picked because he was a colonel who could dictate a first indorsement as quickly as he could knock the tail plane off a Focke Wulf. Maj. Gen. Curtis E. Le May represented the heavy bombers and Col. Glenn Nye represented the Raiders on the touring board along with Col. Zemke.

The Army moved Col. Robert B. Landry into the group. Col. Landry, a capable West Pointer, took over and commanded the group for more than a month before it was finally handed to Lt. Col. Dave Schilling. Schilling, a veteran of the group, held the respect of the enlisted men and the confidence of the fliers in the air. For him, they figured, it was about time.

Schilling settled down to the job of handling the group with Lt. Col. Francis Gabreski, Gerry Johnson and Capt. Leroy Schreiber as his able lieutenants. The chairborne personnel was just getting used to cutting stencils with the By-Command-of-Colonel-Schilling on the bottom when

who showed up but Zemke, a refugee from the States looking for a group to command.

"Zemke's back——" the word buzzed around the station the morning he pulled in and there was new life on the field. They liked Schilling, but they liked Zemke. Schilling swore to Zemke about being robbed of his command, laughed and took over where he left off as flying executive.

Back in the States someone had decided that Col. Zemke would be a handy man to have around at a desk and he probably would have been, but the flying colonel got wind of the decision and used his return trip ticket to the ETO in a hurry; six weeks



Bob Johnson leads the league

touring the States was enough for him. He was not impressed with the home front.

Once again "the Wheel House" was full and the board of strategy—Zemke, Schilling, Gabreski, Johnson, Schreiber—met over O'Brien's sunny-side-up eggs in the mornings and decided again how they could rack up a higher score; how they could egg the Luftwaffe into the air and then how they could most efficiently trounce it.

Usually the boys at "the Wheel House" found a way and consequently a lot of the SOP that's been handed down to them and the other fighter groups here is dope which originally came out of "the Wheel House," to be tested by the group.

Some of the boys in the Outfit began to get close to the operational tour mark (the exact number of hours required, for security reasons, is secret) and a few finished. First was Lt. Col. Horace Craig, squadron CO from Summerfield, Ohio. Craig, the boys will tell you, was one of the sweetest pilots and greatest guys that ever flew an airplane. In all his combat hours though, Pappy Craig only shot down one German. Thanks to his crew chief, Craig was one of the few P47 pilots who never did have to turn back from a mission because of any mechanical trouble.

A few of the men approaching the end of an operational tour signed up for more; most of them decided to take a rest. They were American boys. They liked the competition but for the most part the war left them cold. They liked to shoot down German fighters because if they didn't they'd get their ears beaten back and they didn't like to be beaten at any game.

Bob Johnson, Bob Lamb and Johnny Vogt finished a tour. Vogt, one of the brains in the outfit, went to headquarters. Bob Johnson volunteered for another 25 hours and hopes to hit 26 before he finishes them. Johnson loaned his favorite P47, Lucky, to a 19-year-old pilot who later went down in the Channel.

Gabreski began to get close to the end of an operational tour and for a while there was talk that there were going to be no extensions granted. There were some strange entries on the Oil City, Pa., Polish flier's logbook those days. He is the only man on the field who could fly to within sight of Berlin, fight for 15 minutes and come back to base here all within an hour. There were luckily no inspector generals looking at logbooks. Gabreski has a 50-hour extension now and general opinion is that while there is still a German plane capable of lifting its wings off the ground he will be in the air trying to knock it down.

All the color at the Zemke Outfit doesn't belong to the fliers. The ground staff has their characters and a lot of fun. The boys in "Ye Olde Buddie Hutte," for in-

stance, awarded the Distinguished Snoring Cross to Mike Harak and R. E. Harvey (known as "Horizontal") on "successful completion of 5,475 ETO sack hours." The informal awards section pointed out in the citation that this was 475 sack hours above, beyond and during the call of duty.

The officers made some awards, too. Capt. William J. "Pop" Huger and some of the boys in the intelligence section drew up several citations. For example:

"The Distinguished Coal Medal to LAWRENCE VAN B. NICHOLS, 1/Lt., QMC, U.S. Army, for exceptionally meritorious conduct during the winter of 1943-44, by developing and applying a new method of distributing coal. In order to effect an equitable distribution and increase the weight without increasing the combustibility, Lt. Nichols, through his own initiative, and after months of research, devised a method whereby rocks, stones, bricks and other non-inflammable substances were added to the coal deliveries. His mixture has become standard in the ETO."

Tom Bowie's basketball team won 26 straight before they were beaten in the semi-finals of the Air Force championships. Tom used to coach basketball, baseball and football at Creighton, and at heart he's more of a coach than a first lieutenant.

"Give my right arm to have this kid of mine, Ken Berger, at Creighton for three years," Bowie says.

Besides the mechanics there proved to be a lot of other capable enlisted men in the Zemke Outfit. Over at the MP outfit Cpl. John McKinley, a former Mineola, N.Y., lawyer, has been the principal character in the post's investigation section.

McKinley's chief business was recovering lost bikes. Most of them he recovered by sleuthing around the officers' and EM's messes and around local pubs in town. In his file index of lost transportation there is a brief description of each bike. Some of the descriptions are scanty:

"Aloha on the back fender."  
"All I know is it's black . . ."  
"Lopsided seat and rubber hand grip on one handle bar."

Among McKinley's lists of recovered bikes are his first sergeant's and his CO's, proving that beside being a good detective, McKinley is a smart operator.

The British farmer who still works a little plot of land the government left him when they moved in to build an airfield has learned to like the boys. Some changes he can't get used to.

"See all them colonels walking around?" he says, pointing at base headquarters. "Well, it used to be all cabbages over there."

"The boys don't give me any trouble though. The only thing is my eggs sure are mobile these days. Got a hen settin' on four eggs at noon and go out to get them for supper and there's only one."

All the little things added up. Andy Kutler, the Republic representative on the base, dove-tailed the back-home developments in the P47 with the little improvements they made right on the field ironing out the bugs. The plane may look the same today, but it's a different ship than the one they brought over.

Capt. Frank Baker and crewmen like Victor, Brooks and "Whitey" Gould took over where Republic blueprints left off.

With a bigger prop and a water-injection carburettor the 47 had more speed and more climb. It was no longer a recognized way not to live long to take the plane to the deck.

