

Forts, Libs Blast Reich In Southwest

Marauders Pound French Coast Again; Fighters Go Along With Bombers

Strong formations of Eighth Air Force Flying Fortresses and Liberators attacked targets in southwestern Germany yesterday, while Marauder medium bombers kept up the pre-invasion bombardment of northern France which has been carried on almost continually in the last nine days.

Neither targets nor losses of the Forts and Libs had been announced at a late hour last night.

Eighth Air Force fighters escorted the American heavies to their targets, and U.S., RAF, Dominion and Allied fighters gave support to the bombers' withdrawal, it was announced officially.

The Marauders, each carrying at least a ton of high explosives, spanned the Channel under cover of RAF, Dominion and Allied fighters. They were in the vanguard of streams of other mediums and fighter-bombers hunting targets along the invasion and so-called "rocket-gun" coast.

Libs Heavily Attacked

Judging by reports from Liberator crews, they bore the brunt of German fighter attacks.

"About 90 miles in from the coast the enemy fighters began to work on us," said 2/Lt. Paul M. Elliott, of Provo, Utah, co-pilot of the B24 Glorious Lady "Some were using rockets."

1/Lt. H. H. Christianson, of Ridgefield, Utah, pilot of the B24 V for Victory, said the German fighters pressed home their attacks to such an extent that they passed through the formations, firing rockets and cannon.

"The fighter escort was better than I've ever seen," 2/Lt. Donald F. Hutchins, of Santa Paula, Cal., co-pilot of the Fortress Northern Queen, said.

"I didn't see an enemy fighter during our entire trip. The cover was excellent," said T/Sgt. Charles A. Rayburn, of Chicago, radio operator on the B17 Pegasus.

Two New Aces

Two more fighter pilots became aces. Lt. Jesse W. Gannon, of Verona, Ill., scored a triple, shooting down three FW190s, which gave him a total of five-and-a-half.

Capt. James A. Goodson, 22, of Toronto, Canada, shot down two FW190s to bring his score to five. He had served in the merchant marine before joining the RAF, later transferring to the USAAF.

Twin-engined Mosquitoes set the sirens in Germany wailing for the fifth night in a row Thursday when they ranged over western Germany and northern France to bomb a series of targets without loss. Other British aircraft sowed mines in enemy coastal waters.

Luftwaffe Tricked

On the previous night, the British Air Ministry disclosed, the RAF Bomber Command tricked the Luftwaffe again by sending a light force of Mosquitoes to raid Berlin just 15 minutes before the main force of Lancasters and Halifaxes arrived over the Baltic port of Stettin, 100 miles northeast of the capital, to dump 1,200 tons of bombs.

The Germans rushed their fighter packs to protect the battered capital, leaving the door wide open for the heavy bombers to get through to the port city which is one of the chief supply centers for the German armies at Leningrad and on the Finnish front.

According to Stockholm reports yesterday, the first eye-witnesses said the raid on Stettin caused extensive damage in the harbor area. Two huge storage tanks, one containing aviation gasoline and the other oil for ice-breakers, received direct hits and were still burning yesterday. Fires also broke out on five merchant ships at anchor in the port.

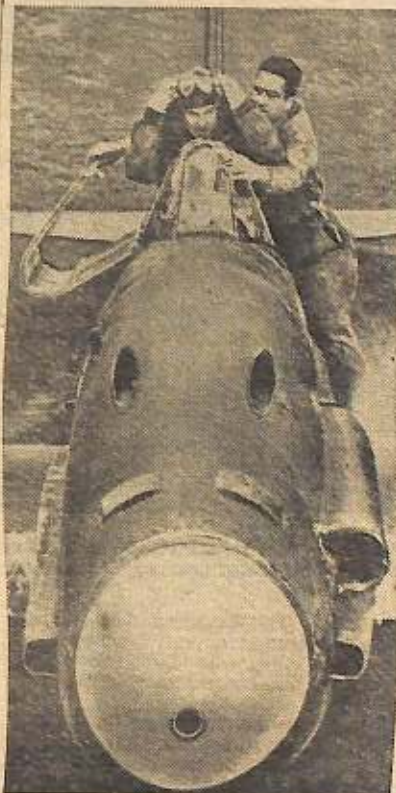
Bolt by South to GOP Fold Doubled by N.C. Governor

RALEIGH, N.C., Jan. 7—Gov. J. M. Broughton, predicting a Democratic victory in this year's Presidential election, declared that the South would not go Republican. He said that the South's resentment at the Administration's "unwarranted attempts to interfere with matters of purely state concern" could be settled within the party.

U.S. Bomber in Switzerland

BERNE, Jan. 7 (AP)—An American four-engined bomber landed on an airfield near Bubendorf after flying over central Switzerland followed by Swiss planes. Earlier there was an air alert at St. Moritz when a number of planes of unknown

Nazi Version



Associated Press Photo
This is the Luftwaffe version of the propellerless plane, which once was reported to have been tested—apparently unsuccessfully—in the defense of Sicily. The U.S. announced Thursday that trials of a jet-type plane similar to the one above had proved satisfactory.

Jet Plane to Deal Blows to Nippon

Lifting Power of Propless Ships Will Be Priceless To Navy, Airman Says

WASHINGTON, Jan. 7 (UP)—The new jet-propelled plane will be a tremendous weapon in the coming battle of Japan, a high U.S. air officer declared today. The plane, he said, would be a "priceless asset for the Navy's carrier-based operations."

"The planes give a smoother take-off and they can use a smaller take-off area," the officer declared. "They have a lifting power two or three times as great as conventional planes and hence they can carry a much greater bomb load."

"Furthermore, they are relatively noiseless and have a greater maneuverability."

It Whistles

The mysterious whistle that mystified citizens in several parts of the United Kingdom and sent bomb-conscious Londoners rushing for shelter several months ago came from the new British-American jet-propelled planes on experimental flights, it was revealed yesterday.

The plane's arrival was heralded by a distant screech which grew in volume, followed by the rumble of powerful engines as the ship shot overhead. Londoners who thought a heavy bomb was screaming down learned from the press next day the sound "was a military secret."

Mock Air Raid in N.Y.

NEW YORK, Jan. 7—A mock air raid in Bryant Park yesterday brought out 400 civilian defense workers and 20,000 spectators. Demolition squads, watched by Mayor F. H. LaGuardia, removed the "bombs."

O'Shaughnessy Wins the Gold Shillalagh

First B26 Ends 50 Missions; Mechanic Was Only Casualty

By Gene Bluhm

Stars and Stripes Unit Correspondent
A U.S. MARAUDER STATION, Jan. 7—The B26 Mild and Bitter, which has carried 15 different crews to enemy targets since early last summer and brought all of them back safely, today became the first Marauder in the ETO to complete 50 missions—and it has a record of only one casualty in all that time.

That one was a ground-crew corporal, John O'Shaughnessy, of Rochester, N.Y., who fell off the plane while washing a cockpit window and broke a heel bone.

In its half a hundred trips, Mild and Bitter has never been hurt seriously, though it has had many encounters with enemy aircraft and has had flak strike against it "like hail on a tin roof." On today's trip, to Northern France, the crew dropped their bombs and returned unscathed.

Shannon, of Attica, Kan., pilot; T/Sgt. Ralph M. Stephens, of Evansville, Ind., radio gunner, and S/Sgt. Paul S. Jordan, of Anderson, Ind.—were veterans of the B26's first medium-level attack in the ETO, at Jmuiden, Holland. Shannon and his crew, though only one of the 15 the ship has carried, have made 27 missions in her.

As T/Sgt. William L. Stuart, of Donna, Tex., ground-crew chief, painted the 50th pint-sized yellow bomb on her nose after today's raid, Mild and Bitter's history was summed up by an officer standing near by:

"Most of those were mild trips," he said, "but there were a few that might have been bitter."

