



THE STARS AND STRIPES

Daily Newspaper of U.S. Armed Forces

in the European Theater of Operations



Vol. 3 No. 298

New York, N.Y.—London, England

Monday, Oct. 18, 1943

Luftwaffe Expansion Bombed to a Stop

U.S. Planes Win 4-to-1 Score in Air

Frank OWI Report Tells How American Models Compare With Foe's

NEW YORK, Oct. 17—U.S. Army combat planes have shot down four enemy aircraft for every American machine lost, the Office of War Information announced today. In 21 months of war 7,312 enemy aircraft have been destroyed in aerial combat against a loss of 1,867 U.S. planes shot down.

In a comprehensive report on the performance and production of U.S. military and naval aircraft, the OWI declared that army planes flew 223,758 sorties and dropped 105,649 tons of bombs from Dec. 7, 1941, to Sept. 1, 1943. In addition to the 7,312 enemy planes reported destroyed, 2,196 were probably destroyed and 2,535 were damaged.

The report, notable for its frankness, compared American planes with their opposite numbers in use by the enemy.

Numbers Count

The report said that the box scores favoring the U.S. was a direct development resulting from the superiority of the number of American planes in many com-

bat theaters. However, it was said that in China, where the Japanese had the most planes, one of the highest box scores had been achieved by American pilots.

On the subject of plane production, the report said "it has become apparent that the production goals set for the aircraft industry for 1943 are not going to be met, although more planes are being built now than ever before."

In September alone 7,598 military and naval planes were produced. The constant, necessary changes of models and design was the most important factor blamed for the indication that the monthly production figure of 10,000 planes set for the end of this year will not be met, the report said.

The rate of production increase set for month by month is lower than that originally scheduled, it was reported. Raw materials, once the most serious cause of production shortage, no longer constitute much of a problem.

The statement admitted there had been mistakes in production, stating that "in a program which has expanded so fast and to such dimensions as aircraft production" they are inevitable. However, mistakes have not been condoned, the report said, and "more than one prosecution is going forward at present."

In some cases, the report continued, models of planes have been allowed to progress too far in the production process before it was discovered that they did not fill combat requirements. Defective parts

(Continued on page 2)

P47s Will Have Over 2,000 HP

NEW YORK, Oct. 17—Latest models of the P47, America's newest fighter plane, are being equipped with an engine even more powerful than the 2,000-horsepower air-cooled engine with which it is now operating over France, Germany and in the Pacific, the Office of War Information's report on U.S. planes revealed today.

The additional horsepower is being added to increase the Thunderbolt's rate of climb and to give it greater speed at all altitudes.

A White Christmas

WASHINGTON, Oct. 17—Secretary of War Stimson reported over the weekend that the volume of Christmas gifts for American soldiers overseas this year was three times greater than last year's.

Stalin Sees Nelson

MOSCOW, Oct. 17 (UP)—Marshal Stalin received Donald M. Nelson, the U.S. war production chief, during the weekend.

Bombs and Bombardiers Got the Right Bearings



U.S. Army Air Force photo

Enveloped in a vast blanket of smoke, the huge Schweinfurt ball and roller-bearing factory burns after Fortresses had blanketed the area with bombs in their great attack Oct. 14. The entire plant—vital to everything that moves—is now "inactive," according to a statement by Brig. Gen. Frederick L. Anderson, commander of the Eighth Bomber Command.

Report Hitler Has Told Army to Quit Crimea

While fierce battles rivalling the ferocity of Stalingrad raged last night at Melitopol, gateway to the Crimea, Stockholm heard that Adolf Hitler had ordered the evacuation of the peninsula for which he had paid so dearly in German lives and blood.

According to the Stockholm newspaper Allehanda, which quoted Berlin reports, Hitler took this step upon the

Japs at Madang 40 Miles Away

Planes Support Allies Near Vital Enemy Base in New Guinea

ALLIED HQ., Southwest Pacific, Oct. 17—With strong fleets of bombers and fighters blasting open a path before them, Allied ground forces resumed their New Guinea offensive yesterday and pressed through the Ramu valley toward Madang, Allied headquarters announced tonight.

Bombers blasted the Madang area with 42 tons of bombs while fighters strafed the outer defenses of the town. Australian ground troops already are in control of many of the bases' supply outposts while Americans have moved to within 40 miles of the base itself.

More than 400 Jap dead have been counted in the area during the past two weeks.

The Allied air forces are undisputed masters of the New Guinea skies following the reduction of Rabaul to a shattered shambles. Air activity is generally increasing in the southwest Pacific area.

Allied bombers have struck at the Jap positions on New Britain and New Ireland, while in the Solomons Jap planes are being sought out and shot down as they move in on reconnaissance patrol.

A Japanese float-plane was shot down into the sea off Croisuel in the Solomons.

