

## Hand-to-Hand Battle Rages in La Haye

### Germans Evacuate Kovel in the South

#### New Russian Drive North of Lwow May Be On

In an unexplained move suggesting that the Russians on the Ukrainian front were about to unleash a fresh offensive aimed at Poland—if one is not actually under way—Berlin announced yesterday that the German Army had given up the road and rail center of Kovel, 100 miles north of Lwow, a link between the Nazis' southern armies and their retreating White Russian forces.

The enemy's somewhat mystifying announcement raised speculation that the Russians, now that Minsk and Polotsk have been overrun and the Red Army only a matter of hours from the Baltic states, might be planning a new squeeze play from the south to outflank any German attempt to make a stand along a line running through Dvinsk, Vilna, Grodno, Bialystok and Brest-Litovsk.

The line from Dvinsk to Brest-Litovsk, roughly marking the route of the enemy's principal rail artery from Warsaw to Leningrad, would have to be protected as long as the Germans had any hope of holding the Baltic states which it feeds.

#### 45 Mi. to Dvinsk, Vilna

Red Army columns pressing up the Dvinsk valley yesterday were reported less than 45 miles from the important river port of Dvinsk, in a thrust west from Polotsk. At the same time, German Radio said the Russians, making a double thrust from east and northeast, were only 45 miles away from Vilna, rail hub from which roads lead to Kaunas, in Lithuania, and to Konigsberg, in East Prussia.

Farther south, the Red Army was within 25 miles of Baranovich, on the rail line southwest from Minsk to Brest-Litovsk.

Kovel, almost encircled since the close of the Soviet spring offensive, had withstood attack for months. German News Agency reported its "jutting front-line salient" was "evacuated unnoticed by the Soviet forces in order to man fortified lines in the rear which had been prepared for months past and also so as to economize in manpower and set up a mobile reserve."

The town controlled the main road and (Continued on page 4)



Stars and Stripes Map

Thrusts for Dvinsk and Vilna bring the war closer to Germany as the Nazis quit Kovel, south of the Pripiet marshes.

### Fierce Battling Before Leghorn

Eighth Army spearheads yesterday moved up the Chiana Valley to within five miles of Arezzo, while along Italy's west coast the Fifth Army drove to the last line of enemy defenses guarding the port of Leghorn.

Both at Rosignano and Volterra, respectively 13 and 28 miles southeast of the prized port, Lt. Gen. Mark W. Clark's forces encountered fierce resistance and the Allied communique asserted that it was clear the Germans intended to hang on to the two towns doggedly to delay the fall of Leghorn.

Heavy Nazi artillery opened fire on advancing Allied infantry and armor in the Rosignano area and a bitter battle was raging around Casole d'Elsa, ten miles southeast of Volterra.

At Leghorn itself, the Germans were said to have erected concrete pillboxes, reinforced with minefields and heavy guns not used since the fall of Rome.

While French troops pressed toward Arezzo, pivot of the last string of German defenses south of the Gothic line, British units, after occupying Castelnuovo and Castiglione Fiorentino, pushed on three more miles to within five miles of the inland communications center, some 30 miles southeast of Florence.

#### Holiday Toll 439

NEW YORK, July 5—Final figures on the nation's Fourth of July holiday accident toll today showed 439 persons killed—less than half the number of deaths the National Safety Council had expected. The day was celebrated with fireworks in only a few places.

### Heat Gets the Home Front

## Cravat-Crisis Strike Just One In a Series of Weird Walkouts

NEW YORK, July 5—A series of freakish, hot-weather strikes and walkouts gave a confused twist to the nation's war effort this week.

Giving what seemed in many cases to be light or even trivial excuses, workers upped and quit in industries as closely related to the war effort as transportation, coal mining and bearings.

The War Department complained of a slump in deliveries of some items, but output of vitally important war machines like four-engine bombers and landing craft remained high, and in the case of the bombers even ahead of schedule.

Here were some incidents: In Chicago, 14 ticket clerks at the Union Motor Coach Terminal reported without neckties, were refused permission to work. A federal labor conciliator's compromise—that the men wear no ties but keep the top buttons of their shirts closed—was rejected by both sides. Meanwhile, customers boarded buses without tickets, and the 14 stayed idle.

In Shenandoah, Pa., 7,500 of the Philadelphia and Reading Coal and Iron Co.'s 8,600 employees failed to report for work Monday. "Most of them are just

### Yanks Enter Town, Seize Rail Station

#### Canadians Forced Back At Carpiquet Airfield; British Repel Attacks

American First Army troops stormed into the railway and road center of La Haye du Puits, six miles inland from the west coast of the Cherbourg peninsula, and captured the railway station yesterday.

The entry into La Haye was assured when doughboys fought their way up three key heights dominating the town, overrunning positions which Marshal Rommel had inspected and OK'd only two months ago.

Fierce street fighting was still going on from house to house in La Haye last night. A German counter-attack failed to prevent the Yanks from outflanking the town from the west.

#### Two-Pronged Drive

The drive into La Haye followed a two-mile advance from the west, while at the same time another force struck from the northeast and gained heights ringing the town in the north and northeast.

Planes blasted the German defenses in front of La Haye, while artillery laid down a barrage which battered the town all morning. Then the troops went forward along the main road into the town.

Other forces, converging from the east and west, may succeed in trapping the Germans unless they get out quickly.

From Carentan, 13 miles due east of La Haye, and connected with it by a main railway and a main road, more U.S. forces struck southwest along the road to Periers, 11 miles from Carentan, driving forward half a mile. Other U.S. troops were advancing on Raffoville, two miles west of Carentan.

As German resistance increased all along the base of the Cherbourg peninsula—an indication that the Germans may be throwing in seasoned troops for a determined stand—American attacks grew in strength and violence. A particularly fierce battle was going on last night one-half mile south of St. Jores, about midway between La Haye and Carentan. St. Jores was captured by the Yanks Monday.

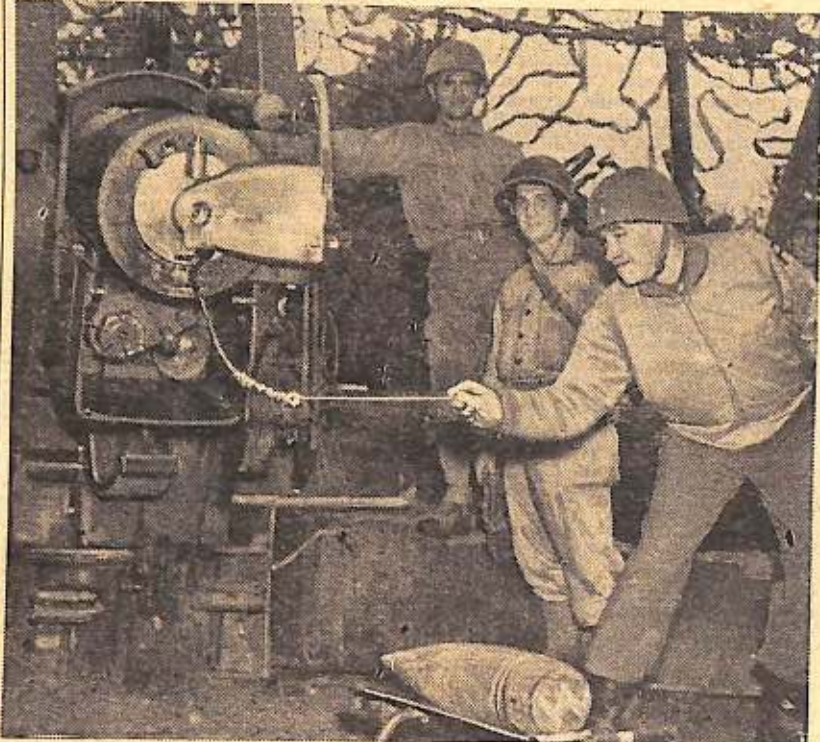
#### Capture 17 Villages

Seventeen villages and hamlets were taken from the Nazis by American forces in the new drive in the 24-hour period up to noon yesterday.

Gen. Eisenhower, after a five-day visit to the Normandy battlefield, which included two trips behind enemy lines, returned to his headquarters in England yesterday. His first trip behind enemy lines, by road, took him past a German pocket of resistance on the western side of the Cherbourg peninsula. His second trip, in a Mustang flown by Maj. Gen. Elwood R. Quesada, Ninth Air Force commander, was an observation flight.

(Continued on page 4)

### The Maestro Opens the Serenade



Planet Photo

Lt. Gen. Omar N. Bradley pulls the lanyard of a big gun, while the regular crew stands by, to start the Fourth of July salvo fired at the Germans at noon by every U.S. gun on the French front.

### Forts Hit France From Italy On Last Leg Back From Soviet

Ending the greatest flight in the history of aerial warfare, a contingent of Eighth Air Force Fortresses and escorting Mustangs returned to their British bases yesterday after a 7,000-mile round-trip to Russia and Italy.

On the last lap of the first three-way strategic bombing mission the heavies took off from Italian fields, battered the railroad center of Beziers, 35 miles southwest of Montpellier in southwest France, and roared home to Britain.

As a feature of the end of the historic mission, Lt. Col. Francis E. Gabreski, Oil City (Pa.) Thunderbolt pilot, who with other British-based fighters helped shepherd the B17s back from France, shot down his 28th Nazi plane to become the leading American ace.

As the epic mission was drawing to a close, Italian-based Liberators of the 15th Air Force plastered submarine pens at Toulon, in southern France, and other American warplanes struck in three Nazi-dominated nations.

The U.K. Fortresses and Mustangs began their record flight June 21 when they raided an oil refinery at Ruhrland, 50 miles southeast of Berlin, and flew on to Soviet bases of USSTAF's Eastern Command. It was the first bomber mission from Britain to Russia.

From Russia the task force flew to Italy, attacking an oil refinery in Polish Galicia en route.