There was the mission, for instance, when Mild and Bitter almost salvaged one of her crew.

S/Sgt. Eugene M. Olsen, of Philadelphia, engineer gunner, was straddling the

Reds 15 Miles From Bug River; Gaping Holes Torn in Nazi Line; Town 26 Mi. in Poland Is Seized

Plane Space for Mail Doubled To Speed Up ETO's Letters

By Arthur W. White

Stars and Stripes Staff Writer

The space reserved for Army-mail in every ATC plane crossing the Atlantic has been doubled to speed up delivery of airmail to U.S. troops here, the Postal Division, SOS, ETOUSA, announced yesterday.

Space now is being reserved for 1,000 pounds of mail in every passenger plane and 2,000 pounds in every cargo plane. The increase, instigated by Maj. Gen. John C. H. Lee, SOS commander, will enable many more airmail letters to be carried with a minimum of delay, postal officials said. All V-mail already comes by air.

Many soldiers already may have received airmail letters from the States under the new system in seven days or less. Officials emphasized, however, that not all airmail letters could be expected to come that fast.

Meanwhile, summing up on the holiday mail situation, postal officials said that Americans in Britain probably received more letters and packages per man this Christmas than soldiers in any other combat theater in the world. Final figures on mail received here during the Christmas season have been totaled up, and even APO veterans whistled when they saw them.

The figures can't be published for security reasons, but officials said they showed that ETO soldiers received approximately three letters for every two they wrote.

Soldiers at the U.S. base postoffice in Britain, who toiled night and day sorting and dispatching the masses of holiday mail, are working now on

(Continued on page 4)

Unconfirmed Report Says Allies Have Landed on Yugoslav Coast

By the Associated Press

A Zagreb dispatch to the Stockholm Tidningen yesterday reported without confirmation from any Allied source that "crack Allied divisions" had landed on the Adriatic coast of Yugoslavia—only 90 miles from the Italian mainland—and now are engaged in "heavy fighting" with German troops.

Military authorities in London said they had no confirmation reports. Qualified but unofficial sources said the story "probably was planted by Germans as feelers."

Zurich dispatches yesterday said Zagreb residents were suffering from invasion nerves and mentioned a report circulating in the capital that strong units of the British First and the U.S. Seventh Armies—neither of which has been mentioned since Italy was invaded—were concentrating on the Italian Adriatic coast ready for the invasion of the Balkans.

One British observer said there undoubtedly was considerable passage of Allied officers across the Adriatic as part of the close liaison with Tito, but discounted any idea of troop landings.

Belgrade reports earlier this week said the Allies were establishing bridgeheads on a number of small islands off the Dalmatian coast in preparation for a Yugoslav invasion and strong units of the British First and the U.S. Seventh armies were concentrated at Bari for a jump across the Adriatic.

Tito's communique yesterday made no mention of any Allied landings in reporting a big new offensive against the Germans in Yugoslavia.

Encouraging, Eh?

WASHINGTON, Jan. 7—The Office of War Information reported yesterday that by 1947 more than 70,000 landing craft would be made for the Navy. In the same period, 500 warships, 400 patrol craft and more than 600 auxiliary ships will be built.

600 Japs Slain In New Britain

3 Heavy Counter-Attacks Repelled by Marines In Fierce Battles

ALLIED HQ, New Guinea, Jan. 7—U.S. Marines, opening their eastern thrust toward Rabaul, yesterday slaughtered more than 600 Japanese while hurling back three heavy counter-attacks near Borgen Bay in an engagement described as the "fiercest of the battle for New Britain."

Light tanks and armored equipment led the Leathernecks who, after repelling the Jap attacks, gained fresh ground in the center of the island and captured quantities of enemy war material.

Growing fierceness of the Jap counter-blow indicated that they intended to make their typical do-or-die stand to protect their strategic South Pacific stronghold.

Fifth Air Force Mitchells, supporting the U.S. advance, strafed Jap communication lines east of Borgen Bay and attacked advanced enemy fighter fields along the north-central coast.

On the southwestern tip of the island, Texas shock troops of the Sixth Army made progress north and east of the Arawe sector with strong air protection by P47s and P40s. Little Japanese air opposition has been met in any area of New Britain.

In New Guinea, Australian troops driving up the center of the island through difficult mountain terrain reached points within 49 miles due south of Madang. At the same time, Sixth Army troops met their first Jap resistance five miles northeast of Saidor, about 52 miles southeast of Madang.

Fort Hero Vandevanter Named Full Colonel at 26

AN EIGHTH BOMBER STATION, Jan. 7—Twenty-six-year-old Elliott Vandevanter Jr., of Washington, the youngest commander of a heavy-bomb group in the ETO and one of the youngest in any theater, today was promoted to a full colonel.

Col. Vandevanter, West Pointer and Fortress pilot with the 19th Bomb Group, which operated in the Pacific in the early days of the war, has led his B17 group and combat wing on numerous missions over Germany and Occupied Europe.

His decorations include the Silver Star.

10 Enemy Divisions In Imminent Peril Of Encirclement

Russia's army has smashed a 60-mile hole in the German forces holding the Dnieper Bend, the Soviet communique revealed last night as three great Soviet thrusts, recapturing hundreds of square miles a day, drove back the Nazis in an ever-widening area of southern Russia.

Smashing more than 26 miles inside the old Polish border and striking within 15 miles of the Bug River, the Red Army rolled back the enemy on a 200-mile front.

The Dnieper breakthrough, begun when Gen. Koniev's Second Ukrainian army launched an offensive in the Kirovograd direction Wednesday, blasted a gap 60 miles wide and 25 miles deep in the Nazi defenses and captured more than 120 planes.

Five Divisions Routed

Three infantry divisions, one tank division and one motorized division were routed, the communique said.

The Red Army surged into pre-war Poland with giant strides, advancing more than 16 miles in one day to capture Klesov, 26 miles beyond the 1939 border and only 12 miles from the great Nazi hedgehog base at Sarny.

Moscow said the Nazis, their Ukraine defenses hopelessly broken, suffered terrific losses as the Red Army beat back every counter-attack.

All the way from newly-captured Klesov to Kirovograd, deep in the Dnieper Bend, the Germans were in retreat. Moscow said they were fleeing in disorder in some sectors, throwing their equipment away as they fell back.

The Russians apparently made their greatest progress south of Belaya Tserkov, the once great Nazi stronghold 50 miles south of Kiev. In three days here they had advanced 36 miles to positions within artillery range of the railway from Smela west to the Dniester, a line that supplies much of the German force left in the Dnieper Bend.

Ten Nazi divisions, dependent on the railway, were threatened in the Cherkassy bulge with imminent encirclement here.

Beyond the Polish border, Gen. Nicolai Vatutin's mobile troops pushed west along the Korosten-Sarny railroad, beyond the railway town of Rakitno; toward the commanding junction at Sarny, where lines from Leningrad, Warsaw, Riga and Vilna converge.

The Russians apparently were pushing forward along a 30-mile front here. Their communique told of the capture of Gorodnitsa, 30 miles south of Rakitno and barely half a mile west of the old border. Gorodnitsa is on the strong Sluch River line fortified by the Germans to hold up the Red Army's westward thrust into Poland.

Advance 10 Miles a Day

The Reds' third great thrust in the Ukraine, aimed at the railroad keys of Vinnitsa on the Bug River and Zmerinka on the Odessa-Lwow railroad, rolled forward at a ten-mile-a-day pace. Capture of Lipovets, due east of Vinnitsa, brought Vatutin's spearheads within 15 miles of the Bug, which little more than a week ago was mentioned as a possible Nazi defense line.