Gen. Wedemeyer Named To Mountbatten's Staff

WASHINGTON, Oct. 17 (AP)—Appointment of Maj. Gen. Albert C. Wedemeyer, 47, of Omaha, Neb., since June, 1942, assistant to the assistant chief of staff, operations division, as deputy chief of staff to Lord Louis Mountbatten in south east Asia, was announced this weekend.

The War Department said Lt. Gen. Sir Henry Royds Pownall, British Army, would be chief of staff.

Gen. Wedemeyer, a graduate of the U.S. Military Academy, served recently as a member of the joint strategic committee under the combined chiefs of staff

Nazis Pull Back Along Volturno; Flank Menaced

Fifth Army Pinching Off Enemy in Bitter Battle; Linking Up With 8th

Gen. Mark W. Clark's Fifth Army, after cracking strong German resistance in two days of extremely heavy fighting, drove the enemy back from nearly all points on the Volturno line yesterday as Britain's Eighth Army pushed forward along its whole front.

Bitterest fighting was reported raging along the Terno River, a tributary which joins the Volturno near Amrosi, 15 miles northeast of Capua.

Allied forces fighting to cross this stream imperilled the German left flank and so drew fierce enemy counter-attacks. They were little more than 20 miles from the Eighth Army patrols moving out from Vinchiatiuro. Once the two forces link up, the Germans trying to hold up the Volturno advance will be pinched off.

Another threat to these enemy forces, on their right flank, was furnished by British troops who landed at the mouth of the Volturno and have since consolidated positions along a canal extending inland one to four miles north of the river.

The Eighth Army, continuing its advance along the eastern slopes of the Apennines, gained control of the whole lateral road from Termoli to Vinchiatiuro and tightened its grip on the whole area.

GI Togas in the Officers' PX To End Sweater Girl Problem

Sweaters will not be worn henceforth by the 35 curvaceous blondes, brunettes and redheads selling candy, cigarettes and whatnots in the London officers' post exchange. Instead they will be attired in neat, unrevealing GI uniforms.

Cap. Lee V. Dolan, the exchange officer, said yesterday that the girls had been requested not to wear sweaters while on duty after a high-ranking officer had "suggested" that it was "unbusinesslike." Purchase of the uniforms, he said, has been approved, with the quartermaster procurement division to determine color and style.

"We try to run this post exchange just like a regular retail establishment," Dolan said. "You don't see girls running around in sweaters in any of the high-class London department stores. Slacks are taboo, too."

Dolan said that salesgirls had complained that they were wearing out their best clothing during business hours and

that they were short on clothing coupons to replace it.

"So," he said, "we decided that uniforms would be the answer." "The uniform purchase will be financed," he added, "by the army exchange service fund and not through reverse Lend-Lease."

Under the new ruling, the salesgirls will be allowed to wear sweaters only if they cover them with sweater-coats or jackets. The ruling, it was said, applies only to the London PX.

The ban, according to the UP man, did not sit very well with the salesgirls, one of whom said, "It's bloody cold in this place. We need sweaters to keep us warm. We need slacks, too, because of the stocking shortage."

Another girl, the UP reported, said, "They're going to dress us up like movie ushers with red uniforms and brass buttons down the front. Generals have darned little to think about when they worry about whether we wear sweaters or not."

Raid Effects Are Praised By Anderson

Schweinfurt Totally KO'd, He Says; Reich Stripping Other Aerial Fronts

The Allies' aerial "second front" has brought the Luftwaffe's expansion through new production to a standstill, Brig. Gen. Frederick L. Anderson, chief of the U.S. Army's Eighth Bomber Command, said last night.

Even during the Italian landings and the big Russian advances, Germany was forced to withdraw planes from these fronts to meet air attacks from Britain, Gen. Anderson asserted.

In an interview with Gladwin Hill, of the Associated Press, Gen. Anderson pointed to the long series of daylight precision attacks on Nazi airplane factories by American bombers as a vital factor in bringing expansion of the Luftwaffe to a dead halt, but he added that the days of the final critical blows against the Reich's war effort still were some distance off.

Referring to last Thursday's great Fortress assault on the Schweinfurt ball and roller-bearing plant, most vital air target in all Germany, the bomber chief said tersely:

"The entire works are now inactive. "It may be possible for the Germans eventually to restore 25 per cent of normal productive capacity," he said, "but even that will require some time."

Photos Reveal Wider Damage

Detailed study of reconnaissance photos taken during the raid—one of the most important of the war—revealed even more extensive damage and destruction than first estimated from "strike" pictures taken when targets were covered with smoke, fires and bursting bombs.

"A tremendous amount of clearance, repair work and rebuilding will be necessary before plants can again be operative," Gen. Anderson said. "Fires raged throughout three of the plant areas, burning out not only factories but stores and despatch buildings as well."

Unofficial corroboration of Gen. Anderson's beliefs came from Stockholm, where a Swedish expert who has close contact with the German ball-bearing industry said he thought first Allied estimates of the Schweinfurt damage too conservative.

This expert considered 75 per cent of the German ball-bearing industry knocked out by the raid, the report said.