Combat films for the past few months have had additional short features added; everything but Mickey Mouse. In addition to their open season on fighter planes the Zemke boys have been making their own corrections on German railroad timetables. Films on some missions have shown more trains than come into Grand Central on a Christmas holiday. Col. Gabreski returned from a mission last month and entered the following report:

"One FW destroyed, two probably destroyed, two damaged. Ten German soldiers either destroyed or damaged."

There have been a few additions to the group. Mike Gladych and another Polish captain who prefers to appear in print, if at all, merely as "Andy," came to fly on detached service. They weren't seeing enough action in their Spitfires. After a few hours in the air with the 47 both of them went out on ops and had more fun than they've had since their Battle of Britain days. Mike has destroyed three Jerries in his ship and swears by the Thunderbolt—knowing he'll have some explaining to do when he gets back to his Spitfire squadron.

That, for the time being, winds up the interim report on the Zemke Outfit—or Wolf Pack, if you like. They're hard to catch in type and it's hard to know exactly why they are batting twice what their nearest P47 competitor is in Germans shot down. Mostly it's a spirit that runs through the base and somehow climbs aboard when the boys take off. Next report at 750 planes destroyed.

# Army Talks

# Burma War Now 'Four-Front' Campaign

JUST why the hell are you here, soldier—sweating it out in the ETO when your father crossed the pond in uniform 25 years ago?

And if the first World War led to a second, will your son be drafted for a third fight?

These are the provocative questions discussed in this week's issue of Army Talks. Special Service Division's magazine-forum on topics of current interest.

Entitled "The Nature of a Free Man," the discussion was written by Lt.-Comdr. Herbert Agar, U.S.N.R., newspaper editor, at present on inactive duty as Special Assistant to the American Ambassador here.

In answering the first question, "Why are we here again?" Agar traces the bungling and blindness of America and her Allies during the entire "peace" period—from our refusal to join the League of Nations in 1919 to Japan's sneak blow at Pearl Harbor in 1941. He says we are in this war because we forgot the responsibilities of freedom, pointing out, "It is fatally easy to be a slave, desperately hard to earn what our American Constitution calls 'the blessings of liberty.'"

Will there be a third war after this one? No, says Agar—but only if we are willing to shoulder our responsibilities as free men after the peace. "We must be prepared to continue the struggle to preserve freedom and peace, a struggle which has no end," he continues. "The moral of the past 25 years is clear. We must not repeat the mistake of believing that the mere winning of the war finishes our job. . . . We must accept the obligation of freedom."

Explaining the causes of this war, Agar says:

"... our conduct between the two wars was folly. What had we done to become so blind? How had we gone wrong . . . ?

"Perhaps the greatest of our faults was to forget that it is not easy to be a free man. It is fatally easy to be a slave, desperately hard to earn what our American Constitution calls 'the blessings of liberty.'"

"Our modern effort to win freedom came to a head in the eighteenth century, with the American and the French revolutions. Free institutions spread through Western Europe, and we Americans carried them across our continent to the Pacific Ocean. For about 150 years western man knew freedom; and then in 1940 he almost destroyed it.

One reason he almost destroyed it is that he came to take it for granted. He forgot that freedom has to be earned all over again each day. He treated it as if it were something that can be inherited, like a strong body, and then neglected. He treated it as if his ancestors who had won it, and handed it on, had also set up a spendthrift fund to keep him from frittering it away! But one of the attributes of freedom is that whoever has it it free to lose it.

"It was the belief in inevitable progress which helped us to come so close to losing our freedom. Having taught ourselves that the future always tends to be better than the present, and the present better than the past, we were not prepared to believe that our own future looked grim beyond describing, that our own present was far more dangerous and insecure than our immediate past. Men who will not believe the facts cannot act responsibly. So we almost died of optimism.

"The truth is that the world naturally gets worse unless man strives incessantly to hold the advances he has made. Progress is the result of an immense effort of the human will. The minute a nation relaxes it begins to go backward. And the first sign of the decline is that man becomes less free.

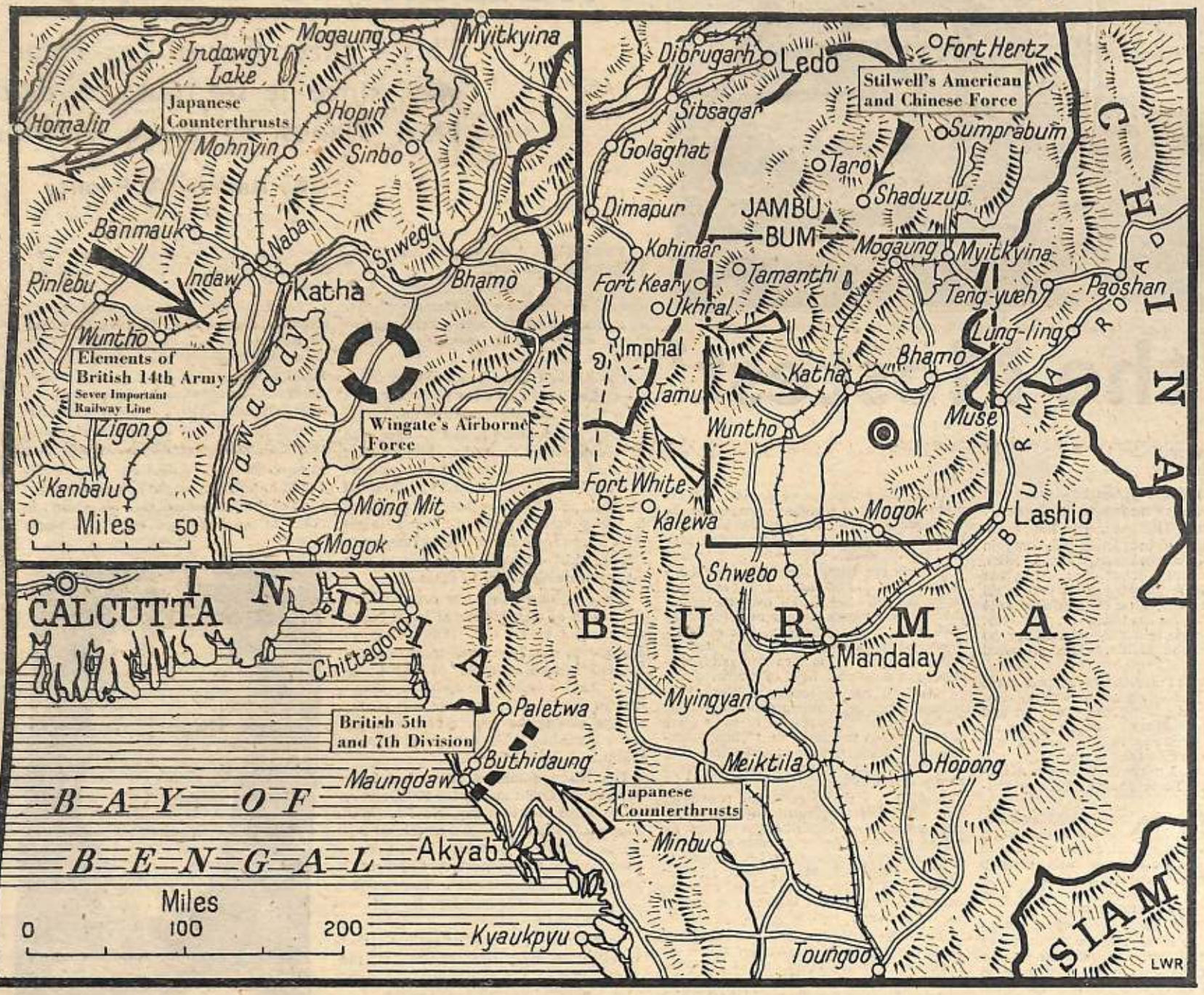
"When men who have inherited freedom take it easy and behave irresponsibly, they start down the slippery hill toward slavery. Slavery is the irresponsible man's fate. Slavery is what happens to people who don't work hard enough, think hard enough, to keep free.