Axis dispatches hinted yesterday that complete German withdrawal from Russia had become a possibility in the face of a Soviet offensive from Leningrad to the Black Sea.

CIO Hunting Candidates Backing Yearly Pay Pledge

PITTSBURGH, Jan. 7—CIO President Philip Murray has served notice on 1944 candidates that they will be asked to take a stand for or against a guaranteed minimum annual wage for industrial workers.

Murray said the CIO would oppose candidates who did not favor a minimum wage. He added that the United Steel Workers, of which he also is president, would demand 80 weeks' severance pay for steel workers made idle by plant shut-downs in post-war conversion.

Aide to Wilson Dies

SAYBROOK, Conn., Jan. 7—Winthrop More Daniels, who succeeded President Woodrow Wilson in professorships at Wesleyan and Princeton and later served under him as a transportation expert, died here after a brief illness.

Founding of the Deep

MONMOUTH BEACH, N.J., Jan. 7—Residents of this town have asked the Coast Guard to remove the carcass of a 20-foot baby whale which was washed

Burma Road: Now for Planes Only

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Hash Marks

Today's Daffynitions. *Jury*: 12 men chosen to decide who has the best lawyer. *Tobacco*: A leaf found in many southern states and in some cigarettes.

Snappy repartee at a Fighter Station. Awakened at 4 AM: P-38 Pilot Major Richard L. Ott rushed out of bed to answer the telephone. "Where the hell are your KPs?" barked an angry voice. "How should I know?" snapped the Lightning pilot. "I don't sleep with them!"

There's a story going the rounds about a new arrival in the ETO. The guy hasn't quite gotten used to things and, though he wouldn't admit it, he was quite worried about the prospect of an air raid. To cover up, he continually bragged about how calm he would be in case of trouble.



The guy and his friends were sitting in a hotel lounge when the sirens first started blasting—the little guy settled back in a bog comfy chair. A few seconds later the little guy had disappeared. They finally found him in the cellar—still clutching the arms of the chair he had left so hastily.

Life's Awkward Moments. The evening showing of a training film on sex morality at an air base over here had to be stopped several times—well, as many times as it was discovered that kids living in the neighborhood were "sneaking in" through the back door as they usually do for the regular movies. Next week, Mickey Mouse!

GI Philosophy. A pinch of salt is greatly improved by dropping it into a stein of beer.

Science is wonderful. A new Canadian device papers walls without the aid of any human agency—thus eliminating any further use for Hitler.

No doubt about it, women have finally invaded every masculine sanctuary. From Mather Field, Cal., comes the report that the NCO club there has taken



down its "For Men Only" sign and WACs are allowed to become members on the same basis as the GI Joes. Saints preserve us—we never thought we'd live to see the day!

Understatement of the Week. After a long speech on what a wonderful job of rebuilding Germany was going to do after the war, Herr Goebbels concluded, "All we need is Victory." (That's all, brother!)

Our spy on the home front reports that there is enough anthracite coal left in the Pennsylvania fields to keep the country in strikes for 160 years.

J. C. W.

Curtain on Amazing Expansion of Giant Airline Is Lifted

By Martin Moore

Daily Telegraph War Correspondent

U.S. AIR BASE IN ASSAM, Jan. 7—At last it can be told—the story of the great airline which is carrying war supplies into China.

Over the spurs of the Himalayas, the worst flying route in the world, American transports each month are ferrying thousands of tons of material.

By this Burma Road of the air, China is getting more military supplies than the other Burma Road, now blocked by the enemy, ever carried at the peak of its traffic.

In planes, cargo and personnel this is the biggest airline operation in the history of flying. Its traffic is greater than that of America's three leading airlines combined.

It has many more pilots than the entire United States air transport system employed in peacetime, probably more than were flying on all the air routes of the world.

Over the Himalayan "hump," with its 17,000-foot peaks, its frequent clouds and high winds, goes everything that China gets from America and everything that the American Air Force there needs for its own operations.

Jeeps Fly the Hump

Artillery, ammunition, bombs, medicines, Army clothing, food and comforts for the American personnel, and, above all, hundreds of thousands of gallons of aviation petrol, are carried over this perilous route.

"I crossed the Hump in a jeep," an officer remarked to me the other day. Then he explained that the jeep he sat in was part of the cargo of a Douglas transport.

Vehicles larger than jeeps fly the Hump; even 2½-ton trucks, dismantled for the journey, are now going into China.

More than a year ago, when the organization was still in the early stages, I three times flew this route with American pilots. Then I could only hint at what was being done, difficulties which were being fought against, developments which were being pushed ahead.

Now that the service is established on such a great scale and many scores of aircraft are plying day and night, now that fighter squadrons on both sides of the Himalayas are providing protection against enemy attacks, the full story may be safely told. It is one of the finest records of human effort and triumph.

The ferry service started in March, 1942, with a handful of Douglas DC3 transports. Operating from a poor airfield, with no maintenance facilities, little staff and inadequate ground crews, these planes began to implement Mr. Roosevelt's pledge that aid should be sent to China by air.

No Fighter Protection

They were flying an almost uncharted route, with no weather reporting and no fighter protection. Officers and men lived together in one bungalow 14 miles from the airfield. Col. W. D. Old, first commanding officer of that little group, used to set his alarm clock for 3 AM. From then on everybody worked until nightfall.

At first Col. Old's headquarters possessed no radio set. Even when a wrecked one was obtained and repaired, plane-to-ground communications were cut off over the mountains.

Pilots had to fly by "contact," coming down through the clouds until they could see the mountains—or hit one of them.

Among the first cargoes they carried was petrol earmarked for refueling Gen. Doolittle's bombers when they landed in China after the Tokyo raid.

After a few weeks the little fleet began



At a ferry base in India, Chinese ground crewmen load supplies into Douglas transport planes to be hauled hundreds of miles across tricky mountains to a base in China.

to expand. Pan-American Airways sent stripped passenger aircraft, and some of the airline crews who flew them here carried on and became ferry crews over the Hump.

These were the days when Burma was falling. China transports, after discharging their cargoes on the other side, used to fly back via Myitkyina (terminus of the railway about 25 miles north of Mandalay), then still in our hands, and pick up refugees.

One took 75 people and set them down safely in Assam—an incredible load for an aircraft, which in normal operation carries 20 passengers.

Difficulties increased. The Japanese captured Myitkyina, forcing the ferry pilots to take a more northerly route over the higher mountains. Then came the American landings in North Africa, and many of the aircraft actually on the way to join the India-China service were seized and "borrowed" by Gen. Eisenhower.

Tree was Operations Tower

Assam is at the end of a 17,000-mile supply route from the United States, and practically no spares were obtainable. Col. Old "cannibalized" his planes, using parts of damaged ones to keep the others flying.

The shortage of planes and spares was succeeded by a shortage of pilots. When Gen. Eisenhower released his borrowed planes the China ferry command had not enough men to fly them.

Any American pilot who came to Eastern India, no matter what his designated duty, was shanghaied for the ferry.

When he asked for details of the route his new commanding officer would point to the mountains and say, "Well, you take off and fly that way." The operations tower was a tall tree near the runway.

The biggest single development in the service was the advent of the giant Curtis Commando transport, powered by two 2,000-horse-power engines, and able to carry twice the load of the DC3.

The need was so urgent that the makers put the Commandos straight into mass production, and sent them out to India with all those minor faults which take months of testing to eliminate from a new type.

It was over the Himalayan peaks that "the bugs" were gradually ironed out, not without crashes and losses. Of 97 modifications now embodied in factory production, more than 90 were first made by mechanics on the rainswept Assam airfields, paddling in deep mud and standing on oil drums to do their job.