Following the destruction of the Schweinfurt plant, the Nazis are turning frantically to Switzerland for their bearings, the Berne correspondent of the Stockholm newspaper Allehanda reported yesterday. He said the Germans had placed large orders with the big bearing firm of Schmidt-Rost in Zurich.

Highlights in the Associated Press interview with Anderson brought out these assertions by the bomber chief:

The Eighth Air Force still is greatly outnumbered by the enemy on the western front.

Sixty per cent of Germany's single-engine fighter force, a big portion of her twin-engine force and 80 per cent of her anti-aircraft defenses—involving altogether a million men—are tied up in the west by Allied aerial attacks.

In recent weeks, German airplane production for the first time in two years has not shown an increase.

The Luftwaffe still has a lot of fighter production, and despite setbacks in manufacturing may still grow in reserves. (Generally for each plane in an air force's front line of combat there are at least two more behind the lines in reserve pools, in process of delivery and in assembly.)

The Eighth Air Force has been enlarged so that there can and will be more of the USAAF-RAF double blows on successive days and nights against important German centers like there have been against Hamburg, Emden, Frankfurt and Bremen, Gen. Anderson said. "But you've got to tear down the wall (Continued on page 2)

Stockholm Hears Germans Had Schweinfurt Warning

STOCKHOLM, Oct. 17 (AP)—German Secret Service gave German air defenses five hours' warning on the American Fortress attack against Schweinfurt Thursday, the newspaper Aftonbladet said today, quoting a report from a German underground radio station.

U.S. Planes Stack Up Well Against Enemy's

OWI Issues Frank Report Comparing American Combat Planes With Those They Meet in Combat

Following is the portion of the OWI report on U.S. aircraft which deals with fighter planes. For space reasons, the complete report cannot be published at once. Tomorrow, therefore, The Stars and Stripes will print the part dealing with bombers.

Curtis P-40 "Warhawks"

In the opinion of the Material Command this famous plane has reached the limit of its developmental possibilities, and after this year it will be produced only in limited quantities, for operational training and for replacement in theaters where they have proved highly successful.

"The basic P40 was designed before the war, and was the only fighter in quantity production when the Japs struck at Pearl Harbor. It has gone through numerous type changes. Beginning with the P40F both Allison and Merlin engines have been used. From the F to the latest model the changes have been minor."

In all types and over every front the P40 has made history—and is still making it, although newer fighters excel it in speed and climb. Equipped with light bombs for destruction of ground objectives, P40s helped stop Rommel's drive in Egypt in the summer of 1942. P40s ran up the big box score in China, downed the 58 Axis troop transports in the famous battle of Tunisia, and were kept busy over Sicily and Kiska. On July 22, in a contest over southern Sardinia between 45 P40s and 25 to 30 enemy fighters, the P40s shot down 17 of the enemy with a loss of only two of their own number. But in the case of the P40 these highlights are less important than the fact of its long, steady performance in all climates and over all terrains, from the Russian steppes to the swamps of New Guinea.

Bell P39 (Airacobra)

Although in the latest model P39 ceiling and general performance have been improved, the P39 has shared the climb-deficiency of the P40. It has, however, been used successfully on a wide variety of fronts, including Russia, Alaska, New Guinea and the Solomons. It is being supplanted by a new model now under construction, with a low drag wing and a two-stage Allison supercharged engine which will make it an efficient plane at any altitude up to 38,000 or 40,000 feet. The greatest efficiency of the P39 models has been below 15,000 feet. Like the P39 the new plane will be equipped with cannon as well as machine-guns.

North American P51 (Mustang)

"The original P51 was a low and medium altitude fighter. Now in production is a new P51 with a highly supercharged Packard-built Rolls-Royce Merlin engine, similar to the Merlin 61 engine in the newest Spitfires. Its performance is reported as even better than that famous ship's. The new engine gives the plane the highest ceiling (up to 40,000 feet) and the highest speed (well over 400 miles an hour) of any fighter in existence."

The A36 (Invader)

The fighter-bomber version of the P51 has seen heavy service in the Mediterranean theater, and its best features are being incorporated in the new P51, which will replace both the A36 and the old P51. On Aug. 1, the 36th anniversary of the United States Army Air Forces, Lt. Gen. Carl Spaatz gave special credit to the A36 for its work over Sicily, saying it has "proved to be a great success in bombing and strafing the enemy tanks, troop concentrations and shipping."

Always known as Mustangs by the British, P51s have been successfully used by them in raids over the Continent. They took part in the raid on Dieppe, and were the first single-engine planes based in Britain to penetrate Germany proper.

Lockheed P38 (Lightning)

The latest model of this fast, powerful fighter has been given greatly increased horse-power in its Allison engine, improved pilot's vision, and has allowed for better high-altitude performance. It outperforms the Zero and later Japanese fighters at all altitudes.

The P5A, a version of the P38, is the plane used by the Army Air Forces for photographic reconnaissance. Equipped with cameras instead of guns, it ranges over enemy territory at low or high altitude as desired, to bring back pictures of terrain and installations, or of damage inflicted by bombing raids.