"Remember the America of the long armistice, between the two world wars. Were we taught that we had to take jealous care of our system of free government to prevent it from decaying under our eyes? Most of us assumed that our free government existed like our climate, that it always would exist.

"Do you remember how we treated our leaders who warned us of the coming horror? Woodrow Wilson worked himself to death to warn us, and although we were sorry for his personal tragedy we thought he was a little ridiculous for taking life so seriously.

"As late as 1937, when the Germans were back in the Rhineland, when disaster was around the corner, the President of the United States tried to warn us in the famous 'quarantine speech' in Chicago. He told us that unless we banded together against the aggressor nations those nations would soon be at our throats. We said he was a scaremonger. We said he was trying to distract our attention from domestic troubles by showing us a bogeyman abroad."

Each issue of Army Talks deals with a lively, timely and question-raising subject—background of the war, current military developments and post-war planning. Some of the questions brought up and answered this week are: "What is the main thing we are fighting for? What will be the temptations of Armistice day and how can we avoid repeating the mistakes made before?"



**A** MERICAN, British, Indian and Chinese troops are now engaged in a "real war" for Burma for the first time since the Japanese overran the country in 1942. The fighting has developed onto a Four Front campaign which finds Japan's northern armies sandwiched in between Allied forces.

Three Allied drives are in progress. In the extreme north Chinese and American troops under Lt. Gen. Joseph W. Stilwell are advancing southward through the Mogaung Valley. In the Chin Hills of central Burma, British and Indian troops are protecting Imphal. Near Maungdaw, on the west coast, British and Indian troops are slowly

pushing the Japs out of the Arakan hills. Japan is making her strongest counterthrusts against Imphal and Tamanthi.

The accompanying map indicates the confused nature of the fighting, caused by comparatively small bodies of troops being employed over a vast area.

Highlights of the India-Burma campaign listed chronologically:

Mar. 7—First American ground troops to fight as a unit on the continent of Asia launch large-scale offensive to drive the Japanese from the Hukawng Valley in northern Burma.

Mar. 9—American trained Chinese troops under Lt. Gen. Joseph W. Stilwell strike south from Maingwan to join Hukawng Valley battle. Allies report 2,000 Japanese trapped in Walaubum area.

Mar. 13—American and Chinese troops under Brig. Gen. Frank Merrill secure Hukawng Valley by 150-mile advance.

Mar. 20—The greatest airborne operation of the war lands American engineers and British infantrymen 150 miles back of the Japanese lines near Katha, splitting communications between the enemy's northern and southern armies.

Mar. 23—Japanese begin counter-offensive in western Burma, crossing the Indian border at several points. Imphal is target for enemy drive.

Mar. 27—Allied forces advancing southward cover 30 miles between captured Sumprabum and Myitkyina, important Japanese air base and railroad junction.

Allied airborne troops cut Myit-

kyina-Mandalay railroad at two points.

American and Chinese troops advance to within 45 miles of Mogaung.

Mar. 31—American troops capture Laban, strongpoint in the Mogaung Valley, cutting off the retreat route of two Japanese battalions fleeing southward from Stilwell's forces.

Allied forces smash five Japanese counter-attacks in the Shadazup area.

Apr. 1—Invading the Indian State of Manipur Japanese troops reach the hills east of the Imphal-Kohimar road, 40 miles inside the India-Burma frontier.

Apr. 6—Japanese troops begin strong thrust for Bengal-Assam railway, chief supply line to China and Allied forces in northern Burma.



# Alcon-Falcons Take Air Force Cage Title

## 8th AF Quintet Topples Pipers In Final, 45-42

### Roth and Silkin Combine For 30 Points Against Sicily Champs

By Gene Graff

A SOUTHWEST TOWN, Apr. 5—The Composite Command Alcon-Falcons, who muffed their own Eighth AAF cage pennant last week, marched off with the ETO Air Force hoop title by subduing the Troop Carrier Pipers, champions of GI competition in Sicily, 45-42, in the Corn Exchange here tonight.

The Falcon triumph, which climaxed two days of tourney play, was a personal victory for the Eighth Air Force since the Pipers were representing the Ninth in this mixed Air Forces affair.

The newly-crowned champions were unable to check the brilliant shot-making of Cpl. Gene Broene, of Grand Rapids, Mich., who netted 23 points to run his three-game total to 55. On the other hand, the Pipers couldn't cope with S/Sgt. Bob Roth, former Wayne U. star from Detroit, and Cpl. Phil Silkin, of Newark, and that proved their downfall. Roth and Silkin combined for 30 points.