#### 7 Nazi Fighters Lost

Seven German fighters were destroyed by the long-range P51s on the Russia trip and an additional 12 on the flight to Italy. There was no immediate release on the toll taken of the Luftwaffe on the last leg of the mission by the P51s, which were joined yesterday by British-based fighters which flew out to meet them.

From Britain yesterday morning 250 Fortresses and Liberators split into task forces to give flying-bomb nests in France their third heavy blow in less than 24 hours and lash Luftwaffe bases in Holland and Belgium.

All the heavies returned, but eight British-based fighters were lost in the day's activity. The escorting pursuits destroyed 25 Nazi planes in the air and others on the ground, in addition to bombing and strafing French marshalling (Continued on page 4)

### Nazi Ship Blast Wrecks Munitions at Danish Port

STOCKHOLM, July 5—An explosion aboard a German ship set off large Nazi ammunition stores on the docks of Aarhus harbor, Denmark, according to Danish press reports reaching Stockholm today, and sank several other ships and destroyed or damaged many buildings. At least 80 persons were killed and 300 wounded.

Danish circles said the explosion was not due to Danish sabotage and expressed the view that it was caused either by anti-Nazi sabotage on the part of Germans or by carelessness.

**Warns Against Axis Trick**  
PHILADELPHIA, July 5 (AP)—Treasury Secretary Henry Morgenthau Jr. said yesterday that the Germans and Japanese may tempt the U.S. "with some sort of false capitulation."

### U.S. Planes KO Five Jap Vessels

U.S. carrier planes marked July 4 by sinking five ships and knocking down 25 planes in assaults on Iwojima, in the Volcanos, and Hahamira, in the Bonins—both islands less than 600 miles from the Japanese mainland.

At the same time, American ground troops on Saipan, in the Marianas, made their biggest gains in a week, capturing Garapan and moving three miles past the island capital.

Adm. Chester W. Nimitz disclosed that cruisers and destroyers joined the planes in the blows on Iwojima, where harbor installations were left blazing. The admiral added that rockets were used extensively by the planes.

The Jap losses, which included three destroyers, boosted to 36 the number of enemy ships destroyed by American planes since June 10.

While the Americans pushed ahead on Saipan, Tokyo radio yesterday admitted that the "Japanese position is extremely serious," adding that "the Americans are dominating the skies over the island." Another Jap report described their front on Saipan as being "in disorder."

Seizure of Garapan reduced Jap control on the island to about the western half of the northern neck, Nimitz said.

### Zemke Group Boosts 'Kill' Total to 508

AN EIGHTH P47 BASE, July 5—Col. Hubert Zemke's Wolfpack Outfit, highest-scoring fighter group in the ETO, marked the Fourth of July by shooting down 17 German aircraft, boosting its total to 508 kills in the air. It became the first pursuit unit in the theater to destroy more than 500 enemy craft in aerial combat.

The group boasts 38 aces and the leading U.S. fighter pilot—Lt. Col. Francis E. Gabreski, of Oil City, Pa., who is credited with the destruction of 28 planes in the air.

### Never Quit, Hitler Says; Banks on His Inventors

Adolf Hitler told his war-production chiefs yesterday that "enormous courage and strength of nerves are necessary to stand up in these times, but we shall not capitulate before any difficulty."

In a speech reported by Reuter via German radio, Hitler acknowledged the Allies' efficiency, but blustered that "the German inventive spirit is on its way to regain the balance again."

### The War Today

**France**—Americans enter La Haye du Puits and capture railway station. . . Fierce street fighting as other U.S. troops converge on the town from east and west. . . German resistance stiffens all along American front. . . Gen. Eisenhower returns after five-day visit to the battlefield. . . Savage battle between Canadians and Germans for possession of Carpiquet airfield.

**Air War**—U.K. Fortresses hit targets in France after leaving Italy on last lap home from Russia. . . Other U.S. heavies, mediums, fighters batter flying-bomb installations, other targets in France.

**Russia**—Germans withdraw from Kovel area, 100 miles north of Lwow, suggesting Soviet offensive into central Poland may already have begun in area of key rail and highway hub on Kiev-Warsaw line, link between northern and southern fronts in Poland. . . Red Army drives on beyond Minsk, closing in on Warsaw-Leningrad supply line to Baltic states and advancing within 45 miles of Dvinsk and Vilna.

**Pacific**—U.S. carrier planes sink five Jap ships and knock down 25 planes in attacks on Volcano and Bonin islands. . . American land forces capture Garapan, capital of Saipan, in Marianas. . . Paratroopers join American advance on Noemfoor Island, 100 miles west of Biak, off New Guinea.

**Asia**—Chinese troops occupy Chanshi on Myitkyina-Tengchung road while Lt. Gen. Joseph W. Stilwell's spearhead takes Sadon near Burma-Yunnan border, bringing two Allied forces within 26 miles of each other.

**Italy**—French drive within five miles of Arezzo, pivot of last string of German defenses short of Gothic line. Fifth meets fierce resistance at Rosignano and Volterra, 13 and 28 miles southeast of Leghorn. Bitter fighting expected before Allies crack port's outer defenses.



THE STARS AND STRIPES

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Carrying On

THE Stars and Stripes has resumed publication in France for the first time since World War I. This announcement has brought up a wealth of nostalgic memories for "old war hoppers" who knew the rough-and-tumble Paris edition of the last war.

General Pershing, speaking of that colorful weekly, said, "I do not believe that any one factor could have done more to sustain the morale of the AEF than The Stars and Stripes. It always was entirely for and by the soldier."

Greeting the first edition of The Stars and Stripes of this war, General Marshall said, "We have his (General Pershing's) authority for the statement that no official control was ever exercised over the matter which went into The Stars and Stripes. This policy is to govern the conduct of the new publication."

In setting up shop again on French soil, in battlefront Cherbourg, our boys follow in the footsteps of an illustrious gang including such journalistic great as Alex Woolcott, Frank P. Adams, Steve Early, Adolph S. Ochs II and Grantland Rice, who made their sheet noted for its earthy, soldier humor, sketches, poems and excellent reporting.

As our GIs continue newspapering their way through today's war in France, they can do no better than endeavor to carry on the fine tradition left by the doughboys who scrawled "30" on the last story that went into their 71st and final issue of June 13, 1919.

Something to Remember!

DROPPED on our desk today was a copy of "Le Tomahawk," Corps newsheet published on the Normandy beachhead under the direction of Major Roy D. (He Never Sleeps) Craft, co-author of "Achtung." We quote a lead editorial entitled, "Save Those D-Day Letters":

"Never in the history of warfare has a campaign been opened with more fanfare, whoop-de-do and breathless public interest than that which greeted news of the Normandy Invasion.

"The cheers and prayers which went with us into France were sincere and wonderful and are not to be taken in jest, but we leave it to our betters to discuss the serious aspects of the matter. For the moment, we will counsel all husbands in our midst to save those D-Day letters written by their wives while the bells were still ringing, the sirens whistling and the newspapers screaming the Invasion.

"Those, 'Darling, I Just Heard On The Radio,' letters are beginning to arrive. They are full of love and rash promises. Brother, hang on to your copy.

"In our own case we have, by careful propaganda, elaborate understatement, half-truths and a few deliberate whoppers convinced our wives (if not the neighbors) that we are the fightin'est men since Jenghiz Khan and are always selected to go in ahead of the Rangers. Others have not disabused their gals of similar ideas. So when Gen. Eisenhower announced the Second Front every guy in Britain was credited with being the first to get his feet wet in the Normandy breakers.

"It was natural then that those D-Day letters generally read something like this:

"1—They are worried sick about us, they hope we are all right, and when we get home nothing will be too good for us, who are the finest guys who ever drew a deep breath.

"2—We will always find our slippers and pipe waiting after a hard day at the office; and we can always have first call on the bathroom. If there is only enough hot water for one bath they will wait. If we want rowdy friends in for a drink—fine!

"3—There will never again be any misunderstandings, arguments, beefs or nasty cracks about reading the paper at breakfast; we can throw our dirty clothes around all we please. In brief, things at home are going to be terrific.

"We repeat, save those Articles of Liberation, those martial Magna Cartas. Then next time your wife climbs down your throat for burning a hole in the rug, just look her in the eye and say, 'Honey, that ain't what you wrote on D-Day!'"

And Now—Smellies?

MOTION pictures of the future may "smell" and still be good, report research chemists of the U.S. who are experimenting with a "perfume organ" that promises to make movies odoriferous as well as colorful and tuneful.

Chemists, working with related and discordant odors have developed a machine that emits odors in much the same way an organ emits sound, and it is synchronized to a sound track. Their main problem now is in neutralizing the last smell before the new odor is emitted.

Such work is in its infancy. But the day may not be far distant when you hear someone remark, "Say, have you had a whiff of that movie at the Roxy? Boy, it's a stinkeroo!"

Hash Marks

Hitler is trying to frighten the nation. For his pilotless plane there's one explanation. He has good planes, and money to buy them. But nobody's left with 'nuff nerve to fly them.

Shortly after troops occupied Cherbourg some units had men on the streets



at 6.30 doing close order drill. This after 20 days of slugging it out from the beachheads to the tip of the peninsula.

A Richmond, Virginia, hotel manager thought he had seen all of the tricks of souvenir hunters until a woman, unable to secrete a wicker bread basket in her handbag, perched it on her head, and walked out of the hotel dining room. "And she almost got away with it," said the manager, "women's hats are so crazy!"

T/4 Sherbert S. Dowell and Pfc Woodrow M. Barnes were operating a radio in inky blackness when German paratroopers were expected. Coming back from the command post, Barnes groped around in the darkness and touched a hand. "Is that your hand, Dowell?" "Yes, but what would you do if I said No?"

There was a young Yank in London Who drank bitter from sun-up till sun-down He always cried "Cheers" As he lifted his beers, But in the long run he was un-done.