The P38 has always possessed the versatility that is coming increasingly to characterize all combat aircraft. It has excelled at low-altitude strafing, high-altitude fighting, and as a particularly long-range bomber escort. Its distinctive silhouette, with its twin tail booms, has been seen over four major fighting fronts—the Aleutians, New Guinea, North Africa and Europe. All escorts on the second raid on Rome on Aug. 13 were P38s. In the daring surprise raid on Foggia on Aug. 25 P38s flew at only 75 to 100 feet above the ground. Its especially long range permits it to be ferried directly from bases in the United States to certain combat areas.

The two engines of the P38 provide double security; many pilots have come home on one engine, the other destroyed by enemy fire. The construction of the

50% of U.S. Airacobras In Action on Red Front

The OWI report revealed yesterday that about one-half of the United States' production of P39 Airacobras had been sent to Russia, where the plane "has been effective as a ground-strafting tank-buster in all campaigns from Stalingrad to the present offensive."

In one three-month period, the report said, a Soviet Air Force Guards group knocked down 33 German planes while losing only three P39s. One Soviet P39 was credited with downing 31 Nazis.

plane offers the enemy three targets: the two engines and the pilot. This is in contrast to other fighters where the pilot and engine together form but one target.

Republic P47 (Thunderbolt)

The newest fighter at present in combat, the P47, has been currently rolling up a score of approximately four to one in its contests with Messerschmitts and high-flying Focke-Wulfs over England, France and the Low Countries. Armed with eight .50-caliber machine-guns, and heavily armor plated, it is capable of flying over 400 miles an hour and of reaching an altitude of 40,000 feet.

This "huge, streamlined milk bottle," as it has been called, is the only Army fighter to be equipped with a turbo-supercharged, 2,000 horsepower aircooled double wasp engine (Ford-built Pratt and Whitney); the size of this great power plant is apparent from the plane's silhouette. Additional horsepower is being provided in newer models to increase the plane's rate of climb and to give it still greater speed. It is generally considered the world's best single-engine fighter for high-altitude operations.

On July 30 P47s, supporting B17s bombing Kassel in Central Germany, shot down 25 Nazi fighters with a loss of six.

On Sept. 25 P47s gave fighter protection to Fortresses on an 800-mile flight to Emden. It was the first time that our bombers received fighter escort on such a long trip from English bases.

Grumman F-4F (Wildcat)

This Navy fighter, with Pratt and Whitney twin wasp air-cooled engine and with folding wings for compact stowage on aircraft carriers, has run up many high scores in Mediterranean, Atlantic and Pacific fighting. Despite its limitations of speed and ceiling, it has maintained a consistent advantage of at least five to one over Japanese aircraft, mainly by use of superior tactics. Notable was the battle of June 16, when a Japanese air armada attempted to attack Guadalcanal: 94 Jap dive-bombers and fighters were smashed, against a loss of six Wildcats. Although the F-4F will continue to be manufactured for use on auxiliary carriers and for training, it is now being supplemented by a new plane now in production, the Grumman F-6F (Hellcat).

Grumman F-6F (Hellcat)

The newest member of the Navy's fighter family is described by the Navy as "an answer to the prayers of our pilots for a plane which can fight the Zero on any terms."

A big brother of the famous Grumman Wildcat, the Hellcat has better range, speed, climb, maneuverability and altitude. It has a 2,000 horse power engine as compared with the Wildcat's 1,200. It has a low wing, improved armor, and a new flexible type petrol tank which is an improvement over the ordinary punctureproof type. It carries .50 caliber machine-guns and has plenty of additional space for ammunition for prolonged air battles.

The Hellcats saw their first action on Sept. 1, when they accompanied Navy bombers on an attack on Marcus Island in the Pacific; however, they didn't get a chance to test their mettle against Jap Zeros—because all the Zeros were destroyed on the ground by our bombers.

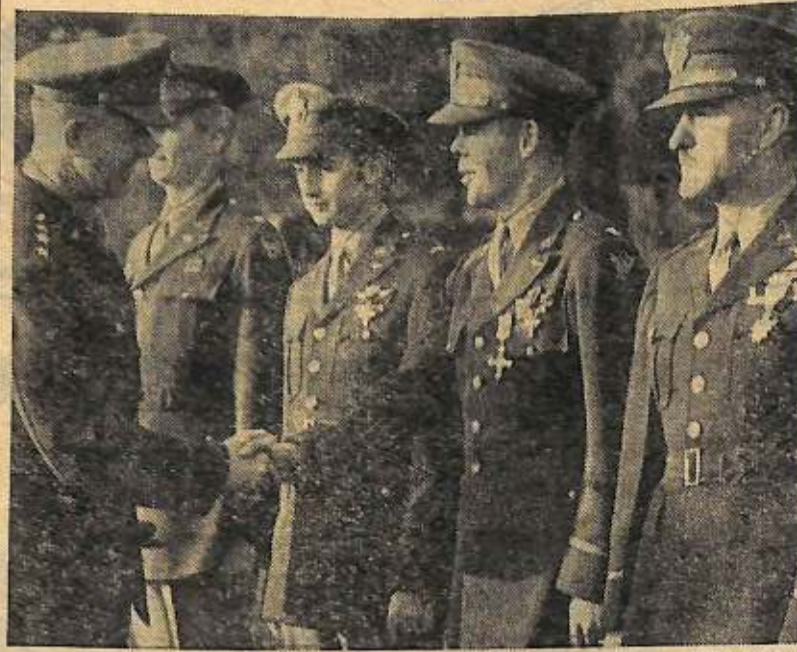
The Navy is enthusiastic about the potentialities of the Hellcat.