The Commando has proved an ideal aircraft for this route, because it is capable

of carrying a heavy load at high altitude with relatively low fuel consumption. Ground organization has expanded beyond recognition. Instead of a single landing strip surrounded by water and mud in the monsoon there are now several all-weather airfields.

From the little bungalow where the colonel's alarm clock used to wake the entire personnel, the establishment has spread to a series of new townships, with administrative buildings, repair shops and comfortable quarters for thousands of officers and men.

In May, 1942, the men in the bungalow flew 85 tons of war supplies to China. For February, 1943, the figure was 2,600 tons.

I wish I could divulge exactly what the tonnage is today; it has multiplied several times in the last ten months.

The service is still rapidly growing. The seasoned airline pilots who started it have now mostly given place to youngsters just out of flying school.

The round trip to China and back is 1,100 miles, and the men often fly it several times a week. Always, despite fighter protection, there is the peril of Japanese attack. A heavily laden transport is no match for a Zero.

To be shot down or forced down in the mountains means possible death from exposure, even if the crew are not killed. There have been miraculous escapes. One man got back after walking 48 days over snow-covered mountains and through dense foothill jungles.

Efficient Rescue Service

These risks have been greatly lessened by the recently established rescue service, which has already saved many lives. Whenever a transport is reported missing, a rescue plane, with a doctor parachutist aboard, takes off to search for the crew, ready to drop medical supplies, food, maps and money with which to buy the goodwill of the hillmen.

Rescue planes circle over stranded men, guiding them back toward base.

Young men face these daily hazards with superb spirit. They are the elite of the Air Force, and they know it. The prestige of having flown the Hump is honored wherever airmen meet. It is the highest test, not only of skill, but of sustained courage. Many seek transfers from easier duties to take part in it.

Experience has not conquered the perils of the Hump. They never will be conquered. They must be faced until the land route is reopened. They are a part of the sacrifice America is making to help China and to build up beyond these mountains an air force which is already striking the enemy in Hongkong, Indo-China and Siam.

Junk Plus Ingenuity

A big U.S. Army truck rolled into an American camp located on the hot plains of India. The thermometer had stuck above 100 degrees for days and the air dripped with monsoon moisture.

Inside the military vehicle it was 20 degrees above zero, ideal for the preservation of the fresh beef, vegetables and ten gallons of chocolate ice cream which it contained.

The GIs in that particular camp had been eating out of cans for days. Uncanned food spoils in a matter of hours in monsoon weather, and there was no ice. But thanks to the ingenuity of an American Army officer that refrigerator truck, together with ten others like it, was plying the roads out of one American base with fresh food for the troops.

This true life story has been duplicated in various ways in many an army installation during the war. It is typical of what can be done when an officer takes a stock of old iron pipe, a pile of junk from a wrecked ship and the rusted remnants of what once was an ice plant, and builds a modern refrigeration organization from the ground up.

Occasionally there comes to the attention of all of us situations that call for action. Red tape, official permission, priorities sometimes stand in the way. But positive and constructive action, intelligently applied to any situation, will lick the most difficult problem, and soldiers with initiative and ingenuity will almost always be found to correct or overcome problems that make military life difficult in time of war.

And High Commands throughout military history have been known to look the other way during construction, giving a rounding pat on the back to those individuals who lick their own problems.

Indians at War

"The Indian is the best damn soldier in the Army," exclaimed an American Major recently at an Army camp in the United States. The Major was basing his observation on experience, having fought beside them in World War I, and coached them in sports at a large American university.

In appraising the Indian as a soldier the Major speaks particularly of his enthusiasm in fighting, physical prowess and almost uncanny ability in using a bayonet, rifle and for covering terrain at night. Besides being well-nigh indefatigable the Indian is rated as probably having better muscular coordination than any other race.

That American Indians are making important contributions to the war, even at cost of creating manpower problems on their reservations, is attested by Commissioner of Indian Affairs John Collier in a recent report to the Secretary of the Interior. Mr. Collier says that from their small population of 400,000, the Indians have sent more than 12,000 men to war. Even greater numbers of Indians have left the reservations to build bombers and tanks, to keep the railroad cars moving, to work in the mines and to pick beets and cotton and perform other necessary labor in the fields of victory.

This enviable record is a reflection of the Indians' whole racial history, which is characterized by a spirit that has overcome almost unsurmountable odds. By their fine contribution they help assure the democratic peace which can be— which must be. Thus they are faithful to some of the highest traditions of their fighting chiefs.

TVA Goes to War

The Tennessee Valley Authority, in a report to Congress, claims "that in 1943 the world battlefronts felt the full impact of ten years of unified resource development in the Tennessee Valley."

Listed amongst TVA's contributions to the war effort in 1943 were large quantities of ammonia, ammonium nitrate and elemental phosphorus for munitions, as well as calcium carbide for synthetic rubber manufacture and thousands of tons of concentrated phosphate fertilizer for British and U.S. farms.

In addition, TVA constructed new generating plants to keep the power supply ahead of expanding war needs while others were designed for the Russian government. Chinese and Latin American engineers and technicians were trained in resource development and new mobile housing construction methods were developed for war industrial centers.

All in all it was a big year for TVA. Out of nine billion kilowatt hours of electric power generated, three-quarters of the total was used for war purposes. That's no small contribution to the war effort.

PRIVATE BREGER



"You know the rules of war against the mistreatment of prisoners! Stop reading your poetry to them!"

ARMY POETS

Lightnings in the Sky
 (Written by a radio operator gunner on a Flying Fortress, prior to embarking on a mission over Italy.)

Oh, Hedy Lamarr is a beautiful gal
 And Madeleine Carroll is, too,
 But you'll find, if you query, a different theory
 Amongst any bomber crew.
 For the loveliest thing of which one could sing
 (This side of the heavenly gates)
 Is no blonde or brunette of the Hollywood set—
 But an escort of P38s.

Yes, in days that have passed, when the tables were massed
 With glasses of Scotch and Champagne,
 It's quite true that the sight was a thing to delight
 Us, intent upon feeling no pain,
 But no longer the same, nowadays, in this game,
 When we head north from Messina Straits,
 An escort of P38s.

Take the sparkling wine—every time just make mine
 An escort of P38s.

Byron, Shelley and Keats ran a dozen dead beats
 Describing the view from the hills,
 Of the valleys in May when the winds gently sway
 An army of bright daffodils,
 Take the daffodils, Byron—the wild flowers, Shelley—
 Yours is the myrtle, Friend Keats,
 Just reserve me those cuties—American Beauties—
 An escort of P38s.

Sure, we're braver than hell: on the ground all is swell,
 In the air it's a different story;
 We sweat out our track through the fighters and flak,
 We're willing to split up the glory,
 Well, they wouldn't reject us, so Heaven protect us
 And, until all this shooting abates,
 Give us courage to fight 'em—one other small item—
 An escort of P38s.

Sports SIDELIGHTS

NEW YORK, Jan. 7—With Miami tracks open again this season, the city is jammed with pleasure lovers; and Tropical Park expects to do a record business, though the standard of horses isn't up to other year pinnacles. They're also bringing the five-grand golf Open out of the mothballs for the fans.

The latest of sports stars failing to pass the draft physical was Elmer "One Man Gang" Hackney, fullback star at Kansas State in 1938-39-40, and a mainstay of the Detroit pro Lions. Hackney has high blood pressure, a bad knee, and several other minor physical defects hung on a 220-pound frame. . . . Center on this year's Arkansas Razorback's undefeated basketball squad is Bill Flynt, "Beebe Bill," as he is known to Arky court fans, becomes Rev. Bill on Sundays. He's an ordained minister at the Perryville Baptist Church, as well as high scorer for the Hogs.