T/4 Armand J. Darcangelo, of Cedar Brook, N.J., and more recently Normandy, tells how absentmindedness some-



times pays off. The "old professor" went to sleep in his slit trench, forgetting to remove his helmet. Hours later a command car ran over his head. When the car was lifted out of his slit trench and off his head he had a lot of respect for his helmet. Darcangelo claims he's simply tough . . . but he pats his steel topper when he says it.

H. A. H.

Well-Earned Rest



U.S. Army Air Force Photo They don't count sheep to get to sleep in this P51 Mustang armament shop—they count .50-cal. bullets. Pfc Walter Zawitosky, of Throop, Pa., takes time out from the continuous 24-hour round of linking bullets into belts for the Mustangs to snatch a few winks.

U.S. Dashes Hopes Jeep Will Emerge as Great Farm Machine

WASHINGTON, July 5—Cold water has been thrown by the Commerce Department on plans of soldiers who hoped to use jeeps on their farms after the war for use as a miracle of all work which would supplant the tractor.

The July issue of the department's publication, Domestic Commerce, concluded that despite the jeep's ruggedness and ability to pull up to 1,300 pounds it was not suitable for general work purposes on the average American farm.

The jeep probably would serve better as a handy auxiliary machine on a large farm, the article declared.

The jeep, according to the article, is built too low for row crops.

Wounded Vet Gets \$100 a Week Fixing Broken Pens in U.S.

WHITE SULPHUR SPRINGS, Va., July 5—Cpl. Rosco O. Jackson, who was wounded at Buna Mission, New Guinea, and has been flat on his back here since Christmas Eve, 1942, has turned a hobby into a well-paying job.

A farmer before the war, Jackson has been averaging \$100 a week repairing fountain pens. Among his clients are the Chesapeake and Potomac Telephone Co. of West Virginia and the Douglas bomber plant at Oklahoma City. His only tools are a pair of pliers.

Absentee Voter

FRANKFURT, Ind., July 5—A railroad worker named Dewey Bricker lives here. Reporters hounding his residence seeking to learn whether he'll vote for the Republican Presidential and vice-presidential candidates, whose combined surnames match his, can't find Bricker around. Relatives say he's "out."

Odds and Ends From France

By G. K. Hodenfield

Stars and Stripes Staff Writer

CHERBOURG—Four years ago this month Pierre stood in his doorway on the outskirts of Cherbourg and watched the British evacuate by sea. A British truck was abandoned in a field across the road, and Pierre took from it a five-gallon can of gasoline which he buried in the back yard.

The other day he stood in the same doorway and watched American infantrymen drive Germans out of his suburban village. Then he went into the back yard and dug up the gas and took his wife on their first joyride in four years.

Cpl. Arthur Forbes, of New York City, was in a Cherbourg shop seeking coffee for his civil-affairs units. He was startled to find a German soldier, complete with uniform and gun, talking to the clerk. Forbes was unarmed at the moment, but in German he had learned while working in a bank in Holland in pre-war days ordered the German soldier outside, Jerry walked out into the arms of MPs and was marched to the stockade ward.

One of the happiest civilians in Cherbourg was Andre, who served with the Yanks in the last war. Andre showed all who would stop to look the three flags tattooed on his arm—British, American and French.

One infantry unit has two men of whom it is very proud. One is Capt. Victor Kelmenson, a medic who con-

tinued mixing blood plasma when everyone else hit the ditch in a heavy bombardment by German 88s. The other is Pvt. Homer Cooley, a colonel's orderly, who walked right into a German pillbox with a carbine and captured it.

Pfc Edwin Nemitz, of Minnesota, went through a huge library at Gestapo headquarters in Cherbourg but came out a disappointed man. Nemitz wanted a German version of Hitler's Mein Kampf for a memento, but all he could find was "Mussolini and the New Italy."

One GI who apparently has been overseas overlong rubbed dust from his eyes and remarked, "Gee, wouldn't it be nice to be home in England and have a pint of mild and bitter."

At every cross roads in Normandy there are MPs ready to direct traffic and answer questions. It is an amazing sight to see the huge convoys of men and material flowing constantly along roads with almost never a hitch. And books could be written about the work various SOS units are doing over here—the ordnance men who fix anything from watch to gun position, the engineers who clear the mines and demolish pillboxes, the Quartermaster men who get the rations and the ammunition to the right place at the right time, the Negro truck companies which drive ammunition trucks through all kinds of weather along all kinds of roads under all kinds of enemy fire.

Notes from the Air Force

TAKING advantage of the desire of most passengers who fly the ocean in ATC planes to join the short snorter club, a mess sergeant at an ATC base in Newfoundland has worked up a profitable sideline. He exchanges a Canadian one-dollar bill for the traveler's American buck, flat rate with no allowance for the difference in exchange, which is in his favor. With several hundred passengers a week passing through the station stopping off for a meal before continuing their flight across the ocean his profit is not inconsiderable.

It was after S/Sgt. John J. O'Connor, of Mosines, Wis., a radio operator on a Ninth Air Force Troop Carrier Command Skytrain, had jumped with the very first wave of paratroopers, and returned to his unit after fighting his way out of Normandy, that he learned it was all a mistake.

He was in the astra-dome, checking their flight after the load of paratroopers had leaped, when the pilot accidentally flipped the switch which turns on the "abandon ship" signal. "I jumped at between 700 and 800 feet altitude," related O'Connor, "and landed among a bunch of cows in a pasture."

As a crew member, O'Connor was equipped with a regular white parachute, while all the paratroopers had camouflaged 'chutes. His white one drew a lot of enemy fire while he was descending and after landing, but he didn't get hit.

ONE-HALF hour after receiving an urgent request for fresh supplies, C-47 Skytrains of the Ninth Air Force Troop Carrier Command were on their way to an isolated anti-aircraft battery with 60 gallons of drinking water and other supplies.

After serving in the Pacific, Mediterranean and European Theaters, 1/Lt. George A. Balchunas, of Franklin, Pa., who holds the Distinguished Flying Cross, Air Medal with three Oak Leaf Ribbons, has left for the States to take an observer's course at an Air Corps school.

Although commissioned from OCS as a qualified personnel officer, Balchunas wangled an appointment as a squadron gunnery officer at his Liberator base. He began flying as a "spare" gunner, filling in on anybody's crew wherever and whenever possible, but received no flying pay.

1/Lt. Clarence Kornegay, 21-year-old Liberator bombardier from Caldwell, Tex., wants to insert a "lost and found" ad in the Hamburg, Germany, newspapers. Kornegay lost his five-buck pink flight cap through a flak hole in the ship over that city.

The plight of the bride who opens the door to find that her spouse has brought three important customers home to dinner is nothing compared to the spot base found themselves recently when the Chiefs of Staff of the Army, Navy and Air Force dropped in unexpectedly to see how things were going.

A C-54 plane landed suddenly at the field one day, and when Transient Service Officer William F. Rigney opened the door out stepped Gen. George C. Marshall. A few minutes later a second plane came in with the rest of the famous visitors. A quick meal was whipped up, and there were no kicks.

WHEN sleepy flight officers at a Ninth Air Force Havoc station trudged recently and saw twin cooks, Frank and Tony Dragone, waiting to serve them, they wondered if they had had too many mild and bitters the previous evening. Frank, a former infantryman and veteran of El Alamein, Kasserine and Bizerte, took a reduction from buck sergeant in order to transfer to his brother's Ninth Air Force Service Command group.

This Is The Army

SOLDIERS of an engineer combat battalion did some construction work for peace in England before heading for war in Europe. They helped to prepare a 13th century chapel on a large country estate for its first service in 200 years. The owners of the estate planned the first service for the family and servants only, then decided to invite an engineer chaplain and his men to reopen the chapel, which had been gradually restored in recent years. Family, friends and soldiers worked together on final restoration of the chapel. At the service, two soldiers were baptized and the chaplain gave the sermon.

A couple of Army surprises crept up on Capt. Iris J. Slay Jr., of Houston, Tex., member of an engineer unit in the ETO. One letter announced his promotion to major, and another letter, from his 49-year-old mother, announced that she had just become a private in the WAC. That makes five out of six Slays now in the Army; all are officers except Mrs. Slay.

A DRUG-STORE soda fountain, American style, recently was opened at an Army headquarters in England . . . but because of milk rationing, there was no ice cream. However, Pvt. James V. Pono, of Providence, R.I., a soda jerker in civilian life, was behind the counter to serve soft drinks.

S/Sgts. Austin Davis, of Compton, Cal., and Whalen J. Bartley, of Shively, Ky., are staking claim in the ETO to the "quin-cycle"—a bicycle built for five.

They rigged up the five-seater out of wrecked bicycle frames and parts. Twisted sections were straightened out with junked sprockets and reinforced with iron supports running beneath the pedal boxes. They spliced some old chains, transferred pedals and handle bars, and welded the frames together. It's a two-wheel job.

When the sergeants, with three others aboard, took off to a pub in a near-by town one evening, they were besieged by crowds who immediately dubbed the five-seater "a bicycle jeep." Children were amused by it, and grown-ups were heard to say: "Leave it to the Yanks to think up something like that."

A 43-year-old British soldier who was in on Dunkirk but who since has been honorably discharged, returned to his civilian job of marine superintendent in one of the ports loading American soldiers for D-Day. Among some of his Army souvenirs were 15 bullets—30-cal.—which fit the GI Springfield rifle.