Vought F4U (Corsair)

The Corsair also has a 2,000 horsepower Pratt and Whitney engine and is easily distinguishable by its inverted gull-wing. The Corsair has recently been the chief Navy fighter in the South Pacific. Hellcats are beginning to join it in large numbers. In all departments of combat performance it has shown superiority to all models of the Jap Zero—higher speed, faster rate of climb, and far greater ability to absorb punishment. On April 25 four U.S. Marine Corps pilots, flying Corsairs, encountered 40 or more Jap planes, shot down six and lost two, all but one pilot returning safely.

This plane is also being made by Brewster with the designation F3A, and by the Goodyear Aircraft Corporation with the designation FGI.

Heroes Line Up for Medals



Lt. Gen. Jacob L. Devers congratulates Maj. Eugene P. Roberts who had just received both a British and U.S. DFC during joint British-American investiture in England. Gen. Devers has just pinned a Legion of Merit on Maj. Gen. William Kepner, commander of the Eighth Fighter Command.

U.S. Planes Win RAF, USAAF Give Awards

Frank OWI Report Tells How American Models Compare With Foe's

(Continued from page 1)

of many types have been delivered, the statement also admitted.

Other causes of deficits in the production of combat airplanes, the report said, include engine shortages, models still being developed, faulty distribution of raw materials, reorganization of plant layouts, making up shortage of spares and labor shortages.

In connection with the report, Gen. Henry H. Arnold, commander of the Army Air Forces, said: "In every theater of operations American airmen and American planes have met the challenge of our enemies and outfought them by scores never worse than two to one in our favor."

For the six months ending Sept. 1, 1943, the report claimed, American planes destroyed 5,389 enemy aircraft, probably destroyed 1,502 and damaged 1,860, against a loss of 1,239 U.S. planes in aerial combat.

Over Sicily, Sardinia and southern Italy, during the four weeks of intensive action ending July 28, the U.S. Ninth Air Force—plus the Liberators of the Eighth—dropped 12,460 tons of bombs and destroyed 342 enemy aircraft, plus 54 "probables," at the cost of 190 American planes.

"Box scores do not tell the full story," the report said.

"A plane which destroys a strategic bridge, a group of tanks, a ship, or an enemy industrial plant adds testimony to the excellence of our aircraft performance which no box score can include. This additional destruction wrought by our planes, although less precisely measurable, is of fundamental importance."

The statement claimed that the outstanding demonstration of American daylight precision bombing was the first raid on Rome railway yards on July 19 when 272 heavy and 249 medium bombers dropped 1,101 tons. The effectiveness of precision bombing in destroying important industrial targets and installations is estimated by the army air forces, the report said, to be several times that of night area bombing. It was pointed out that at Ferryville and Tunis American bombers blasted shipping and installations day after day, leaving all portions of the cities apart from the harbor quarters unscathed.

Covering the role played by U.S. reconnaissance planes, the report said that Sicily had been completely photographed before the invasion, "unquestionably saving many lives that might have been expended had our landings been blind."

RAF, USAAF Give Awards

19 Americans, 4 British, 2 Canadians Honored In Joint Ceremony

EIGHTH AIR FORCE HQ., Oct. 17—A joint British-American decoration ceremony was held here yesterday.

Nineteen members of the Eighth Air Force received awards from the United States government and the British government. Four RAF and two RCAF members received awards from the U.S. government.

The DSC, second highest U.S. military honor, was awarded to Maj. Eugene P. Roberts, of Spokane, Wash., who also received the British DFC, and to 1/Lt. Glenn D. Schiltz Jr., of North Canton, Ohio.

The British DFC was awarded Col. Hubert Zemke, Missoula, Mont.; Lt. Col. James J. Stone Jr., Westfield, N.J.; Lt. Col. John D. De Russy, San Antonio, Tex.; Lt. Col. Algene E. Key, Meridian, Miss.; Maj. G. O. Halsey, Chickasha, Okla.; Capt. C. P. London, Long Beach, Cal.; 1/Lt. George V. Stallings Jr., Rowayton, Conn., and 2/Lt. Dewey W. Johnson, Denton, Ga.