#### Pipers Climb

Trailing 25-17 at the half, the Pipers climbed into the lead shortly after the intermission when Broene spearheaded an assault on the Falcon hoop and the Sicily champs enjoyed a 30-27 edge with 13 minutes to go. Then T/Sgt. Tommy Merrick, of Oklahoma City, Okla., Silkin and Sgt. Lawrence Kerns, of Cauer D'Alene, Idaho, penetrated the Piper defense for quick baskets and the Falcons regained their lead at 33-30, never again to be headed.

Broene swished three baskets and a free throw as the Pipers staged a belated rally, but Roth and S/Sgt. Romey Edwards, of Louisa, Ky., banded to protect their slim margin. Edwards sinking a free throw with 30 seconds remaining to definitely clinch the game and the title.

The opening semi-final game this afternoon stole most of the thunder from the evening title scramble as the meet's surprise survivors mixed for a spot in the finals. The Pipers came from behind to eliminate the BADA Flight Test Quintet, 33-29, in a bitterly fought duel which promised to eclipse the finale for thrills and action.

The Sicily color-bearers, who sidelined the highly regarded Eighth AAF champion Gilder's Gallopers, 44-36, in their tourney debut last night, experienced rough sailing in the first half of their battle with Flight Test. But when they solved the enemy's well-knit zone defense, the Pipers rushed to the front and successfully staved off the fliers' belated spur.

#### Shackle Ray Petit

The Testers also registered an unexpected win in the first round, jolting Sullivan's Raiders, king of the Ninth AAF, 49-35, as they shackled the Raider star and captain, Pvt. Ray Petit, of Jersey City, N.J. However, they failed to uncork their customary second-half steam against the Pipers.

The Pipers lagged, 16-14, at the intermission. Then Broene and S/Sgt. Errett Lambert, of Princeton, W. Va., launched an assault on the Testers' basket and the Pipers never again dropped behind, although two rapid-fire long shots by 1/Lt. Fredrick Rooley, of Helena, Mont., knotted the count momentarily at 28-28 with six minutes to play.

Rooley's free-throw was all the Testers could add to their side of the ledger the rest of the way, while Lambert's third basket of the period, Broene's fifth two-pointer, and a charity flip by S/Sgt. Homer Lundine, of Kansas City, Mo., cemented the Pipers' win.

The Alcon-Falcons, runners-up to Gilger's Gallopers in the Eighth AAF whirl, joined the Pipers in the finals by romping over the Rough Riders, BADA champions, 50-29, in the second semi-final affair today. The Falcons, who drew a bye in the first round, erased a 21-15 halftime deficit to thump the Rough Riders, 58-44. The Riders took the USSTAF headquarters Blockbusters into camp in yesterday's inaugural test.

The Falcons, scoring at will in the second half and winning as they pleased, were sparked by S/Sgt. Romey Edwards, of Louisa, Ky., and Silkin who collaborated for 24.

## Link to Old Love



Stu Martin, former St. Louis Cardinal star, takes time out from his duties at the U.S. Maritime Service Training Station at Sheepshead Bay, N.Y., to try out a mitt.

## Sammy Angott Has Easy Time In Outpointing Aaron Perry

WASHINGTON, Apr. 5—Sammy Angott, who last month lost his NBA lightweight title to Juan Zurita, scored a ten-round split decision over Aaron Perry, 18-year-old local fistic sensation, here last night before 7,000 fans who paid nearly \$30,000.

Angott weighed 141 and a-half, while Perry tipped the scales a half pound heavier. Perry, a deadly right-hand puncher, obviously was badly over-matched. He was outpunched and out-smarted throughout, missing repeatedly with his right, while Angott relied on a vicious body attack.

There were no cuts and no knock-downs, with Sammy clinching and tying up his younger opponent frequently.

## Molina Wins Fighter Crown

EIGHTH FIGHTER COMMAND HQ, Apr. 5—Sgt. Primitivo Molina, ETO champ from Concord, Cal., defeated Pvt. Pete Negrete, of Los Angeles, in the finals of the Fighter Command ring tourney to take the flier bantam crown here yesterday.

Lightweight honors were captured by Pfc Kenneth Adam, of Newcastle, Ky., who outpointed Cpl. Mario Batistella, of Belaire, Ohio. Sgt. Anthony Tenore, of Detroit, grabbed a decision over Pfc Louis Hernandez, of Oakland, Cal., in the welter bracket and Pfc Ralph Hollenger, of Massillon, Ohio, was crowned heavyweight king when he outpointed Pvt. Godfrey Hutchinson, of Bartlesville, Ohio.

Others named to the command team were: Pvt. Juan Rosalez, Clarkesdale, Ariz., featherweight; Pvt. Richard Cuthrell, Philadelphia, middleweight; Sgt. Noel Newberry, Dallas, Tex., senior welterweight, and Pvt. Louis Kirkutis, Newtonville, Mass., light heavy.

## Willie Pep Scores Over Lee Francis in Comeback

HARTFORD, Conn., Apr. 5—Former world featherweight champ Willie Pep made a successful return to the ring last night when he outpointed Lee Francis, of Panama.

It was Pep's first bout since his physical discharge from the Navy. His layoff was reflected in his display, as Francis frequently caught him off balance.

Out of the featherweight bracket, Pep weighed 133½ with Francis one pound lighter.

## Walsh Gets High School Post

CHICAGO, Apr. 5—Earl Walsh, former head football coach at Fordham, has signed a contract to guide the grid fortunes of Mount Carmel High, a school in Chicago's Catholic prep league. Walsh starred for Notre Dame under the late Knute Rockne in 1920-21, and coached at St. Ambrose Academy, Davenport, Iowa, last year.

## Canadiens Clout Hawk Six, 5-1, In Cup Opener

### Montreal's Front Line Too Smart for Chicagoans

MONTREAL, Apr. 5—The Montreal Canadiens got off to a flying start in the Stanley Cup finals by overpowering the Chicago Black Hawks, 5-1, before 12,000 in the first game of a best of seven series here last night.

The Canucks' front line of Murph Chamberlain, Phil Watson and Ray Getliffe continually outsmarted the Chicago defense and led the way as the Canadiens scored once in the first period and twice in each succeeding frame. The Hawks' only tally came with ten minutes 11 seconds gone in the second stanza when Clint Smith beat Goalie Bill Durnan to the nets with Bill Mosienko and Doug Bentley aiding.