The National pro football league drew 36,000 more fans this year in 42 games than they did last year in 55. . . . Capt. Al Baggett, who turned out those skyscraping giants at West Texas State, said he was through with basketball when he entered the Army; but he hadn't been on the scene very long after his arrival in Africa before they had him refereeing games. Al would cry with envy this year if he could see seven-foot Bob Kurland at Oklahoma A. and M., six-foot-nine George Mikani at DePaul and six-ten Milt Schoon at Valparaiso—all leading their undefeated mates and all agile enough to make Baggett's own skyscrapers look average. . . . When Penn awarded Herb Nelson his fourth varsity football letter, Herb was the first to have that honor since 1908, when Capt. Bill Hollenbeck turned the trick.

Bill Downey, a Marquette basketball, brought down the house at the recent Wisconsin-Marquette game, but not through his ability with the basketball. He absentmindedly walked out to start the game without putting on his pants. . . . The word is now out that Col. Matt Winn will return to eastern racing circles as head of two big New York and Maryland tracks. . . . Tropical Park opened up with a record-breaking first day, but weather has held down the crowds since then. It takes a handle of a quarter million a day to show a profit, and the track has just about averaged that and no more. Track operators are taking a beating from the press as the only sports group that refuses to operate if it means a loss. . . .

When Gus Mancuso was rejected by his draft board, it made four catchers available for the Giants. That should give the Ottmen some nice trading material to pull them out of the cellar next season. Besides Gus, the Polo Ground crew has Schnozz Lombardi, Joe Stephenson and Ray Berres, all 4-F. . . . Little Dick Meade, Don Meade's younger brother, recently rode his first winner at Tropical Park.

Spectators Join Ring Show As Brawl Terminates Fight

JERSEY CITY, N.J., Jan. 7—Police broke up a ringside brawl here in which Jerry McGee, New York welterweight, suffered a cut eye in a melee involving several spectators. . . . Pat Amato, ringside second of Lou Angelo, McGee's opponent, protested a low blow after the seventh round and spectators joined in the argument. Angelo won the decision and police detained Amato and several spectators who became involved.

Falcons Triumph, 4-3

BOMBARDMENT STATION, Jan. 7—The Bombardment Division soccer champion Alcon-Falcons nipped the Bombers, 4-3, here yesterday. Pfc Johnny Clarke, of St. Louis, booted three goals for the winners while Cpl. Dave Seigal, of New York, came through with the payoff tally.

Help Wanted —AND GIVEN

Write your question or problem to Help Wanted, Stars and Stripes, Printing House Sq., London, EC4. Unless otherwise stated in the ad, direct all correspondence c/o Help Wanted.

APOs Wanted

T/Sgt. MacBerda; John J. Casey, Arlington, Mass.; John Dombi, Fairfield, Conn.; Michael Leon, Tamaqua, Pa.; Silas Duncan, Shafter, Cal.; Phillip Meyer, Robert Meyer; Ensign Howard W. Rhodes, USNR, Lynchburg, Va.; Capt. Walter Rhodes; Michael Walker, Adrian, Mich.

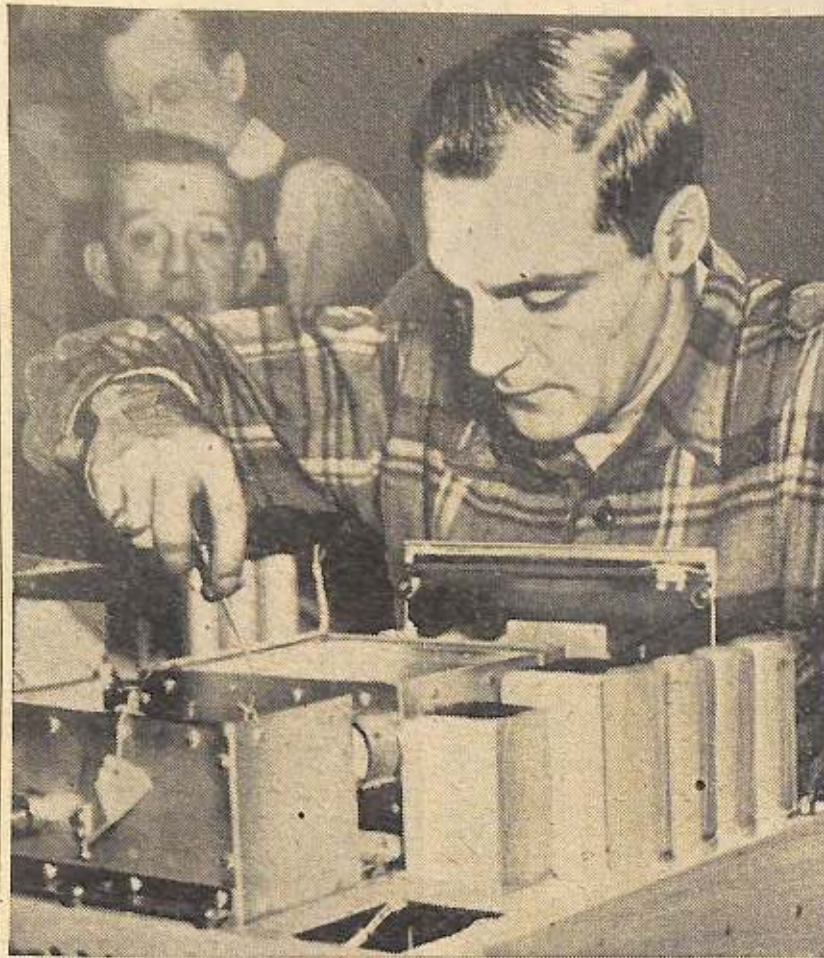
Lost

WATCH, 21-jewel yellow-gold Gruen, with square link gold band.—Liberal reward for return to Cpl. John H. Gibbs. BARBER Equipment, complete set, including Norstrom electric clipper and transformer; B Norstrom Red Cross sack.—Liberal reward if returned to T/5 Mark V. Healey. SHAVING KIT containing personal papers, wrist watch and hand-painted picture of my mother. Only for return of the picture of my only for return of the picture of my S/Sgt. Antonio E. Vicentimino.

Coat Mixup

Accidentally took some other person's overcoat instead of mine at the Norwich 127 in my pocket the other day. I had a Kodak 127 in my pocket and the other coat had a pair of gloves and a pair of socks. The coat had

Waiting for Spring



Phil Cavaretta, first baseman of the Chicago Cubs, working on a radio set for the United States Navy at the E. H. Scott laboratories in Chicago. Cavaretta expects to work at his new job until the call for spring training with the Bruins.

Rambunctious Bob Dill Aims To Be Second Eddie Shore

NEW YORK, Jan. 7—Bob Dill, who made his major league hockey debut last night when the Rangers met the Detroit Red Wings, is a little goofy on the subject of being another Eddie Shore. Being another Eddie Shore entails quite a lot of doing, as anyone who ever tangled with the immortal Boston defenseman will admit.

Dill envisions for himself a long hockey career in which he will skate up and down the ice knocking over everybody who gets in his way. That he is off to a good start is evident by the way he closed his minor league career last Saturday when he busted the nose of Referee Gordon Parsons and was immediately put under indefinite suspension. The suspension was lifted, however, when he came to the Rangers.

Les Patrick, Ranger manager, scouted the self-styled second Eddie Shore personally and was so impressed that he turned over to the first Eddie Shore, who runs the Buffalo club in the American Hockey League, two husky defensemen in order to get Dill's contract.

Twenty-three years old and a native of St. Paul, Minn., Dill is also a baseball player. Last season he played center field for the Minneapolis Millers and hit .270. He's a lefty all the way.

Recently discharged from the Coast Guard for physical disability, he returned to Buffalo to resume his studies at the feet of the first Eddie Shore—not to be confused with the second, Eddie Shore which Dill claims to be himself.