The British DFM was awarded S/Sgt. James A. Harrison, of Ridgeley, W. Va., and S/Sgt. Charles E. Vondrachek, Reidsville, Wis.

The Legion of Merit was awarded Maj. Gen. William E. Kepner, Bunker Hill, Ind., chief of Eighth Fighter Command; Maj. Gerald K. Gerrlings, New Canaan, Conn.; Capt. Frank Kamykowski, Montgomery, Ala.; M/Sgt. Marvin E. Nichols, Athens, Ala.; M/Sgt. John E. Campbell, Mobile, Ala., and M/Sgt. Glenn K. Tompkins, Grafton, Ohio.

The American DFC was awarded Wing Commanders A. C. Deere and J. E. Johnson, both of the RAF.

The Air Medal was awarded Wing Commander S. L. Ring and F/Sgt. J. Dearden, both RAF, and F/O L. McMillan and F/O D. G. Scott, both RCAF.

Dependents' Legislation

WASHINGTON, Oct. 17—Final action in the House of Representatives on legislation to increase benefits paid to servicemen's dependents was set for Monday. Rep. Miller (R., Conn.), who lost both legs in World War I, has suggested that family allowances be continued for "a reasonable period after the war."

AFL Re-elects Green

BOSTON, Oct. 17—William Green, 70, was re-elected president of the American Federation of Labor at the union's convention here over the weekend. In an acceptance speech, Green pledged labor's support of the war effort "until our troops march into Berlin and Tokyo."

Japs Exchange Interned Yanks For Trip Home

Men Eager for U.S. Food, Women for Silk Panties As Gripsholm Arrives

Fifteen hundred Allied and neutral nationals on board the Japanese steamer Teia Maru began transferring to the Swedish liner Gripsholm at Mormugao, Portuguese India, yesterday after months of internment in Japan.

Americans being exchanged were jubilant about two things: the prospect that before long they would be eating American food again and, among the feminine section, the thought that they soon would feel the comforting touch of silken panties again.

Berlin radio, announcing that 1,473 Allied and neutral nationals aboard the Teia Maru would be exchanged for 1,500 interned Japanese brought from America by the Gripsholm, said last night that the exchange would take about five days. Preston Grover, an Association Press correspondent, who talked to a number of Americans aboard the Japanese ship, said they were especially hungry for fruit, which is abundant at Mormugao. He said newsmen became volunteer relief workers and spent Saturday afternoon carrying baskets up the gangplank.

Japanese officers permitted a few passengers ashore within a 50-foot zone around the gangplank. An especially favored few who were allowed to be guests of their consuls ashore had their first glasses of beer in months.

Among the passengers bound for the U.S. was a 13-day-old baby girl born off Singapore. Missionaries and priests representing 35 denominations, 12 orders of nuns and three university groups were included among the Allied passengers.

Ireland Is Again A Base Section

Northern Ireland has been re-established as a base section, with Brig. Gen. Leroy P. Collins, of Schenectady, N.Y., as commanding general, SOS headquarters announced yesterday.

Gen. Collins has been commanding general of Western Base Section, including Northern Ireland, since last December. Northern Ireland now reverts to the status of a separate base section, its original setup when SOS was established in the ETO.

Successing Gen. Collins as commander of WBS will be Col. Harry B. Vaughan Jr., of Norfolk, Va.

Gen. Collins, who enlisted in the Army in 1904, was commissioned in 1917 and became a brigadier in 1941. Col. Vaughan, called to duty as a reserve officer in 1917, has been in the regular Army since 1920, and as an engineer was identified prominently with flood-control construction in the Mississippi Valley.

Nazi Expansion In Air Is Halted

(Continued from page 1)

to get at the apple," he added. "Our aim is to get the Luftwaffe out of the way first."

In this long-range strategic campaign against vital enemy targets, the Allied air forces now have hit their stride, he said, but the General indicated the public should look for no sensational developments.

"Staging a major air operation every day," he said, "is like expecting land and sea forces to take the island of Sicily every day."

"But the point is, bombers can carry their destruction to the target whether it is over water or mountains. There is nothing else at this time that can hit at the heart of Germany and Japan."

Russia - - -

(Continued from page 1)

was one report that enemy air power in the southern sector had been increased fifteen-fold.

At Kiev a Russian breakthrough in the center of the German line protecting the city frustrated stiff counter-attacks which had been made on the Russian flanks with the aim of hurling the Reds back to the Dnieper.

The Germans made the tactical blunder, according to Soviet reports, of weakening their center to reinforce the flanking attacks, and the Russians smashed through the opening. Kiev's fall was declared by the Moscow newspaper Pravda to be imminent.

Coast Was Defenseless, Army Lets It Be Known

SEATTLE, Oct. 17—Military authorities today permitted publication of a long-withheld report which said that there was almost no military opposition on the North Pacific coast to repel an invasion by the Japanese immediately after Pearl Harbor.