Watson opened the scoring eight minutes 37 seconds of the first stanza, worming his way through the Hawks and fooling Goalie Mike Karakas from close in.

Toe Blake put the Canucks ahead, 2-0, at six minutes, 35 seconds of the second period on passes from Elmer Lach and Maurice Richard and Getliffe made the third Montreal goal 47 seconds after Smith tallied for the Hawks.

The Canuck's went right on scoring in the final session, Chamberlain netting one before five minutes were up with Watson and Frenchy Bouchard getting assists. Getliffe sliced in the final marker with less than two minutes remaining with a sensational solo dash.

## Bisons Clip Barons, 4-2

CLEVELAND, Apr. 5—The Buffalo Bisons took the opening game of the final playoff for the American Hockey League championship here last night, defeating the Cleveland Barons, 4-2, before 3,572 fans.

Les Cunningham got both the Baron goals, the first within two and one-half minutes of the first period and the second at seven minutes of the third.

Fred Thurier tied it up for the defending Buffalo champs in the first stanza and after a scoreless second frame Fred Hunt pushed the New Yorkers ahead at six minutes, 15 seconds of the third period. Cunningham tied it 45 seconds later, but Max Bennett and Morey Rimstad clinched the contest for the Bisons at nine minutes, 13 seconds and ten minutes, 55 seconds.

The second game will be played at Buffalo tomorrow.

## Jacobs Throws Cold Water On Proposed Louis-Mills Tilt

NEW YORK, Apr. 5 (Reuter)—Mike Jacobs and the fistic gentry in general here are inclined to disregard the challenge cabled by Ted Broadribb, manager of RAF Sgt. Freddie Mills, for a heavyweight title bout with Joe Louis when the Brown Bomber arrives in the ETO.

Uncle Mike, who now has a contract with Louis to promote all his bouts, pointed out that "the British are running no risk in challenging Louis while he is in Great Britain. Louis is a soldier and couldn't take on a fight even if he wanted to. If the War Department won't let him box over here, it's a cinch they won't let him fight over there."

Boxing writers, commenting on the possibility of Mills coming to America to meet Louis after the war, said the British boxer would have to be "built up" before any promoter would dare match them.

They point out that fight fans have long memories and they have not forgotten the miserable showing Georges Carpentier, who had a good background, made in his bout with Jack Dempsey. The fans will first demand proof that Mills is in a class with Louis before they will shell out.

Post-war plans for Louis, according to Jacobs, do not include an immediate scrap with Billy Conn. The Madison Square Garden, punch maestro plans to send the champ on a nation-wide exhibition tour, which Mike believes would pull in large gates. "He isn't going to fight eight or nine times a year as he did before he entered the Army. And the tour would contribute to a build-up for a return bout with Conn, which I think will see the return of the million-dollar gate."



Mike Jacobs return bout with Conn, which I think will see the return of the million-dollar gate.



BALTIMORE, Md., Apr. 5—Johnny Lazor, outfielder turned catcher, drove in six runs in the sixth inning, hitting two homers, each with two on, leading the Red Sox to a 19-3 massacre of the Baltimore Orioles here yesterday. The Sox splurged with 11 runs in the sixth inning as the batting order almost went round twice. Mickey O'Neill and Joe Bowman allowed the Orioles eight hits and Bowman also homered in the big inning with two on. Jim Tabor circuted in the third with one aboard.

WILMINGTON, Del., Apr. 5—The Phillies, behind Dick Barrett and Barney Mussill, defeated the Martin Bombers, 6-0, here yesterday, each Phillie pitcher allowing one hit. The Quakers made eight hits and one error, while the Bombers made four miscues.

FREDERICK, Md., Apr. 5—Staging a third inning rally, Connie Mack's Philadelphia Athletics defeated the Toronto Maple Leafs, International Leaguers, 5-1, here yesterday for the Macks' fifth straight exhibition triumph. Scoring all their runs in the big inning, the Athletics took advantage of a triple by first baseman Dick Siebert, Irvin Hall's double and singles by Bill Burgo and three Leaf errors.



Dick Siebert

LAKEWOOD, N.J., Apr. 5—The Giants managed to get in a two-hour workout yesterday and Manager Mel Ott said that Harry Feldman, Ken Brondell and Lou Polli will take over mound duties for them against the Red Sox today.

TRENTON, N.J., Apr. 5—Outfielder Louis Olmo, scoring once himself and driving in two runs on a triple and single, led the Brooklyn Dodgers to a 6-4 victory over the New York Yankees before 2,000 chilled customers at Dunn Field yesterday. Second Baseman Frank Drews, up from St. Paul, got two hits, driving in two Dodger runs and Jack Phillips, holding down the center field spot for the Yankees in place of Johnny Lindell, who is out with an injured wrist, singled home two runs. Karl Drews, rookie hurler, who worked five innings, was charged with the defeat while ex-Giant Tom Sunkel was the winner.

BLOOMINGTON, Ind., Apr. 5—Onchu Ramos, of Caracas, Venezuela, thinks he's a good first baseman, but Bill McKechnie, Reds manager, thinks he's a better outfielder. Ramos is playing outfield.

WALLINGFORD, Conn., Apr. 5—The Braves got in a workout yesterday. Manager Bob Coleman, has nominated Veteran Jim Tobin and Rookies Hal Shucker and Bill Marshall for mound action against Yale today.

## Help Wanted —AND GIVEN

Write your question or problem to Help Wanted, Stars and Stripes, 37, Upper Brook St., London, W.1. Telephone, ETOUSA, Ext. 2131. Unless otherwise stated in the ad, direct all correspondence c/o Help Wanted.