In his first full season in the American League at Springfield, Mass., with Shore in 1941-42, he led the loop in major

penalties with six, drew 18 minors, one match penalty and one match misconduct penalty. In his early campaigning with Buffalo before joining the Coast Guard last season, he compiled a record that would bring envy to any embryo Eddie Shore. He had 13 minors, two majors and one misconduct.

Dill will certainly muss up a lot of feathers around the League in his campaign to emulate Shore. The question now is whether he will be able to take it like Shore. When the other teams finally realized that Shore was too much for one man, they would send two or three out to get him. Shore had two basic systems of dealing with his adversaries when they attacked en masse.

His first treatment was the scatter system, in which he would send them flying to all corners. If this didn't suit him, he merely piled them neatly, one atop the other, and merrily skated away to play more hockey.

One thing Dill had better do if he cares for a long career in the National Hockey League is to learn to be a bit more discriminating between the enemy and the officials.

Parrott Succeeds Jones As Dodgers' Secretary

BROOKLYN, N.Y., Jan. 7—Branch Rickey, Dodger president, has announced that Jack Parrott, since 1928 the Dodgers' traveling secretary, has been appointed secretary. Parrott succeeds Melville Jones, of St. Louis, who came to the Dodgers with Rickey last year. Jones is now in the Navy.

Parrott is the fourth secretary in the past year. John MacDonald, recently fired as Montreal business manager, Ed Staples and Jones preceded Parrott. Staples remains as press agent.

Warneke Dealing Himself In

HOT SPRINGS, Ark., Jan. 7—Lon Warneke, Cub right-hander, took his preliminary draft examination yesterday and is ready to "start pitching grenades at Hitler and Hirohito." Warneke, 35, and the father of two children, has notified the Cubs not to expect him for spring training.

Red Wings Will Use Egan Against Rangers

BOSTON, Jan. 7—Art Ross, manager of the Boston Bruins, has granted permission to the Detroit Red Wings to use Defenseman Pat Egan against the Rangers tonight.

Egan was traded by the Wings to the Bruins Wednesday for Bill "Flash" Hollett. Hollett promptly went home to Clarkson, Ont., and threatens to remain there rather than play hockey any place but Boston. Ross says Egan will play for Boston next Saturday in Toronto and is confident Hollett will report to Detroit before the end of next week.

CAGE RESULTS

Bemidji Teachers 43, Concordia 40
Bowling Green 53, Camp Ellis 38
Dartmouth 73, Fort Devens 55
Great Lakes 76, Fort Sheridan 52
Hamden-Sydney 46, Union Theological 18
Navy Pier 32, Continental Steel 29
Oklahoma Aggies 42, Phillips Oilers 28
Ottumwa Naval 62, William Penn 26

Li'l Abner



Leafs Rout Hawks, 6-1, Climb Back to Second

Ice Referee Parsons Gets in Second Melee

INDIANAPOLIS, Ind., Jan. 7—Gordon Parsons, American Hockey League referee who suffered a broken nose last Saturday night in a fight with Buffalo defenseman Bob Dill, became engaged in a fist fight with two Pittsburgh players at the end of the second period in the corridor under the stands.

Few of the 4,000 fans present saw the battle. City and state police who stopped the fight thereafter escorted Parsons on and off the ice.

Little to Spur Rule Change

Columbia Mentor Wants Officials to Stay Off Field

NEW HAVEN, Conn., Jan. 7—Lou Little, Columbia University, football coach and chairman of the Football Rules Committee, has told Dr. Clarence Rungee, of New Haven, that he agrees wholeheartedly with Rungee's suggestion that officials be kept off the football field during a game and that the next committee meeting will hear about it.



Lou Little

In a letter to Rungee, Little said: "I never could see why the head linesman had to move in on the players. He could see just as well if he remained back from the opposing lines."

"The worst offender is the referee, who has taken his position on the line of scrimmage opposite the head linesman. When a play is run towards the referee, he has to turn his back on the play, and many times he gets in the way of the players and gets knocked down."

"You and I agree on all this and I will bring it to the attention of the men in charge of officials," Little concluded.

Bell Breaks Up Steagle Merger

NARBETH, Pa., Jan. 7—Bert Bell, co-owner of the Pittsburgh Steelers in the National Football League, said that the merger with the Philadelphia Eagles has not been renewed "and probably won't be unless Pittsburgh is made the base of operations."

If manpower is available, the Steelers will operate alone in Pittsburgh and if not, a merger will be sought with another team.

"In that case," Bell said, "I owe it to the fans of Pittsburgh to see that the majority of games are played there."

Layden Willing to Hear Brizzolara and Marshall

CHICAGO, Jan. 7—Elmer Layden, czar of the National Football League, is willing to hear appeals from Ralph Brizzolara and George Marshall on the \$500 fines imposed on them by him for their fracas during the pro title game at Chicago.

Brizzolara, Bears' general manager, was charged with personally ejecting Marshall, president of the Washington Redskins, from the park for allegedly attempting to steal the Bears' signals and coaches' instructions.

Ruffin Passes Physical

NEW YORK, Jan. 7—Bobby Ruffin, New York lightweight, has passed his Army physical and will report to Fort Dix Jan. 26. Ruffin, who fights Tippy Larkin, of Garfield, N.J., here Jan. 14; failed twice before to pass the physical.

Bibeault's Work in Nets Stops Drive by Chicago Six

TORONTO, Jan. 7—The Toronto Maple Leafs are back in a tie for second place in the National Hockey League today as the result of their 6-1 triumph over the Chicago Black Hawks here last night.

The Leafs breezed off to a fast start in the opening period as Elwy Morris and Windy O'Neill pushed them to a 2-0 lead. O'Neill's tally came 47 seconds before the frame ended.

O'Neill, Lorne Carr and Gus Bodnar strengthened the Toronto advantage in the second, while George Grigor went in for the Hawks' only goal.

Don Webster caromed the puck off Hawk Doug Bentley's skate in the final stanza to wind up the night's scoring.

Chicago outshot the Leafs, 32-31; but was stymied by the excellent goal tending of Paul Bibeault.

Wings Slash Rangers, 5-0

NEW YORK, Jan. 7—The unhappy New York Rangers took their 18th defeat of the season, 5-0, from the Detroit Red Wings before 12,000 spectators at Madison Square Garden last night.

Goalie Jimmy Franks, making his first appearance of the season, was too much for the Rangers and, helped by Pat Egan, administered the shutout.

Carl Liscombe, Syd Howe and Egan netted goals in the opening period, while Joe Carveth tallied in the second and Liscombe again in the last.

Bob Dill made his big league debut on the Rangers' backline and behaved himself, getting only two minutes in the penalty box in the first period for tripping Egan, however, who is leading the loop in penalties, spent 12 minutes off the ice. He got two in the first period for high sticking and ten in the final frame for misconduct.

Nelson Choice To Annex Open

LOS ANGELES, Jan. 7—Smooth-swimming Byron Nelson, Toledo, Ohio, linksman, is favored to annex the Los Angeles Open medal play which starts today.

Nelson at one time or another has won most of the nation's more important gold tournaments, but so far the Los Angeles Open has eluded him. He shot a sizzling 65 over a wet course in practice recently.

Others highly regarded in the \$12,500 event are Jug McSpaden, Harry Cooper, Sam Byrd, Craig Wood, Ralph Guldahl, Jimmy Thompson, Johnny Revolta, Ed Groggin and Marvin Stahl.

The opening qualifying round took place Wednesday, and there was no action yesterday.

Beau Jack Is 3-1 Favorite to Down Lulu Costantino

NEW YORK, Jan. 7—Beau Jack, recognized in New York State as lightweight champion of the world, is a 3-1 favorite to slap down Lulu Costantino in their ten-round non-title bout at Madison Square Garden tonight.