The Post-Intelligencer said that "the truth is that until the last Battle of Midway there was nothing between the people of the North Pacific coast and the Japanese but a thin line of offshore patrol boats and Army forces."

Box Scores of U.S. Combat Aircraft

Aircraft	When	Enemy loss	Our loss	Rate
Army Air Forces	Dec. 7, 1941, to Sept. 1, 1943	7,312	1,867	Almost 4-1
Army Air Forces	Mar. 1 to Sept. 1, 1943	5,389	1,239	Better than 4-1
Heavy Bombers	Jan. 1 to June 30, 1943	1,333	316	Better than 4-1
Medium Bombers	Jan. 1 to June 30, 1943	113	69	Almost 2-1
Fighters	Jan. 1 to June 30, 1943	763	375	Better than 2-1
Fortresses of 8th Air Force based in Britain	Month of July, 1943, while dropping 3,600 tons of bombs on enemy targets	500 fighters	108 Fortresses	Better than 4-1
8th and 9th Air Forces over Sicily, Sardinia, and Italy	Month of July, 1943, while dropping 12,460 tons of bombs	342	190	Almost 2-1
14th Air Force—China	Thirteen months, from July 4, 1942, to Aug. 4, 1943	442	51	Almost 9-1
Navy—North Solomons	First ten days of June, 1943, offensive	199	34	Better than 5-1

ASC Marks Its 2nd Birthday At First Depot

Large Air Force Command Supplies, Maintains All Aircraft in Army

DAYTON, Ohio, Oct. 17—The Air Service Command, largest of all the Army air forces' commands, commemorated its second anniversary over the weekend with a military and industrial program at Patterson Field, near Dayton.

Maj. Gen. Walter H. Frank, commanding general of the Air Service Command, addressed military and civilian workers near the site of the first air service depot, an installation hardly larger than a filling station called the Wilbur Wright Air Service depot and established in 1917. Today the Air Service Command has thousands of installations throughout the world.

The Air Service Command was formed Oct. 17, 1941, with Maj. Gen. Henry J. F. Miller charged with the task of preparing and perfecting all plans for the operation of the service elements of the Army air forces. Prior to that, the provisional Air Corps Maintenance Command was created in February, under the material division, and in April of that year the provisional aspect was eliminated. The Air Service Command superseded both.

Gen. Miller Now in ETO

Gen. Miller, who was succeeded by Gen. Frank in Nov., 1942, today is serving as commanding general of the air service command in the ETO.

Within a little over two years the AFSC has grown from a group of five men to a worldwide organization which uses the talents and energies of almost a half million people. It furnishes supplies for all army air forces airplanes throughout the world; repairs, overhauls or rebuilds these planes in the U.S. and overseas; prepares for shipment overseas all American and lend-lease planes, and handles all air freight in this country flown by the Air Transport Command.

The heart of the air service command is its supply system. Handling over 400,000 kinds of items—bolts and bombers, bullets and bombs, fuel and lubricants, flying suits and jungle kits, radio sets and medical supplies—it is the agency through which U.S. fliers and planes all over the world get the material they need.

Speed is Keynote

Speed is the keynote of its supply system. For example, the Rome, N.Y., depot recently received a teletype order at 6 PM for 300 carburetor parts. At 11:30 PM—half an hour before the deadline—the 300 parts were aboard a plane headed halfway around the world.

Recently, in the middle of the Sicilian campaign, a need developed for some special equipment. An officer left Sicily on Sunday, and was back in Sicily the following weekend with the needed parts.

Equally as important as the supply division is the section which keeps the planes in combat condition, the maintenance division.

A few months ago one of America's bombers returned from Kiska with a propeller badly damaged and an engine frozen. Necessary parts were not in stock. Men of the AFSC wrestled an engine from a wrecked, weather-beaten B24 and went to work. The job was done in the open in a 45-knot gale, accompanied by sleet and snow. Tarpaulins were lashed around crew stands, but the wind turned over the stands. A tractor and a jeep had to be lashed to the plane and the stands to hold them.

The job was started at 1:30 PM; work continued throughout the night, and by 10:30 the next morning it was finished and the plane was test-hopped. That afternoon the plane flew on a combat mission.

Third major operational division of the Air Service Command is personnel and training. It supplies and trains the more than 300,000 civilians who work in its organization.

The Air Service Command operates an air express service called the 39th Air Freight Wing. It operates air freight terminals at 117 points along the Army's 50,000-mile continental transport system and handles millions of air freight monthly.

Negro Chorus On U.K. Tour

The U.S. Army's Negro chorus of 200 aviation engineer soldiers which appeared with the London Symphony Orchestra at Royal Albert Hall and has been touring installations in Britain is scheduled to give three concerts this week in Glasgow and Edinburgh.

The chorus, accompanied by the RAF Symphony Orchestra conducted by W/O Hugo Weisgall, of Baltimore, Md., will appear Thursday and Friday nights at St. Andrew's Hall, Glasgow, and Saturday night at Usher Hall, Edinburgh.