**APOs Wanted**  
SGT. Diane AYRES and Sgt. Leslie HANNA, Gladwin, Mich.; Pvt. George E. TIEMENS, Kelo, Wash.; Pvt. Robert BARRETT, Johnson City, N.Y.; Lyle WHEADON and Joseph KRZICK, Springfield, Ill.; Cpl. Phillip POPP, Boston City, Neb.; Pvt. Paul LEVANSKI, Newell, N.Y.; Sgt. William R. NEWELL, Pfc James O. JOHNSON, Wawa, Wis.; Pfc Fred E. GULLIVER, Wilkes Barre, Pa.; Pvt. Jack C. CONDRON, Chicago, Ill.; Pvt. Charles REAP, Edward K. LEVINSKY and Cpl. John MOYNE, Pittston, Pa.; Cpl. Walter J. HOFFMAN and Sgt. Frank SCHEUSA, Buffalo, N.Y.; 1/Lt. Fred J. HILL, Sgt. James SWARTS, Kansas City, Mo.; S/Sgt. Carl B. BULL, Minn.; Pfc Nelson H. JENNINGS, Rock Lake, Pa.; Frank WILLIAMS and Darrell BURKHART, Johnston, Pa.

**Lost**  
COAT with gold wedding ring in pocket (needed for April 18) and a pair of woolen gloves, in stockroom of Ritz Theater in Ipswich. My name is inside the coat. Reward. Sgt. Robert Schmit.  
WALLET, brown, containing papers and \$3 or \$4; in Bristol Mar. 19.—T/S Seymour

WALLET, containing money and papers; at Bath ARC on Bath to Oxford train, Mar. 24.—Reward.—Sgt. Charles D. Springfield.  
PHOTOGRAPHS of myself. Two were 8 x 10 and six were 4 x 6. The six small ones were taken in a service cap and one large one was taken without a cap. I have a light moustache. The pictures were wrapped in brown paper, and the 8 x 10 was in a brown paper bag, marked with my name and ASN, Mar. 20.—Lt. Lee R. McCutchen.  
**Cameras Wanted**  
35-MM.—Lt. Roy A. Bracher.  
KODAK box camera taking 127 film.—Sgt. Edward Mitchell.  
CONTAX II or III, Sonnar 0.5cm. preferred.—Cpl. Harold T. Dewey, ASN 39246083.  
PERFEX with or without lens.—Capt. H. M. Bialow.  
KODAK Extra, 35-mm. or 50-mm. lens.—Sgt. Harold K. Fencijan, ASN 31090193.  
COMPASS 8-mm. or 16-mm. movie camera.—Capt. H. E. Frakle.

**Officers' PX Closed Easter**  
LONDON Officers' PX will be closed Easter Sunday. Except on final day of each month, inventory day, the exchange ordinarily is open seven days a week, weekdays 9.30 AM to 5 PM, Sundays 10 AM to 4 PM.

## Li'l Abner



By Courtesy of United Features

By Al Capp

News From Home

CIO Cedes Claim for a Vote At ILO Parley to the AFL

Waiver Frees President From Stalemate Over Labor Delegate

WASHINGTON, Apr. 5 (AP)—Philip Murray, CIO president, removed a potential cause of political embarrassment from President Roosevelt's shoulders today by withdrawing the CIO claim to representation at the Philadelphia meeting of the International Labor Office Apr. 22.

His action left the President free to appoint a member of the AFL as the only delegate for American workers at the session.

Previously the CIO had demanded equal representation with the AFL. The latter had rejected a presidential suggestion to share the single vote allotted to the U.S.

Under ILO rules, each nation taking part in the conference has one vote for labor, one vote for organized employers and two government votes.

Man With the Answers Quits

NEW YORK, Apr. 5—John W. Cooper, a Grand Central Station information clerk, has retired after 22 years' service. He estimates that he had answered more than 7,000,000,000 questions, all in addition to such queries as: "What time does the five-to-three leave?" Cooper said he was asked about department-store sales, the weather, whether the subways were on time, etc., ad infinitum.

Deserter's Wife Held in Plot

E. ST. LOUIS, Ill., Apr. 5—Mrs. Imogene Kuzell has been arrested on a charge of seeking to help her husband Joseph escape from military confinement. She was said to have baked a cake, placed two hacksaw blades and three files between the layers, then gave it to another soldier to deliver to her husband, who is serving a ten-year sentence for desertion.

'Super Vitamin' Found

CLEVELAND, Apr. 5 (Reuter)—Discovery of a new "super vitamin" called methyl was described to the American Chemical Society. Said to be more valuable than ordinary vitamins, methyl may be obtained from certain protein foods such as egg yolk, soya beans and numerous meats and vegetables, it was declared.

Out of Focus

OAKLAND, Cal., Apr. 5—Lt. Arthur S. Wood, 47, a Navy photographer, who has never been anywhere in the Mediterranean and has never been aboard a minesweeper, was surprised when he received a medal and citation for devotion to duty aboard a minesweeper in the landing at Salerno. The Navy now is looking for the rightful owner.

Trunk Murder

SARASOTA, Fla., Apr. 5—Mabel, a Ringling Bros.-Barnum and Bailey Circus elephant, was shot to death. Keepers said she was one of the meanest elephants ever to plague circus grounds. Several years ago Mabel killed two keepers and recently injured three attendants.

Fake Champagne, Too?

MORRIS HEIGHTS, N.Y., Apr. 5—The Consolidated Shipbuilding Corp. has launched dozens of barges with the help of a mechanical ship-sponsor—"Christine" by name—which never has missed

Record April Snowfall Blankets 3 Eastern States

NEW YORK, Apr. 5 (AP)—The heaviest snowfall for any Apr. 5 since 1898 blanketed New York, New Jersey and Pennsylvania today, causing numerous traffic accidents. Commercial airlines were forced to cancel flights, and thousands of people were late for work.

Benjamin Parry, chief meteorologist at the New York Weather Bureau, reported a snowfall of two inches.

hitting the bow with a beribboned bottle of champagne.

Cotton Industry Study

MEMPHIS, Tenn., Apr. 5—The Cotton Trade Journal announced plans to give almost a million students in 15 states an opportunity to study the cotton industry. The project will be carried on in 10,000 junior and senior high schools throughout the cotton belt.

New Drug Combats Fever

RENSSELAER, N.Y., Apr. 5—American chemists have succeeded in manufacturing a drug to combat black fever and tropical bubo. Known as neostibion, the drug was a German secret. Chemists at the Winthrop Chemical Co. were given a description of it two years ago.

Mackinac Shipping Begins

GARY, Ind., Apr. 5—The freighter Carl Bradley, largest self-unloader on the Great Lakes, made the first passage through the Straits of Mackinac this year. With a cargo of limestone, the Bradley made the trip from Calcutta, Mich., to Gary.