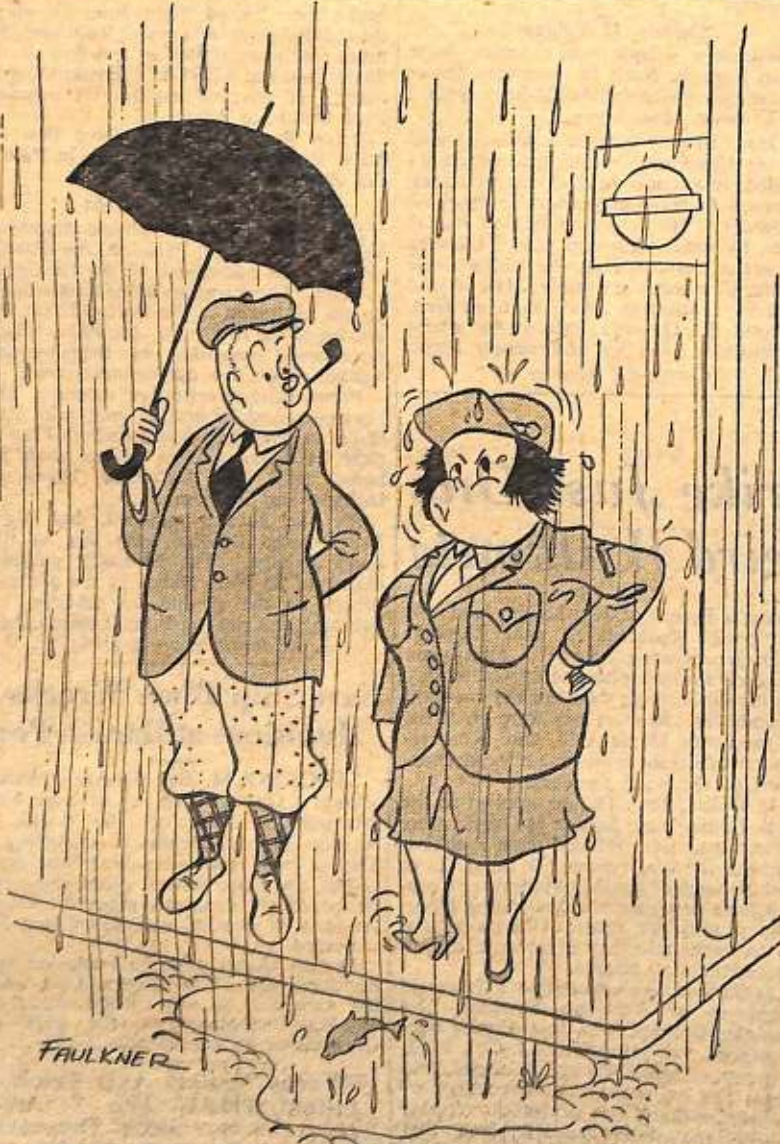
The former Tommy handed the ammunition to a GI going up a gangplank, saying: "I couldn't use them at Dunkirk. There wasn't time. So take them back and get a few Nazis for me."

Meet S/Sgt. Charles E. Jones, of Chicago, who was born on the 13th, married on the 13th, inducted into the Army on the 13th, promoted to both corporal and staff sergeant on the 13th.

Jones was aboard an LCT approaching the Normandy coast when it struck a mine and blew up, but he was not seriously injured. Asked how he was treated aboard the hospital ship on which he was brought back to England, Jones said: "Couldn't have been better for me. You see, these boys are members of the 13th Hospital Train."

THE headquarters of Brig. Gen. Clarence L. Burpee, who will supervise all American railways in continental operations in Europe, will be a transformed railway car.

Sgt. Leonard K. Whitehead, of Maxville, Fla., did the carpentry work. Sgt. Homer M. Carter, of Lakeland, Fla., and Pvt. Steven Minko, of Forge Valley, Mass., teamed up for the steel work, while S/Sgt. Fred Massie, of Sacramento, Cal., and Sgt. Joe Y. Manahan, of Des Moines, Iowa, applied the sheet metal. The interior was accomplished by Cpl. Willard R. Miller, of Primrose, Ky., and Pfc Wayne Conover, of Akron, Ohio.



"I suppose you Americans find our climate a bit disagreeable at first."



# Warweek

Men Who Lived Tell Their Story  
Russia — Other Jaw of the Trap  
Spy-derweb! A Real GI Whodunnit

Thursday, July 6, 1944

## Dead Men Can't Talk

But These Yanks Fought at Cherbourg and Lived to Tell How They Did It

By Arthur Goodwin

Warweek Combat Correspondent

THIS WEEK'S



Army Talk

CHERBOURG, France, July 5—Dead men can't talk—but soldiers who cheated death during the first bitter month of fighting in Normandy can. These battle-hardened veterans, who overwhelmed the Boche and stormed their way into this prize Normandy port, have plenty of things to say—advice which will save the lives of thousands of American soldiers who soon will be facing the enemy for the first time.

These are the opinions and suggestions of American soldiers who have been in the thick of things from the beginning of the Normandy campaign. They came

straight from the mouths of officers, non-coms and plain Joes—at the front, in hospitals, in supply dumps, at CPs and in foxholes.

**Sgt. Infantry:** Take a look at this country here. What do you see? You see hedgerows and more hedgerows—the whole place is chopped up into little fields, each divided from the other by a high, bushy hedgerow. Well, the Germans shoot at those hedges. They dig special entrances in them, and then zero

up what's left. Generally, there's not much left.

**Lt. Infantry:** I don't say the boys should go around with their safeties off—let the old men, the veterans, do as they please. The new men had better keep the safety on. But just remember this: Carry your rifle at port; have it where you can use it—quick. You're a hunter, see—you're hunting all the time—and you're apt to get just one chance. Be ready; that's all I say.

**Pfc Infantry:** At first I was shy. I didn't know the ropes and I hated to make any noise. When I heard something, I hesitated and didn't do anything. But now I know the score. I'm out to kill every German I can get. The American soldier has to learn to hate; he has to learn to kill right away. Don't ask any questions, shoot and keep shooting. That isn't a license to trigger-happy guys to shoot at everything all the time. I mean when your judgment tells you it's a Jerry, don't hesitate!

**Pfc Infantry:** Watch your rifle or carbine like a baby. I clean it every chance I get. Just a few drops in the chamber keeps it okay—don't put in too much oil—it "goofs" it off. Keep the gas chamber dry—don't put any oil in it.



"... important, keep your ammo clean."

in on those holes. It's easy to fox them, though. Just make your own hole and with a little luck and skill, you'll surprise the Huns and lay it on them.

**Cpl. Infantry:** At first those hedgerows had us stopped, but we caught on, and here's the answer. Take the bipod off your light machine-gun. Put on asbestos gloves, then spray those hedgerows a couple of times and lay it on good whenever you think there's a Jerry behind one.

**Sgt. Infantry:** We lie behind the hedge until we see Germans. Then we pin them down with machine-guns. Once they're pinned down, we give them the old mortars, and pretty soon they're all either dead or ready to surrender. When the going gets that tough they surrender.

**Lt. Col. Infantry:** Here's how we've learned to handle this hedgerow problem: The Jerries usually have machine-guns posted in the corners of the field. We plaster the four corners with two 81mm. mortars. Then we spray the forward hedgerow with Piat machine-guns. Then we send in two squads of automatic riflemen, one up each side of the field, to mop



"... minefields usually marked."

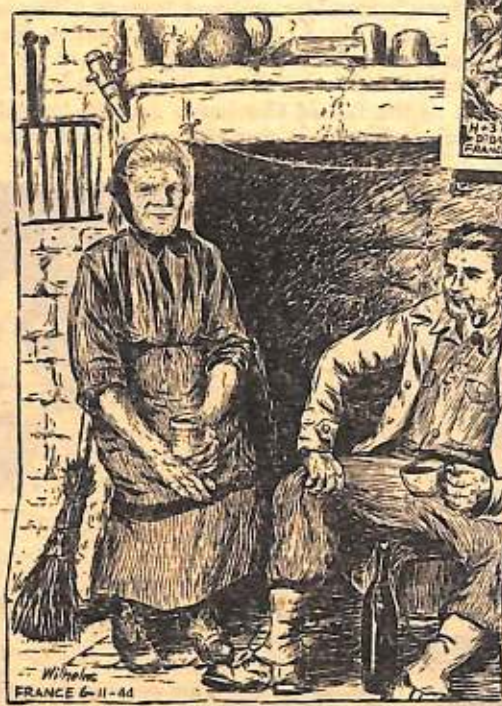
**Sgt. Infantry:** Even more important, keep your ammo clean. When you lay your belt down, dirt gets in and you can't see it. Then, when a bullet goes into the chamber, there's dirt on it, and you get a misfire. Wipe your bullets off with a tooth brush, or patch, or a rag. Get the dirt off somehow.

**Lt. Infantry:** Jerry is a queer fighter.



H-HOUR  
D-DAY  
FRANCE 6-6-44—Wilhelms

...get off the damned beach!



FRANCE 6-11-44

Like old friends...

1st Div. Pvt. swaps rations for cider. Pfc Eddie Morrissette (R.), Newport News, guards prisoners.

Sometimes he fires just to build up his confidence. Some of our guys are trigger happy, too. It doesn't pay. In this country pour it in when you smell a target—but don't just shoot to keep up your own spirits.

**Pfc Infantry:** The Germans try not to close with you. When you shoot at them give it to them—straight and plenty. Usually, though not always, the ones you don't hit will move out.

**Capt. Infantry:** The thing to remember is—there are lots of Germans and non-Germans in their Army. Some of them are fair and square fighters—and some of them are tricky and dirty. The safe thing is—take no chances. We want as many prisoners as we can get—we don't want to discourage prisoners by shooting at them when they try to give up. What you should do is let them come to you—but don't expose yourself by going out to them.

**Sgt. Infantry:** The more aggressive you are, the better the results. Don't putter and piddle around. If you let them get

the initiative, they keep it. Keep them off balance, and they can't take it. Shoot and keep shooting. Move, don't freeze up.

**Sgt. Infantry:** If you don't keep your



"... Don't spill a drop of gas."

eyes open, you'll get lead between them. No matter how tired you get, keep your eyes open! You're fighting experienced mean killers—don't forget that.

**Pvt. Infantry:** Take a look at that German radio we captured. On the dial are the names of stations to tune in on—

Cpl. George Wilhelms, of New York, was a member of a First Division outfit which landed in Normandy on D-Day. As he waded ashore, Cpl. Wilhelms clutched a sketch-book as well as an M1. These are drawings he made under fire. They tell how it looked through the eyes of a soldier-artist. First drawing (R.) depicts beach when thousands of men were pinned down on a seven-yard strip by enemy fire. "Get off the damned beach," an officer shouts, and battered outfits form up, move inland. Second illustration shows T/S Howard Brown, of Allentown, Pa., at regimental command post under a ridge.