Beau's impressive performance in regaining his title from Bob Montgomery, Philadelphia Negro, on Nov. 19 is the outstanding factor in putting the former Georgia shoeshine boy on the top of the betting pile.

Slender Costantino is receiving support from those who believe his speed and footwork will be too much for Jack. Bobby Ruffin scored an upset decision over Beau by being too clever for the Southerner, but Jack's supporters claim he was not in good shape that night.

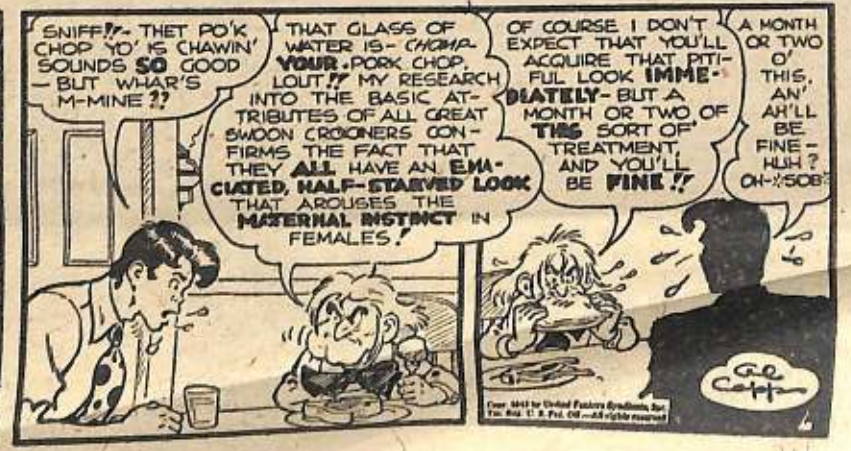
Hockey League Standings

	W	L	T	Pts.	W	L	T	Pts.	
Montreal	18	2	3	39	Chicago	10	13	0	20
Toronto	13	11	2	28	Detroit	8	11	4	20
Boston	12	9	4	28	New York	4	18	1	9

Hockey Results

Indianapolis 2, Buffalo 1

By Al Capp



Enemy Lifeline To San Vittore Is Cut by Yanks

Besieged Italian Town Is Expected to Fall Soon, But Fighting Is Bitter

American troops yesterday cut off the German supply route to besieged San Vittore in Italy as within the village itself the doomed German force was split into three small units.

Although dispatches from the front indicated that the American triumph soon would be complete, in the fourth day of fighting for the vital town blocking the road to Rome German resistance increased in fury.

The Americans occupied Mount Majo, key to the only German route to the town, but front-line reports told how fanatical Nazi troops had to be blasted out of almost every room in every house in the city.

Elsewhere on ten-mile San Vittore front the Fifth Army stormed German positions in a drive to break through the defenses of Cassino and the valley road to Rome. Several hundred prisoners taken by American units alone was indicative of the success of the new Allied offensive.

On the Eighth Army front, operations were hampered by severe winter weather. Indian troops, however, made a small advance west of the village of San Tomasso, slightly inland from the coast. In some parts of both fronts, according to reports reaching Allied headquarters, the Germans seemed to be badly dressed for winter combat. Numbers of prisoners were said to be suffering from frozen limbs.

A warning that the new Allied drive might be the prelude to a large-scale offensive in southern Europe was given last night by the German commentator, Martin Halleleben. He cited reports that reserves of men and tanks were being concentrated behind the Italian front.

Protests Work by Captives

MILWAUKEE, Jan. 7—A War Manpower Commission plan to use 1,200 prisoners of war to cut pulpwood in Wisconsin and Michigan was protested by George Haberman, president of the Wisconsin State Federation of Labor. He declared there were enough men in the paper industry itself to do the work.

12 Families Left Homeless

LONG BEACH, N.Y., Jan. 7—Twelve families were left homeless when a spectacular fire visible for miles destroyed a three-story apartment house in this Long Island community.

Bob Hope Is No. 1 Funny Man
NEW YORK, Jan. 7 (AP)—Bob Hope has been named "America's No. 1 funny man" by Life magazine.

New 'Audience' Show to Make Its Debut Over AFN Sunday

A new half-hour "audience" show, "Rhapsody in Khaki," makes its debut over the AFN airplanes Sunday at 5:30 PM.

Produced and announced by Cpl. Syl Binkin, of St. Louis, Mo., the new program will shift microphones each week to a different SOS base section in the ETO.

The first in the new series will feature the Headquarters Command SOS band, under the direction of W/O Louis Ferrero, of Teaneck, N.J., and the SOS Glee Club, led by Sgt. Don Quartel, of Dayton, Ohio.

The AFN program department announced that "Rhapsody in Khaki" has been scheduled for Southern Base Section on Jan. 16; Central Base Section on Jan. 23; Eastern Base Section on Jan. 30 and Northern Ireland Base Section on Feb. 6.

The weekly "Your Town" program this Sunday at 11 AM "moves" to Kentucky for radio news-letters of Covington, Lexington and Louisville.

1402 kc On Your Dial 1420 kc
213.9m 211.3m

Saturday, Jan. 8

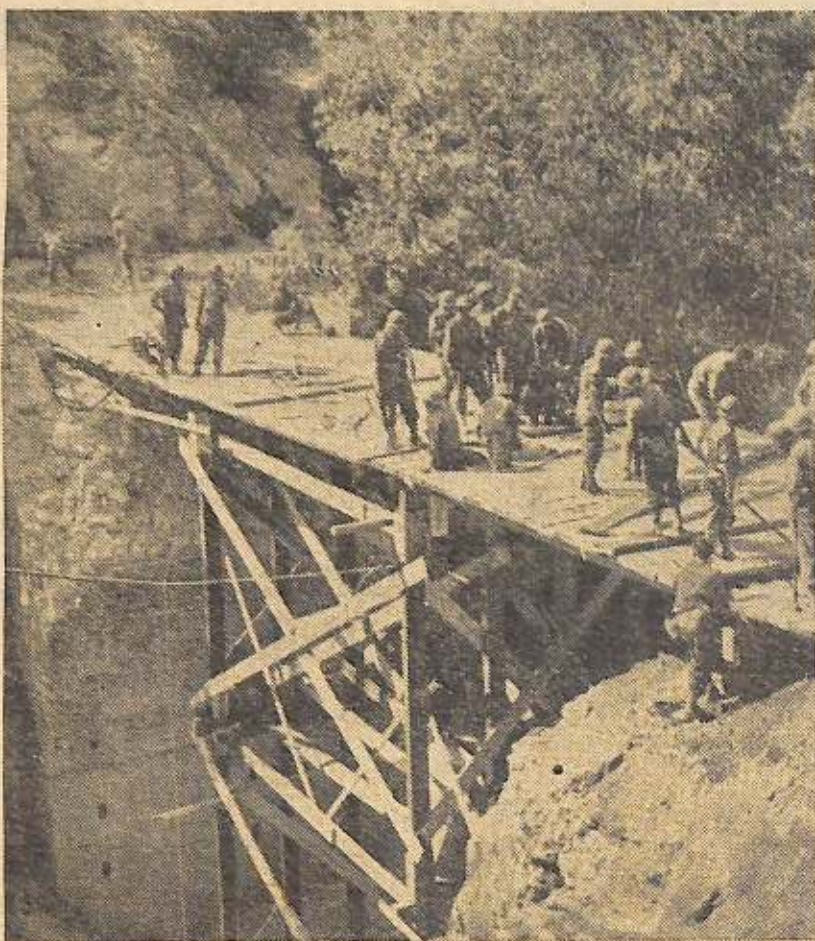
- 1100—GI Jive
- 1115—Personal Album—Anita Ellis
- 1130—Your Hit Parade
- 1200—Norfolk Hotel Orchestra
- 1230—Yank Swing Session
- 1330—World News (BBC)
- 1410—Serenade
- 1515—War Commentary
- 1530—Hello India—Special feature to the GIs in India
- 1400—Happy Norman's Ranch House
- 1430—Sign off until 1745 hours