May Stunt Her Growth

PHILADELPHIA, Apr. 5—Agnes Reppier, essayist and author of a dozen scholarly novels, observed her 89th birthday by puffing contentedly on a cigarette. A smoker since she was 15, she finds tobacco "a friend to thought."

Paternalism for a GI Mother

MINNEAPOLIS, Apr. 5—A German shepherd dog has been granted temporary leave in midst of her training under the Coast Guard program for dogs at Wold-Chamberlain Field. She gave birth to a litter of ten.

Accused of Murdering Daughter

IOLA, Kan., Apr. 5—Mrs. Louise Flack, 28, was arrested and charged with the murder of her eight-year-old daughter Dolores, whose body was found in a locked basement apartment in San Francisco.

Should Be Easy

SALT LAKE CITY, Apr. 5—Clifford Leroy Shafer, Navy radioman, arrived home with a Japanese silk parachute and said it would be made into a bridal dress. However, he's still looking for the bride.

'Dud' Kills Three

BUENA VISTA, Ga., Apr. 5—Three persons were killed when a 60-year-old sawmill worker dropped a "souvenir" shell he believed was a dud.

Henry Aldrich a Papa

HOLLYWOOD, Apr. 5—1/Sgt. Ezra Stone, radio's Henry Aldrich, became the father of a seven pound 12-ounce boy.

The M8—Army's Newest Armored Weapon



The M8, latest combat vehicle added to the Army's mechanized equipment, was built to combine the speed and maneuverability of an automobile with the punch and armor protection of a light tank. It is a six-wheeled, eight-ton car capable of high speed over virtually any type of terrain. It mounts a 37mm. cannon and a .30 caliber machine gun.

Army to Phone Italians Beat Off German Attack

Transmission by telephone of photographic matter such as overlays of maps, aerial photos, messages and other military documents is being developed by a Signal Corps unit in the ETO. The process, used commercially, is expected to speed up relay of strategic information from front lines.

The experiments, conducted by a teletype platoon under the leadership of Lts. Randolph A. McAlpine, of Beaumont, Tex., and William R. Moore, of Evansville, Ind., have proven successful over 260 miles of telephone line.

Facsimile sets and equipment weigh 250 to 300 pounds. They can send and receive, though not at the same time. The entire operation requires 45 minutes, actual transmission itself about seven minutes. Besides an ordinary telephone circuit, a radio hook-up can serve as a medium. Eight by ten inches is the maximum size transmittable.

T/Sgt. Phelin J. O'Neill, of Columbia, S.C., supervises the facsimile work. M/Sgt. Frank Wagner, of New Castle, Del., heads the platoon conducting the experiments.

A determined German attack 16 miles northeast of Cassino on Mount Marrone was completely broken by Italian troops, reports said yesterday as Nazi and Allied big guns thundered all along the main Fifth Army front in Italy.

In one of their first decisive engagements on the side of the Allies, the Italians scored a resounding triumph over the Germans as they retained the strategic height, one of three they captured last Saturday.

After aircraft had dropped leaflets on the Italians demanding their surrender, the Germans opened their assault in a move to wipe out the threat to their Cassino positions. They were driven back with heavy casualties.

Meanwhile, Rome radio said that in the Mount Marrone-Mount Rotondo sector the Allies had launched a strong attack.

In the Anzio bridgehead, Allied artillery rained explosives on an ammunition dump three miles northwest of Cisterna.

ETO Gets 2 New Films Far Ahead of Home Folks

American soldiers in the ETO will see two of Hollywood's latest productions—Warner Bros. "Adventures of Mark Twain," starring Fredric March and Alexis Smith, and "Buffalo Bill," 20th-Century-Fox's Technicolor Western, with Joel McCrea and Maureen O'Hara—far in advance of their commercial release in the U.S. and Britain, the cinema branch of Special Service Division announced yesterday.

Twelve "Mark Twain" prints have arrived for the Army circuit and will be distributed this month, along with prints of the other film, through all base sections, air forces and the Navy.

Destroyer to be Launched

BOSTON, Apr. 5—The USS Hyman, fourth of a new class of heavier, faster, longer-range destroyers, will be launched Saturday.

Merchant Seamen Will Get Voting Facilities — Land

WASHINGTON, Apr. 5 (Reuter)—The 125,000 U.S. merchant seamen will be able to vote in war-time elections, Rear Adm. Emory S. Land, head of the War Shipping Administration, announced last night. He said all merchant sailors would be supplied with applications for ballots, envelopes and full instructions for voting, and that a place would be provided on every ship for marking and sealing ballots in secret.

Ballot Canvass Starts

TRENTON, N.J., Apr. 5—Air-raid wardens and other civilian-defense workers have begun a house-to-house canvass in New Jersey for addresses of servicemen. The census will be used for the mailing of absentee-voting ballots.

Navy's 2nd ETO U-Boat Kill Nets Lib Crew \$1,700 Jackpot

By Tom Bernard

Stars and Stripes Navy Writer  
A U.S. NAVY AIR BASE, England, Apr. 5—Four minutes of combat over a storm-lashed patch of the Bay of Biscay has earned the 11-man-crew of the Liberator Sub-Mission a \$1,700 jackpot and credit for the second probable German U-boat kill by a Navy plane in European waters.

The airborne bluejackets of the bomber divided the money shortly after the operation two months ago. The official assessment of a "probable" kill, however, did not arrive from Washington until yesterday. Although the pot was to be awarded only for a definite sinking, an unofficial board of awards preferred to accept the report of the crew rather than the official assessment.

The navigator of Sub-Mission, Ens. Emrick Pohling, of Chicago, spotted the sub running on the surface and the plane dropped from 2,000 feet to make its run at a very low altitude.

Waves 35 feet high lashed the U-boat as its crew attempted to man deck guns. The Lib retaliated with heavy fire from its bow guns, manned by Joseph B. Toner, of New Orleans, and Dallas H. Jones, bombardier from Halifax, N.C., dropped a stick of depth bombs.

The stick straddled the sub just aft of the conning tower and it lost headway and settled by the stern. Within four minutes of the Lib's first attack the U-boat went down in a swirl of green water.