First objective reached!



Prisoners!

Berlin, Dresden, Munich, Leipzig, Stuttgart—but no London or any other town outside Germany. We can listen to anything. They have to listen just to their own stations.

**Lt. Infantry:** Get out at the main approach the enemy is apt to use. Get two men there, one to cover the other. Keep them a little apart. That way, when something happens, they're set to act.

**Capt. Artillery:** Locate yourself mentally by inspection of the country. The maps we have are a big help, too. They're 1/25,000—and that's the doughboy's map. Hedgerows are little black lines on the 1/25,000 map, and you can easily pick up all the trails and roads.

**Capt. Infantry:** These kids of ours don't have any fear of small arms fire—but our artillery scares some of them. That's wrong. A doughboy's best friend is his artillery. He should lean against it—stay no farther away than 50 or 75 yards behind it. A few chunks may fall on us but that's not as bad as we'd get

Continued on page 14



Fox Photo



# The Other Jaw of the Trap—Russia

THE squeeze play is on. The old one-two punch, saved up for so long by the Allies, has been turned loose for the kill. Nobody is any more aware of that than the little corporal who wall-papered a frustrated Europe with his foggy, phony ideologies and ersatz "New Order."

But the pay-off is in the making, and those of Berlin who can see beyond the local made-to-order news-stand know that Allied armies now stand poised, in three directions, less than 100 miles from their doorsteps.

To those who slept safely behind the highly vaunted West wall it must have been a shock to awaken one dawn to learn that the gates of the Continent had been flung open and that tank troops were snuffing out final Nazi resistance in the Cherbourg peninsula.

Then, like a sour dessert, the Italian situation was added to the general picture. Kesselring's finest goose-steppers began making a rear march up Europe's boot, where Allied troops were sailing toward the industrial north and the great harbors of Genoa and Trieste.

And there was no looking to the east for headache antidotes. For there the other jaw of the trap, the Red Armies, began to close. The two-front war was on. The preparation and planning reached a head, and the 700-mile gulf is gradually decreasing.

Following the victories in North Africa the British Prime Minister said they marked the "end of the beginning." It may well be true that the stupendous encirclement of Nazi-land is the "beginning of the end." The shadow of the Soviets already casts itself over the Balkans, and creeps uncomfortably close to the German heart with each passing battle.

Far different is it now than three years ago when the Wehrmacht's cry was "On to Moscow!" Hitler's plan for conquering the Russians ran afoul after he had rolled out early successes. But in those very successes lay the yet unwritten plans of the debacle to come—unwritten in Mein Kampf. The plans culminated when the Reds struck back along the entire distance of the world's longest, bloodiest front.

Stalingrad was the turning-point. Hitler ordered his

## Squeeze Move on East Front Is Red Reverse-Spinner Play; Allied Armies Advance Toward Reich from East, South, West

"Supermen" to fight or die—and those who fought did die. The others surrendered. The "pure Aryan" then presented a different sight as he lay sprawled grotesquely through Stalingrad's pummeled streets.

Following the battle that astounded the world, the Soviets slammed into second gear. They swept across the Ukraine, recaptured Sebastopol and numerous other towns, they snatched the whole Crimean Peninsula from the Nazi's failing fingers, and had the Boche on the run along a front that snaked from the Black Sea to Murmansk. The Hun's own medicine was back-firing and he left millions of his comrades at rest on Russian soil.

\* \* \*

Field Marshal Timoshenko said: "We shall grind down the enemy and then destroy him."

Grind him down they did; destroy him is the Red leaders' further aim. Even now the enemy's stranglehold on Europe relaxes and dwindles as the pressure from east, west and south grows stronger. The Allies have entered upon the decisive phase, one which will prove bitter, more bitter possibly, than past phases.

Nevertheless the links have been forged—links that spell a different system for enslaved Europe. The interior decorations, applied by A. Hitler & Co., swiftly are undergoing a change. That change is being hastened as the Red Army reaches out to join hands with its east-south Allies.

Just as the fall of Cherbourg and the consolidation of the Cherbourg Peninsula was the result of brilliant strategy by

Allied Expeditionary Force commanders, so is the present Russian advance the result of master planning.

In France, von Rundstedt—it is believed—expected the main blow to develop along the railway from Caen to Paris. What reserves he had available he rushed forward to defend Caen. But instead of tired men, striving to go farther and farther ahead, the Caen sector of the Allied line was held by dogged British and Canadian troops who dug in, brought up artillery and established a very strong defense position as a springboard for attacks which did not develop for nearly two weeks.

Meanwhile, fast-moving American units struck almost due west to reach the sea near Barneville, then turned north toward Cherbourg, circling and sweeping up the whole area.

On the Russian front it was the same kind of a play. The Reds smashed first at the Finnish defense line, broke through and advanced along the Karelian Isthmus past the Finn key defence point of Vibourg. Both Finns and Germans thought that was the main attack. Then, when the enemy was convinced they had it doped, the Russians turned a straight line buck into a tricky reverse-spinner play and sent their crack outfits in a jab for Vitebsk and beyond.

This is what Hitler's generals are up against in the east, south, west war they are being forced to fight.

Constant pressure on all fronts, thrust and jab, poke and maul, that's what is going on now. When the pressure gets too heavy at any one point the Germans have either to fall back or rush reserves into the line. That means robbing some other sector of its defenders. Day and night Allied bombers harry the Reich. Hitler's divisions melt away. German casualties in Normandy are estimated at 70,000—about equal to four divisions. The Russian offensive has already cost Hitler more men than Cherbourg.

There's plenty of hard fighting ahead before the three-way trap closes, but when it does it means the end of Hitler, the end of his regimented goose-stepping armies of automatons and the end of a paragraph in history in which a few men tried to stick up the whole world with some phoney theories and 300 divisions.





# Spies



CASE OF BLABBING SERGEANT is title of this picture sequence—which tells its own grim story. GI wise guy sounds off to impress doll, but she's a dangerous dish as second and third photos reveal. Luftwaffe, U-Boats and Wehrmacht write last chapter of episode. Moral is plain: Keep Your Trap Shut, Soldier. First three pictures specially posed for Warweek, others by courtesy Adolf Hitler. Get it?

## THE CASE OF THE SHUFFLING DOORMAN

A Truetype GI Detective Mystery!

By Walter B. Smith  
Warweek Staff Writer

THE man known only as "The Chief" leaned back in his chair in the London headquarters of the U.S. Army Counter-Intelligence Corps. His eyes narrowed as he glanced again at the report on his desk. Then he turned to the open door into the half-empty squadroom.

"Miles! Frank!" he barked. The two special agents—angular, erudite, bespectacled Lt. Gerald A. Miles and blond, curly-haired Lt. James C. Frank—unwound themselves from their chairs and hastened into the office. "What's up, Chief?" asked Miles. "Another body in the B Bag?" The Boss smiled faintly, then shook his head.

"Nope. Nothing as unusual as that. But the case I have here"—he waved at the report on his desk—"is quite a bit more serious. One of these damned spies."

While the two special agents drew up chairs, the Chief began to outline the situation. An important War Department office, housing a score of vital military secrets, had been blown up the night before. The man who had done the job had escaped. The MP on duty, blinded by the blast, was dying in a military hospital. He had never regained consciousness . . . probably would never talk again.

"There is just one way the Germans could have learned about that office," the Chief said. "It was an inside job. Only five men in the ETO knew its location or secrets."

He placed the preliminary report in a file marked "Espionage 7-3172-G" and locked it in the safe. Then, handing the two plainclothes men a scribbled memo, said: "Here are the five men who knew the secret. Get going."

There followed two days of detailed, exhaustive probing. No fact was too insignificant to be combed for clues. The background of each of the five high officers who knew the secret—one general, three colonels, a lieutenant-colonel—was

checked and rechecked. Every friend and acquaintance of the officers was looked up. The woman angle was studied, without result.

The case seemed sealed. There could not possibly have been a leak in the information . . . yet, somehow, there had been a slip.

The Chief, reading the report of the first two days' fruitless investigation, looked worried. The general himself had called that morning, inquiring as to progress. Pressure on all sides was mounting rapidly. Washington was demanding a solution to the crime. Just then the phone jangled. The Chief scooped up the receiver.

Faintly, through a high, humming wail like the wind in a mountain telegraph line, came the voice:

"Hello, Chief . . . Frank! We're on the trail of something . . . be out of

an American 2nd lieutenant; the other, in civvies, had a battered derby planted squarely atop his curly hair.

The shrill whistle of a British locomotive screeched twice. Signaling a taxi, the two men leaped in and sped for CIC headquarters.

The Chief was waiting at his desk. Only a continuous lighting and butting of cigarettes betrayed the keen impatience he felt. At last came a hasty rap at the door, and two men who 15 minutes before had left Paddington entered the office.

They were Miles and Frank. Briefly but lucidly the two men told their story. Their boss listened carefully, making an occasional note. When the agents had finished, the Chief dictated a complete roundup report to his secretary. Stuffing the manuscript into his pocket, he went down to the street, hopped into a waiting jeep and headed for New Scotland Yard.

One week later, after a secret trial, the shuffling, obsequious doorman of a dignified officers' club went to his death at Wormwood Scrubbs prison. The last words he spoke were a denial that he was a spy—in English which was just a little too good, just a shade too perfect.

THE Case of the Shuffling Doorman has become a classic lesson in safeguarding military information. It proves dramatically that no one is above suspicion. It is bitter evidence that no matter how tight-lipped a man may be, a single thoughtless action may lead to disaster—to a lost battle, to a sunken vessel, to a bombed building.

What had happened? One of the officers who knew the secret of the Allied headquarters had visited his club one evening. He was carrying a brief case. At the door he was greeted by the aged, shuffling doorman who had taken his coat regularly, several times a week, for years.