- 1745—Spotlight on Iva Ray Hutton—Program Resume
- 1800—World News (BBC)
- 1810—GI Supper Club
- 1900—Seven O'clock Sports—Presented by The Stars and Stripes
- 1905—Music We Love
- 1930—Dinah Shore
- 2000—News From Home—Nightly roundup of news from the U.S.A. with Cpl. Ford Kennedy
- 2010—Talk the Air
- 2030—Jubilee
- 2100—World News (BBC)
- 2110—Remember
- 2120—American Commentary: Raymond Gram Swing
- 2135—All Time Hit Parade
- 2200—Saxter Cugat
- 2215—Dinah Shore
- 2230—Tommy Dorsey
- 2255—Final Edition
- 2300—Sign off until 0800 hours, Sunday, Jan. 9

Sunday, Jan. 9

- 0900—Program Resume—Organ Recital
- 0815—Bandwagon
- 0830—Major Bowes Amateur Program

Nazi Demolition Keeps U.S. Engineers Busy in Italy



U.S. Engineers of the Fifth Army put finishing touches on a bridge built across a mountain gully to replace one destroyed by retreating Germans in central Italy. It took ten hours to do the job.



A dynamite charge clears away Nazi-sown obstructions on a road to be repaired in western Italy. Road repair is a breeze, Engineers claim, constructing pontoon bridges across wild Italian rivers are the real headaches.

U.S. Show Gets Irish All Het Up

BELFAST, N.I., Jan. 7—A queue reminiscent of World Series proportions extended three blocks this morning as tickets went on sale for Irving Berlin's GI musicale, "This Is The Army," opening at the Royal Opera house next Thursday for a ten-day run.

People started "camping" long before daybreak, and by 10 AM, when the box office opened, six policemen were required to control the crowd. It also was necessary to rush in an emergency staff of ticket sellers.

No favorites were played, the Belfast Telegraph said. The paper reported that an American officer was refused 24 seats together, even though he said "they are for 24 colonels."

One-third of the seats at each performance will be reserved for servicemen.

Army Engineers Acclaim M'Arthur Lock at the Soo

SAULT STE. MARIE, Mich., Jan. 7—Army engineers have placed their stamp of approval on the new MacArthur lock of the Soo canal. They acclaimed the lock as one of the year's production miracles. Operating in conjunction with four other locks, the new one was finished in 13 months at a cost of \$14,000,000.

The engineers in their report of 1943 shipping at the Soo called it "history making." Although weather cut the shipping season a month shorter than in 1942, only nine per cent less ore went through the Soo. The total was 85 million tons.

Simplified Plan to Permit Troop Vote Is Proposed

TRENTON, N.J., Jan. 7—A simplified plan by which servicemen's ballots would be handled by the states was proposed by Gov. Charles Edison.

Under his plan, postcards would be distributed through the Secretaries of War and Navy. The cards would be returnable to the adjutant generals of the various states. Edison pointed out this would not interfere with the rights of states to judge the validity of ballots.

Heads State Senate in N.Y.

ALBANY, N.Y., Jan. 7—Sen. Benjamin F. Feinberg, Plattsburg Republican, was elected majority leader of the State Senate.

50th for B26 -

(Continued from page 1)

bombs in the rack, searching for a leak in the gas line, when enemy fighters attacked and the pilot decided to salvo his bomb load. Just as the bomb bay doors began opening beneath Olsen, the Marauder fought its way clear. The bombs were retained and the doors were closed again.

On a trip to Beauvais-Tille airdrome in France, flak fragments came through the plexi-glass nose and struck the fixed machine-gun just beside the head of Capt. Phillip Bridges, of Stephenville, Tex., bombardier, but he was unhurt. "I guess we're a lucky crew" was all he said.

Every other ship in their formation was damaged by flak on one mission, but Mild and Bitter came through without a scratch.

Shannon, his co-pilot, F/O Vincent P. Dewar, of Ozone Park, L.I., and the bombardier-navigator, 1/Lt. Bill Elliott, of Waco, Tex., proclaim proudly that M and B today is in as good condition as she ever was.

News From Home

AFL Shuns World Union Meet Because of Russians' Presence

WASHINGTON, Jan. 7—The American Federation of Labor will not attend a World Trade Union Conference on war and peace problems to be held in London because of the AFL's refusal to affiliate with Russian unions, Matthew Woll, chairman of the AFL's Post-War Reconstruction Committee, told The New York Times yesterday.

Declaring that the AFL favored an international conference of free trade unions, Woll said that "the presence of Soviet labor representatives at any international conference hitherto has resulted in that assembly becoming part of the popular-front apparatus of the Soviets."

Woll said that the AFL held the belief that Russian unions were not trade unions at all but government-controlled organizations.

He described the Trade Union Conference plan as "another attempt to smuggle Communists into an international meeting through the cellar door."

(An article on the AFL and the CIO in War and the Working Class, Soviet trade-union magazine, which was quoted by Moscow radio, declared that AFL policy was formulated by "the most reactionary sections of its leadership.")

out he might as well tell the Navy he's only 15. George, who wears campaign ribbons for the Asiatic, European and American theaters, said he enlisted when he was 14. He was wounded in the knee at Munda when he volunteered to go on a patrol with Marines.

Looks Even Higher Now

NEW YORK, Jan. 7—The 58-story Woolworth Building yesterday shut down half of its elevators to conserve coal. The electricity used to run the elevators is generated by coal.

Fire Sweeps Summer Resort

SALISBURY BEACH, Mass., Jan. 7—Flames at a summer resort near here spread rapidly through dry grass and completely destroyed two cottages and a private garage, damaged five other homes and threatened a colony of 50 cottages before it was extinguished.

Mail - - - -

(Continued from page 1)

3,500 sacks of insufficiently-addressed mail, which has to be given "directory service" searching out the correct addresses from a file of locator cards.

All of it should be out within the next couple of days, it was said.

One feature of the '43 Christmas season was that it was necessary to repack comparatively few packages as a result of damage sustained on the way over.

Special Containers Help

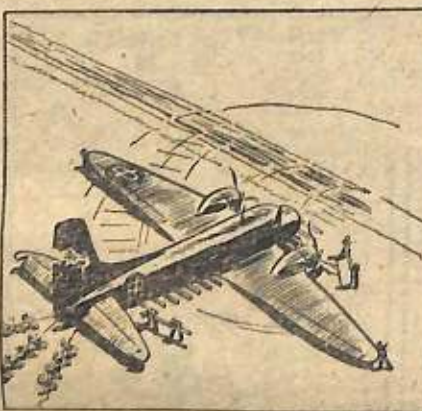
Special strong "ship pack" containers were on sale back home and protected the bulk of gifts arriving here.

There was a considerable increase this year in EFM's, and regular texts had to be suspended Dec. 6—only six "canned" cable phrases out of the usual 125 or so being allowed in the Christmas rush. With the exception of hospitalized soldiers and combat air crews, men were limited to one EFM cable. Regular texts now are available.

EFMs are submitted with 2s 6d (the flat rate) to unit censors, from whom forms may be obtained. The censor hands the cables over to the cable company.

Many SCMs—Senders' Composition Messages—in which soldiers may make up their own texts (it costs more), also were despatched for Christmas. They go through unit censors, too.

Terry and the Pirates



By Milton Caniff