Sub-Mission, operating under RAF Coastal Command, was captained by Lt. George A. Enloe, of Anoka, Minn. Other crew members were Francis E. Dean, tail gunner, Waterbury, Conn.; Royal A. Carter, port waist gunner, Osage, Okla.; Lt. (jg) Paul B. Kinney, co-pilot, New York; Ralph J. Letourneau, plane captain and crown turret gunner, White Bear Lake, Minn.; Clifton M. Lemarr, first radioman, Waldron, Ark.; Ralph L. Allen, second radioman, Bountiful, Utah, and Elliott E. Van Doren, starboard waist gunner, Manassas, Va.

Crowd Cheers As Jury Acquits Charlie Chaplin

Panel Deliberates 7 Hours And Then Frees Him on 2 Mann Act Counts

LOS ANGELES, Apr. 5—Charlie Chaplin was a free man today, acquitted on both counts of a Mann Act indictment charging he transported 22-year-old Joan Barry to New York and back for immoral purposes.

After deliberating six hours and 58 minutes, a jury in Federal Court returned a verdict of not guilty late last night. The crowded courtroom burst into applause.

Chaplin, sitting glumly with his elbows on the table in front of him, his head in his hands, when the jury came in, rose smiling from his chair as the court clerk announced his acquittal.

"Thank you, thank you," he said, turning to grip the hand of his defense counsel, Jerry Geisler. Bystanders swarmed around, putting their arms around his shoulders and shaking him by the hand. Newsmen heard him tell a friend, "I had faith in the American people."

Later, groping for words, he told his well-wishers:

"I believe in American justice. I have had a very fair trial." The rest of his words were drowned out by applause.

The jury interrupted its deliberations once to hear Judge J. F. O'Connor read from the record the testimony relating how Miss Barry and the comedian met each other in New York in October, 1942. Chaplin paced a corridor while the jurors refreshed their memories.

The actor's trial, highlighted by his two days on the stand last week, began Mar. 21. Miss Barry was the prosecution's chief witness.

Chaplin, who will be 55 Apr. 16, still faces Miss Barry's civil suit charging him with the paternity of her daughter Carole Ann born last October.

No Army Day Ceremonies, But Stimson Pays Tribute

Secretary of War Henry L. Stimson expressed his gratitude to men and women of the Army "for your courageous and unselfish service" yesterday in a message from Washington in recognition of Army Day today.

Neither in the ETO nor in the States will there be any ceremonious observance of the day. While the nation would pay tribute to the Army and what it stands for in the preservation of the nation's freedom, Secretary Stimson said, "the Army, engaged in an intensified and all-out training program, cannot pause to take part in parades and ceremonies of former years." He ended his message:

"The trust of America lies in your accomplishment of the great tasks which lie before you. You will not fail that trust."

FDR Signs Bill Providing Billion for Pacific Bases

WASHINGTON, Apr. 5 (AP)—President Roosevelt today signed into law a measure authorizing the U.S. Navy to spend more than \$1,000,000,000 building "advance bases" in the Pacific to thrust the war closer to Japan.

Bomrang - - (Continued from page 1)

heap, the plane was patched up in six days.

Maj. Roy G. Martin, of Cotulla, Texas, flew Bomrang in the Ploesti raid Aug. 1, 1943, and took it so low it came back with cornstalks clinging to the bomb bay. Only two men have been wounded aboard Bomrang. None ever was killed.

Capt. Walter Stewart, a veteran of 32 missions and winner of the Silver Star, was a Mormon missionary in England before the war.

Other airmen returning with the plane were:

Lts. John V. Kemp, Los Angeles, Cal., co-pilot; George Everhard, Marysville, Kan., bombardier, and William N. Ford, Jersey City, navigator; M/Sgt. Charles A. Chambers, Mechanicsburg, Pa., ground crewman and flight chief for the trip, and Geo. C. Ewald, Norfolk, Va.; and gunner sergeants Edwin D. Kleine, Long Island City, N.Y.; Alfred Berkamp, Cheney, Kansas; Ralph L. Carroll, Northeast, Pa.; William A. Any, New Canaan, Conn.; Enos H. Lee, Jarrettsville, Md.; and Michael L. Sullivan, Detroit.

By Milton Caniff

Terry and the Pirates

By Courtesy of News Syndicate



American Forces Network

- 1375 kc. 1402 kc. 1411 kc. 1420 kc. 1447 kc. 218.1m. 213.9m. 212.6m. 211.3m. 207.3m.
- Thursday, Apr. 6
- 1100—Spotlight on Vincent Lopez.
- 1115—Personal Album with Shirley Ross.
- 1130—Band of the Loyal Regiment.
- 1150—French Lesson.
- 1200—Noon Edition.
- 1205—Barracks Bar.
- 1300—World News (BBC).
- 1310—Melody Roundup.
- 1330—Chamber Music Society of Lower Basin Street (Repeat).
- 1400—News Headlines—Wynford Reynolds.
- 1430—Visiting Hour—Hospital Theatre.
- 1500—Music While You Work.
- 1530—Off The Record.
- 1700—Hit Parade and Program Resume.
- 1730—BBC Theatre Orchestra.
- 1755—Quiet Moment.
- 1800—World News (BBC).
- 1810—GI Supper Club.
- 1900—Seven O'Clock Sports—Latest Sports News by Col. Johnny Vrotsos.
- 1905—Symphony Hall.
- 2000—News from Home—Nightly roundup of news from the U.S.A.
- 2010—Fred Waring Program.
- 2025—This Is Science.
- 2030—Hing Crosby Music Hall.
- 2100—World News (BBC).
- 2115—Mail Call.
- 2145—USO in the ETO—"Boomp-a-Daisy" with the Evans Family, Phyllis Colt, Gladys Church and Dave Kenner.
- 2200—Truth or Consequence.
- 2225—One Night Stand with Les Brown.
- 2255—Final Edition.
- 2300—Sign off until 1100 hours, Friday, Apr. 7.

- Friday, Apr. 7
- 1100—Spotlight on Mitch Aires.
- 1115—Personal Album with Tito Guizar.
- 1130—Miss Parade.
- 1150—French Lesson.
- 1200—Noon Edition.
- 1205—Barracks Bar.
- 1300—World News (BBC).
- 1310—Melody Roundup.
- 1330—Rhapsody in Khaki (Repeat).
- 1400—News Headlines and BBC Scottish Orchestra.
- 1430—Visiting Hour.