The colonel handed the brief case to the doorman, saying: "Take care of this whilst I get a sherry before dinner."

In their relentless probe for the leak, Agents Miles and Frank had gone to the doorman's suburban flat. There, cleverly hidden in a wall crypt, were hundreds of microfilm copies of vital military documents, together with a tiny palm-sized

camera. Among the miniature films was the copy of a coded letter, revealing the secrets of the bombed out headquarters.

The shuffling doorman was seized and put to death—yes. But by that time the damage had been done. One entire phase of the D-Day operation had to be re-organized.

MATA Hari, fabulous female spy of the last war, has become a legend in the annals of undercover work. If the enemy agents of this war were as obvious as she things would be very much simpler.

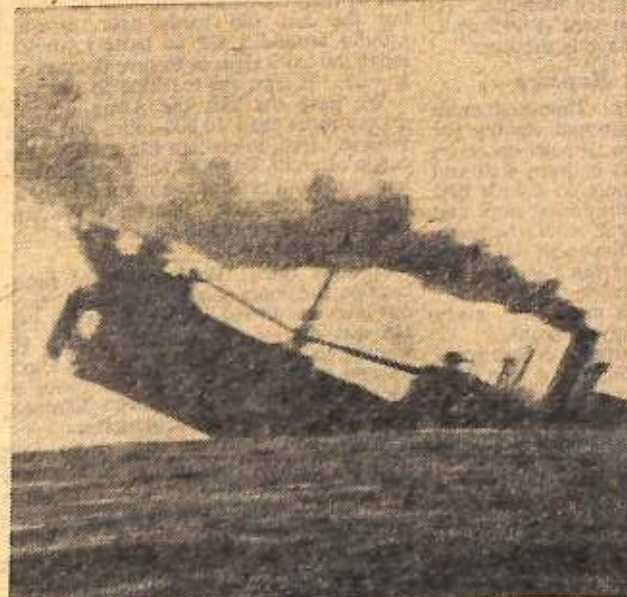
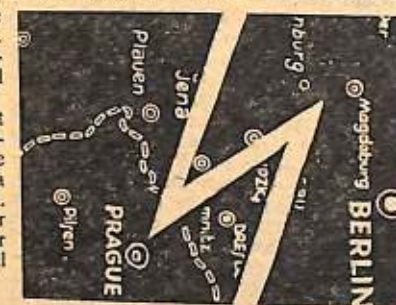
Today Hitler, instead of relying on a few highly-paid, specialized legmen to do his espionage, employs many undercover tipsters. Each of these agents turns in only what information is readily available. Much of their dope is useless. But at Nazi Intelligence headquarters, deep inside Germany, the thousands of little reports are pieced together to form a vast jigsaw puzzle of information.

Germany's shift from a few specialized spies to many tipsters has made the job of exposing espionage very difficult. Even when some individual is caught it is hard to learn details of the organization, since no one person knows but a few other links in the chain.

The responsibility rests squarely on every soldier. No private, no yardbird is too insignificant to interest the agents of Hitler's Intelligence. Files of the U.S. Army Counter-Intelligence Corps show how a single careless word or thoughtless action has caused needless loss of life.

Though espionage in England is a constant threat, the danger is nothing here compared to Normandy. The whole setup in France is much more conducive to spies and saboteurs. Confused internal politics and foreign ways and language make enemy agents difficult to identify. "Collaborationists" are very hard to distinguish from loyal French men and women.

In every French village and hamlet there may be spies whose presence is unknown even to the Underground. These traitors must be smoked out one at a time, a process that may take months. Meanwhile, there is only one thing for American soldiers to do: Keep your mouth shut and your guard up at all times. In short—don't trust anybody.



Planet Photo



GI JERRY

by Lt. Dave Breger

Nazi Guide-Book Part VI



Lt. Dave Breger Britain



- AND FROM HERE IT'S SYNDICATED ALL OVER THE WORLD!

"Adolf Hitler is Germany's greatest artist." HERMANN GOERING, DEC. 8, 1936



"...The greatest educator of the German nation is the Fuehrer." "LABOR FRONT," FEB. 17, 1936



CARPET CHEWING TOURNAMENT Munich, Nov. 8, 1942 1st PRIZE: A. HITLER



TALL STORIES CLUB A. HITLER, PRES.



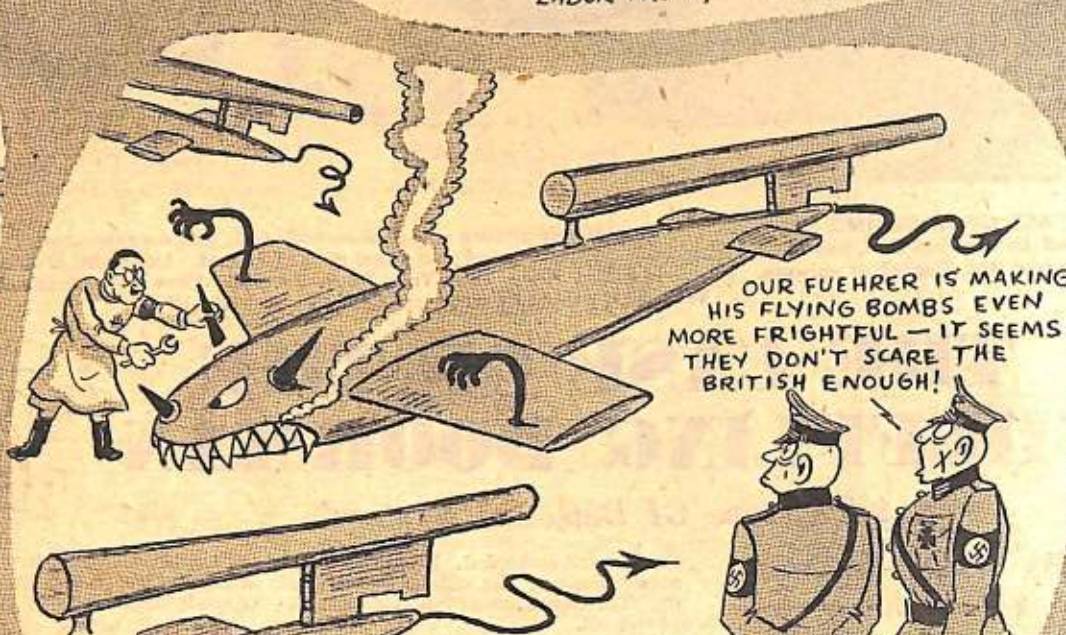
MILITARY STRATEGY STALINGRAD NOV. 1943



TREATY TEARING CONTEST Berlin, Sept. 3, 1939 (A. Hitler - 76 Treaties)



"There is no task... barred to Adolf Hitler. He is the greatest expert one can imagine." DR. GOEBBELS, APR. 4, 1939



OUR FUEHRER IS MAKING HIS FLYING BOMBS EVEN MORE FRIGHTFUL - IT SEEMS THEY DON'T SCARE THE BRITISH ENOUGH!

"Adolf Hitler is the greatest scientist of all." JULIUS STREICHER, SEPT. 12, 1938

More From NORMANDY



'What a hell of a way to celebrate the Fourth of July!'

Continued from page 1 from Jerry. The other thing to do is—spread out!

**Col. Infantry:** I'd also like to stress enemy mines—particularly anti-personnel mines. When you come to a minefield start making a path through it. The fields themselves are usually clearly marked. Wherever you suspect a mine stand off away from it at a good distance and fire at it to explode it. You can generally spot them—all except the trip wire types. Be on the look-out for the wires—from a few inches to a foot off the ground. The ammunition and pioneer platoon of the battalion generally stays right out ahead. These boys know the mines and mark them—they've taken out hundreds already in this campaign alone.

**Col. Airborne Division:** I say give the devil his due. The German will take advantage of you every time he can—but I have never seen him fire at our medics if he sees the Red Cross brassard on their arms. I think soldiers who report that Germans are using our medics as ammunition carriers are dreaming. I think the German is a fair and square fighter. War isn't a pink tea, and they know it. I like the way they bury their dead and evacuate their wounded. One evening we killed about a hundred of them. Next day there wasn't a trace of their dead in the area. They take care of our dead, too.

**Pvt. Infantry:** I never thought I'd see the day when I'd say, "God bless the MPs," but I have to admit that the day has come. I used to spend by time dodging them—now I keep looking for them all the time—and wherever it's thickest an MP is there. In this country with a foreign lingo, and dozens of roads and paths all mixed up, I couldn't get around without the MPs to help me.

**Sgt. Military Police:** Tell the drivers to signal the direction they want to go—

it will speed things up a lot on these crowded roads.

**Pfc Quartermaster:** You've got to remember that these little French cross-roads are crowded and sometimes stilled. Don't pick an intersection for a parking place or you'll hold up everybody behind you. If you want to ask the MP there a question pull on past before you pull over.

The problem of supply is one of the most important facing Yanks fighting in France. It is a problem which the line outfits do not always appreciate. Stressing the need for keeping waste at a minimum, Lt. Gen. Omar Nelson Bradley said: "A unit can only go as far as its supplies will allow. Supply discipline goes hand in hand with military discipline. To waste what you have is sabotage."

**On Truck Repairs**

**Cpl. Military Police:** Time and again I see drivers sitting around waiting for something to do—then they get orders to move and their trucks or jeeps stall and go dead. If they'd only do a little first and second echelon jobs during stops and waiting periods, the stuff would be ready to roll at any time. Don't wait until your car is deadlined before you start to work on the motor and greasing.

**Sgt. QMC:** In this man's war, every man is his own supply sergeant.

**Capt. QMC:** The trouble is that some of these outfits are afraid they won't get any supplies up front where they're going. So they hoard everything they can, and when the order comes they pile it all into their vehicles. The vehicles get overloaded and on these roads that means trouble. It's all a vehicle can do to carry its normal overload. Hoarding makes the problem worse.

**Pfc. Motor Pool:** I got an idea that's

worth millions of dollars—if only guys would listen to me. It's simply this: don't spill a drop of gas when you make a transfer. Use the funnel—pour it in easy—use both hands.

**Sgt. Infantry:** I know the temptation to throw away heavy stuff like blankets and shoes. We had a hot spell and lots of the boys did it. But when it turned cold and wet you should have heard them holler for warm blankets and a change of kicks. We had to re-supply them. We used up gas, oil and transport, to say nothing of the stuff itself. It would have been better to have brought up more ammo.

**Pvt. Artillery:** You know why I think Jerry is going to lose the war? On account of all the stuff he's leaving in the ditches. There are enough gas masks, overcoats, pants, tools, helmets, condoms, shoe polish and other junk in the French fields to supply a young army. All that stuff is going to have to be made up somewhere—and I sure wouldn't want to be the one to pay for it.

**Sgt. Ordnance:** I can understand a soldier forgetting his gas mask. It's wrong, I know, but at least I can understand it. But I can't get it into my head how anyone can be dumb enough to leave behind any ammunition. It's like rowing out into the ocean and throwing away your oars. It wouldn't be so bad except that there are a lot of other guys in the same boat depending on those oars.

**World's Best Drivers**

**Motor Pool Officer:** Americans are the best damned drivers in the world. We can put the big babies right where we want them. We don't put them in ditches—or if we do, it's on account of we're pooped out from driving too much and too hard.

But I wouldn't have an Army truck driver working for me if I was a civilian. They gun 'em too hard—ride roughshod over these bumpy roads and knock hell out of their equipment. Instead of walking the last 100 yards over torn-up ground around a CP or battery, they'll move the truck right in to save themselves a walk. It tears the machine to pieces.

We have the idea the Army doesn't expect more than 10,000 miles out of a vehicle. Hell, in civilian life we'd take a car in after 10,000 miles for a good overhaul and send her out again good as new. But not these Army jalopies. We run them into the ground in no time, and then holler for a new one.

Another thing: Be sure to put sandbags on the floors of all vehicles. One of our boys was tossed 30 feet the other day. He was driving a command car. He wanted to make a turn in the road and opened a gate to give himself room to back up in. The road had been demined, but not the field beyond the gate.

Well, he's walking, but they still haven't found all the pieces in the rear end of that car. First thing he said when he got back was, "For Christ's sake, put sandbags all over the bottom." Seven bags will take care of a jeep—it takes nine to 12 for a command car.

THE OLD SERGEANT'S CORNER



PFC James H. Ruble writes from APO 254 that his bunch has been arguing about weapons. Here's the way he puts it:

**Dear Sarge:** We all read your paper ... enjoy it very much. Please settle for us a much debated subject: What is the Army's basic weapon? Some say M1 rifle, others machine-gun, others artillery. Our discussion is in general. We are anxious to know. We want this to include air corps, paratroops, infantry, armored force and all other units as well.

Yours truly,  
JAMES H. RUBLE.

**Dear Jimmie:** Quite a question, old man—in fact, quite a mouthful! But there is an old axiom in sports that goes: "There is no such thing, actually, as a one-man team." Same with an Army. It's not generally considered a one-weapon Army—therefore it would be tough to select any given weapon as a basic weapon.

For instance: at the moment the spotlight is concentrated on the infantry in France—but for the first few hours on D-Day it was the Navy, Airborne troops and the Combat Engineers. Three months ago the Air Force was carrying the load.

Same with weapons. The M1, for example, is the basic weapon for an infantry rifle company—but it would hardly serve the purpose for anti-tankers or fighter pilots.

The teamwork idea which makes an Army win wars is similar to that which you saw in football stadiums back home. Who can say that the left halfback is more important than the right halfback? Both are essential.

However, Jimmie, if you must have

one basic weapon common to all elements of the fighting forces, let's sum it up like this: The guts and driving determination of each individual soldier to do his job to the best of his ability, thereby shortening the war so all of us can start sweating out the six months. Okay?

Sincerely yours,  
OLD SARGE.

\* \* \*

Before the war Normandy was a rich province which exported large quantities of butter, cheese, eggs and poultry. Wine is not produced there, but cider is—in large quantities. The local name for apple-jack is Calvados, and it really packs a punch.

The Norman farmer is regarded by other Frenchmen somewhat as the Scot is by the English or the New England Yankee by other Americans. He isn't given to exuberance, but is likely to be a self-sufficient fellow well satisfied with his fertile farm and good living.

\* \* \*

Here are a few facts about Normandy—notes for the GI Cook's tourist:

The old province of Normandy includes the modern departments (something like our counties) of Manche and Calvados, in which most of the fighting thus far has taken place. The country was called Nor-man-dy after the Northmen who conquered it about 1,000 years ago. When you see a tall, blue-eyed blond who doesn't fit your idea of what a Frenchman should look like, remember the old Vikings.

As the Yanks keep pushing in Normandy, they're learning a lot of French phrases. Here are a few more parley-voos to refresh your memory:

ENGLISH	PRONUNCIATION	FRENCH SPELLING
Help!	o suh-KOOR!	Au secours!
Help me	ay-day MWA	Aidez-moi
I am lost	juh muh swee payr-DEW	Je me suis perdu
Do you understand?	kawn-pruh-nay VOO?	Comprenez-vous?
Yes	WEE	Oui
No	NAWNG	Non
I don't understand	juh nuh kawm-prahng PA	Je ne comprends pas
Speak slowly	par-lay lahnt-MAHNG	Parlez lentement
Say it again	ray-pay-TAY	Répetez
Please	seel voo PLAY	S'il vous plaît
Where is the town?	oo ay la VEEL?	Où est la ville?
Please show me	mawn-tray MWA, seel voo PLAY	Montrez-moi, s'il vous plaît
Draw me a map	fet mwa ung kraw-KEE	Faites-moi un croquis
I am an American	juh SWEEZ ah-may-rec-KANG	Je suis Américain
We are American soldiers	noo SAWM day sawl-DAHZ ah-may-rec-KANG	Nous sommes des soldats américains







NEWS FROM HOME

New-Car Total For All U.S. Is Now but 30,000

They Must Meet Demand Until After the War, OPA Declares

WASHINGTON, July 5—OPA announced that only 30,000 new automobiles remained to meet all requirements until production can be resumed after the war.

At the same time, OPA said that prices would be raised on about one-third of all cotton fabrics, including some widely used for moderately-priced house dresses, men's shirts and shorts, work clothes and knit cotton underwear.

Deflated Eggo

HOLLYWOOD, July 5—They tell this one about Pvt. Red Skelton, the comedian now taking basic training at Camp Cooke, Cal.

Unhanded by a Fist

HOLLYWOOD, July 5—The latest film-colony battle took place when David Mdivani, wealthy man about town, sought to kiss the hand of actress Marianne O'Brien in a night club.

How Times Change

WASHINGTON, July 5—WPB authorized the diversion of 7,000,000 pounds of aluminum to be used for packing such items as lard, milk powder, coffee, cocoa, tobacco and potato chips in the next three months.

Loans for Flood Victims

WASHINGTON, July 5—Operators of farms damaged by spring floods in 13 counties of Iowa, Missouri and Nebraska were declared eligible for financial loan assistance by the Department of Agriculture.

Bond Drive Nears Goal

WASHINGTON, July 5—Sales in the Fifth War Loan Drive reached 92 per cent of the \$16,000,000 goal today despite lagging sales to individuals, the Treasury Department announced.

Order Youths Off Streets

CHARLOTTE, N.C., July 5—The Health Board of Mecklenburg County has banned boys and girls under 16 from public streets as a safeguard against spreading infantile paralysis.

Fire Damages City Hall

BIRMINGHAM, Ala., July 5—The City Hall was badly damaged by a two-hour fire which destroyed the top two floors. Valuable records were saved.

Russia - - -

(Continued from page 1)

railway links between the two main sectors of the Polish front. Through it ran the main Kiev-Warsaw highway and railway, the Ukraine-Brest-Litovsk cross-country route and a lateral line linking Baranovich and Lwow.

On the Finnish front, Helsinki reported the Russians had begun a large-scale landing operation on the northern shores of Vipuri bay early Tuesday, apparently in an effort to establish a bridgehead behind Finnish lines.

Women Flocking to Services In Wake of French Landings

WASHINGTON, July 5—Spurred by the Normandy landings, recruiting for the women's services has soared, and even the WAC is now exceeding its monthly enlistment quota.

The Marine Corps' Women's Reserve has reached its quota of 90,000, and future enlistments will be limited to replacements. The WAVES are now 75,000 strong, 30 per cent over the 1943 total.

Wearing the Orange Lion of the Netherlands as a shoulder patch, Dutch women will train with American WACs at Fort Oglethorpe, Ga., for service with the Dutch Indies Army in Australia, the War Department announced meanwhile.

Also announced today was the arrival at Fort Meade, Md., of the first contingent of French women in uniform.

Probably a Big Wind, But Not From Goering

NIAGARA FALLS, July 5—German war prisoners on their way to work in western New York farm areas viewed the old New York Central Hotels boarded-up doors and shattered window panes with glee.

Said one: "Our planes did a good job here." The hotel has been abandoned for 25 years.

Hannegan Will Be Roosevelt 'Contact Man' at Convention

CHICAGO, July 5 (ANS)—Democratic leaders indicated today that National Chairman Robert E. Hannegan would be President Roosevelt's "contact man" at the Chicago convention opening July 19, filling the places occupied in 1940 by James F. Byrnes and Harry Hopkins.

Byrnes was Roosevelt's floor manager four years ago and Hopkins liaison man at a telephone to the White House.

Byrnes is busy as war-mobilization director and Hopkins is still at White Sulphur Springs, W. Va., recovering from a long illness.

CHICAGO, July 5 (ANS)—Sen. Scott Lucas (D-Ill.) told the Illinois Democratic convention last night that Senate Republicans offered to pass his soldier-vote bill if he would assure them that President Roosevelt would not be a candidate again for the Presidency.

"The plain unvarnished truth is that Republican leaders in Congress were afraid that these boys would have to vote for their commander-in-chief," he said.

"They plainly said so on the floor of the Senate. They had the temerity to say that if I would tell them that Roosevelt would not be a candidate they would pass the bill within 30 minutes."

The Green-Lucas bill provided for a federal ballot for servicemen's votes. It was rejected after opponents contended there was no way to guarantee that state election officials would accept it as valid under their state laws.

Weird Strikes Pop Up in U.S.

(Continued from page 1) the workers' union, the International Mine, Mill and Smelter Workers (CIO), voted to return to work.

In Canton, Ohio, some 9,000 Timken Roller Bearing Co. employees, who produce 85,000 bearings and nearly 1,300 tons of high-grade alloy steel daily, stayed away from work for the sixth day in violation of orders to return from both national and regional labor boards.

At Buffalo, N.Y., production of C46 cargo planes for the Army dropped 63 per cent—a slump which WPB Chairman Charles E. Wilson said would be dangerous if permitted to continue, but "it won't continue."

Four-engine bomber output, including Super Fortresses, was ahead of schedule last month, in spite of an over-all slump in the number of planes produced—from 8,902 in May to 8,049 in June. Wilson said the drop was chiefly in types of planes not needed, such as trainers.

Production of landing craft neared the halfway mark toward the Navy's current goal of approximately 100,000. The Navy said 48,267 craft of 15 major types now had been produced.

At St. John, Kan., the Stafford County commissioners met at 3 AM Monday so they could be in the fields harvesting wheat by 6 AM. Kansas, faced with a labor problem in harvesting an estimated 174,640,000 bushels of wheat, compared with last year's crop of 144,201,000 bushels, turned out in strength. Barbers closed their shops and preachers went into the fields with their congregations.

Second Birthday

The London Washington ARC Club, which opened on July 4, 1942, celebrated its second birthday Tuesday with a gala ball.

11 Silver Stars Awarded Men Of 4th Infantry

Chaplain Among Honored Heroes; Bronze Stars Presented to 33

By Charles F. Kiley

Stars and Stripes Staff Writer

WITH THE FOURTH INFANTRY, France, July 5—Eleven men of this division, including a chaplain, have received Silver Stars for gallantry in action in the Normandy campaign, and 33 others—26 officers and seven sergeants—Bronze Star Medals for meritorious service from June 6 to June 14.

The Silver Star awards were made at a public ceremony in Cherbourg before more than a thousand soldiers and French civilians. The chaplain was Julian S. Ellenberg, of Greenwood, S.C., who went ashore on D-Day only 30 minutes after the initial assault troops.

Others receiving the Silver Star were: Capt. Lucien M. Strawn, West Virginia; 1/Lt. David S. Rooks, Waukegan, Ill.; 2/Lt. James S. Kilzer, Brentwood, Mo.; T/Sgt. Harry A. Anspach, Shartlesville, Pa.; Mavis O. Coley, Bethany, Miss.; and Ira D. Taylor, Meridian, Miss.; S/Sgt. Jim P. Blackstone, Philadelphia, and Clyde M. Burleson, Gastonia, N.C.; and Cpls. Arvel Adkins, Chattanooga, Tenn., and Thomas J. Delibaugh, Cumberland, Md.

These were the first Silver Stars awarded to men of the Fourth. At Division headquarters it was said that more recommendations for decorations had been made.

Lt. Col. Garlen R. Bryant, of Temple, Tex., and T/3 John W. Zvoncheck, of Keiser, Pa., who were among those who received the Bronze Star, talked 165 Germans into surrendering after being captured themselves early in the Normandy campaign.

The others were two officers who may not be identified publicly, and:

- Lt. Col. Robert H. Barr, Owensboro, Ky.; James A. Bryant, Jackson, Miss.; Sewell W. Crisman Jr., Meyersdale, Pa.; William T. Gayle, Washington; Harry F. Hansen, Mississippi City, Miss.; Parks Hunt, Atlanta, Ga.; Richard S. Marr, Oak Park, Ill.; William W. Ragland, Danville, Va.; James D. Sams, Coral Gables, Fla.; Paul W. Steinbeck, New Haven, Conn.; Dee W. Stone, Forest Hills, N.Y.; Orlando C. Troxel Jr., San Antonio, Tex.; and William E. Walkup, Augusta, Ga.; Maj. Hutson M. Betty, Kirkwood, Mo.; John L. Delaney, Cumberland, Md.; Guy O. DeYoung, Long Beach, Cal.; David B. Goodwin, Lookout Mt., Tenn.; Phillip A. Hart, Detroit, and John L. Swink, Westfield, N.J.; 1/Lts. Oliver D. Appleton, Scarsdale, N.Y.; Marvin H. Schuelke, Omaha, Neb.; and William B. York, Salt Lake City, Utah; 2/Lt. Robert F. Long, Newman, Ill.; M/Sgt. James Chest. Ft. Screven, Ga.; Irwin S. Cohn, Cleveland; Hugh C. Orth, Rockville, Centre, N.Y.; and Julius F. Zvoncheck, Merion Heights, Pa.; Sgts. Raymond C. Dobzioski, East Hartford, Conn., and Alfred P. Tubinis, Niagara Falls, N.Y.

France - - -

(Continued from page 1)

It was believed to be the Supreme Commander's first flight over the combat area—also the first in which two generals flew in a single-seater plane.

In the Caen sector, at the eastern end of the Allied front, Canadians fought hand to hand with the Germans for possession of Carpiquet airfield, three miles west of Caen, while to the south the British beat off new German counterattacks with heavy losses to Rommel's panzers.

Fighting for Carpiquet airfield was savage. The battle went on across the cratered and bullet-swept stretch of wrecked runways. A lightning assault by more than 30 German tanks forced Canadian infantrymen to draw back a few hundred yards, then Allied tanks roared up and continued the battle. The village of Carpiquet remained in Canadian hands.

Quick and heavy German reaction to Gen. Montgomery's thrust west of Caen had been expected and appeared to be developing, it was stated at SHAEF. The reaction was viewed as exactly what Montgomery wanted—attacks by Rommel so that the British and Canadians can destroy German manpower and equipment.

The advancing tide of American strength near La Haye surged southward on a 14-mile front to the west, despite strong German counterattacks, at the same time that U.S. troops were entering the town. East of La Haye, American patrols found the Germans holding dominating high ground in the Forest of Mont Caestre in strength.

Progress of U.S. troops advancing from Carentan southwest to Periers was expected to be slow, since swampland canalized the line of advance and enabled the Germans to concentrate their fire on vital points.

No 'Dead Soldiers'—Yet



These Yanks made a capture at Cherbourg that they were able to handle without any trouble—a stock of the Nazis' wine.

If She Wears Pants, Hubby May Rifle the Pockets, Court Rules

BUFFALO, N.Y., July 5—Slack-clad women must expect their husbands to reverse the weaker sex's age-old "privilege" of searching pockets for money, Judge Michael E. Zimmer ruled in City Court here.

Taking judicial notice that "from time immemorial it has been the custom of the wife to dip her hands in the pockets of her husband," the judge discharged Frank Wroblewski, whose wife Rose accused him of lifting \$100 from her trousers.

Also delving into common law to bulwark his decision, Zimmer declared that one party to a marriage cannot be guilty of larceny of the other's property.

70 Pct. Favor Post-War Draft

NEW YORK, July 5—Nearly 70 per cent of the American people now favor a peace-time draft to maintain the strength of the armed forces, according to a Fortune Magazine poll.

On the question of how long military training should last, 46 9/10 per cent favored one year. Forty-three per cent thought the training should begin when draftees became 18, while 32 per cent were in favor of starting it even before.

Opinion was evenly divided on whether men should be kept in the services after the war until jobs were available or mustered out as rapidly as possible.

Current U.S. Impression: Robots a Mere Nuisance

NEW YORK, July 5 (UP)—British censorship and the persistent reference to "Southern England" have created the impression in the U.S. that most of the flying bombs sent against England are dropping harmlessly around the countryside, except for one or two scoring freak hits on non-military targets at some unspecified point in space.

Nobody in the U.S. has any conception of the effect of the flying bombs and they have accepted the official line that they are gadgets with some nuisance value which only demonstrate German desperation, although U.S. correspondents hint that the bombs are far from being a toy.

Radio Highlights

AEF on the Continent—0555 hours—2300 hours On Your Dial 1375 kc. 1402 kc. 1411 kc. 1420 kc. 1447 kc. 218.1m. 213.9m. 212.6m. 211.3m. 207.3m.

Thursday, July 6 1005—Victory Parade with Jan Garber's Orchestra.\* 1015—Personal Album with Yvette.\* 1100—Morning After (Mail Call).\* 1130—Dulle Bag.\* 1130—Sportsime.\* 1315—Male Man.\* 1400—Visiting Hour—Great Guilderslove. 1530—On the Record.\* 1630—Music We Love—Howard Barlow Orchestra, Richard Crooks, Tenor.\* 1700—Downbeat.\* 1730—Music from America. 1745—American Sports Roundup.\* 1805—GI Supper Club. 1905—Bing Crosby.\* 1935—Fibber McGee and Molly.\* 2000—Home News from the U.S.A.\* 2005—Comedy Caravan—Jimmy Durante and Gary Moore.\* 2030—Burns and Allen. 2145—Fred Waring's Pennsylvanians.\* 2200—Ten O'Clock Special.

AEF on the Continent—0555 hours—2300 hours On Your Dial 1050 kc. 285m. 0600—Rise and Shine. 0920—Bandwagon. 1030—Music While You Work.\* 1215—Geraldine Orchestra. 1330—Canadian Army Dance Band.\* 1400—Gilbert and Sullivan. 1500—Music While You Work. 1815—Navy Mixture. 2200—Fanny Brice as Baby Snooks. 2230—Paul Whiteman Presents.

\*Indicates programs heard on both networks.