Roland Hayes, American Negro tenor who sang with the chorus at Albert Hall, was to leave last night for concert engagements in America after a performance by the chorus at Manchester. Pfc Kenneth Cantril, of Springfield, Mo., whose singing of "Ballad for Americans" featured the London concert, will sing two new selections at Glasgow and Edinburgh in the absence of Mr. Hayes.

When the chorus completes its concert tour it will return to its Army work of constructing airfields in Britain.

Marauders 'Dolled' Up by WAC Artist

Art Student Paints Pin-Up Girls On Planes' Noses

By Samuel Oxman

Stars and Stripes Unit Correspondent

A MEDIUM BOMBER STATION, Oct. 17—Back in Dallas, Tex., when Barbara J. O'Brien was applying herself seriously to an art course at the Dallas Museum of Fine Arts, the ETO and Marauder bombers were part of a huge war painting holding little meaning to her.

Had anyone told her that she would be in England painting pictures on B-26s within eight months, she'd have laughed.

But she's a WAC Pfc now, and it's no joke.

One day Barbara's mother said: "Let's join the WACs."

Barbara explained, looking toward her latest drawing on the Marauder The Mad Hatter, piloted by 1/Lt. Richard C. Sills, of Denver.

"We thought we could do more in the service."

When her daily duties are done in the air operations room at a medium bombardment wing headquarters, this slim, pretty WAC walks to this Marauder air-drome and paints arresting pictures of lovely females on the hard-hitting Marauders.

She works steadily, unperturbed by the crowd of GIs who gather and gape admiringly. Does it bother her?

"I love it," she said.

She was introduced to this pastime when several Marauder crew members asked her if she would do the honors on their plane. To medium bomber airmen, the painting of a name on their aircraft



WAC Pfc. Barbara O'Brien, of Dallas, Tex., puts the finishing artistic touch on the Marauder Mad Hatter. In her spare time she tries to fill orders for these special paint jobs for many Marauder crews.

is as important as the christening of a ship. Ever since Pfc O'Brien started her painting, she has been deluged with requests from other crews. She'll get to them all eventually, she hopes.

PRU Boys Give £313 to Orphans

Infantry Company and Hq Of SBS Chip In £100 Each

A pair of first sergeants from an Eighth Air Force Photographic Reconnaissance and Mapping Group delivered a check for £313 8s. 4d. to The Stars and Stripes War Orphan Fund headquarters over the weekend to boost the fund total to £29,831.

The topkicks, Donald M. Archangeau, of Marquette, Mich., and Robert J. Richards, of Philadelphia, Pa., said the group, commanded by Col. Homer L. Sanders, set a £100 goal when it decided to sponsor an orphan but after the first voluntary collections went over the mark they decided to sponsor three.

Two other contributions of £100 each were also received from Co. C of an infantry unit stationed in southwest Anglia and Hq and Hq Co. of Southern Base Section. The infantrymen, commanded by Capt. F. B. Bowen, of East Orange, N.J., requested that their money aid a "six-year-old blue-eyed blonde," and sent Sgts. Joseph M. Collins, of Cambridge, Md., and Harold F. Smith, of Berwick, Pa., to see that the request was delivered.

Other Units Pass £100 Mark

Two units which have been building up contributions with partial payments both cleared the £100 needed to sponsor an orphan during the week. One was headquarters of a Signal Co. Depot Aviation outfit which wanted to help a four-to-six-year-old brunette. The other came from Eighth Air Force Composite Command Hq, which delivered a final check for £29 16s. 2d.

Two other partial payments were received from Hq. of an MP unit commanded by Lt. Charles Roden and Yeoman Tom Bernard, USNR. The MP donation put them over the £50 mark.

From T/5 C. Boulton, of an Ordnance unit, also came a General Fund contribution.

'Uncles' Entertain Orphan

AN EIGHTH FIGHTER BASE, Oct. 17—1/Sgt. Tony Labita, of Brooklyn, turned his job over to four-year-old Brian W. for a day when the youngster, sponsored by the men of Hq. Squadron, through The Stars and Stripes War Orphan Fund, visited his foster uncles at this base.

After dining in the officers' mess and viewing a formation in his honor, Brian made a tour of the field in a jeep with Capt. Lloyd Cogswell and Labita, sat in the cockpit of a P47 and had dinner in the EMs mess hall. Before leaving the youngster was presented with gifts from the men.

Dance Marks the Finale Of Belfast Baseball Season

BELFAST, Oct. 17—The baseball season officially was declared closed at a weekend cabaret dance attended by approximately 150 soldier-baseball players and their dates. The party was sponsored by the American Red Cross and arranged by Miss Irene Boyce, ARC program director who guided the league through a successful season.

18 Die in Mexican Hurricane

MEXICO CITY, Oct. 17 (AP)—Eighteen people perished in a hurricane that swept the Pacific coast city of Mazatlan Saturday, according to a dispatch to the newspaper Excelsior.

Out-of-London ARC Clubs List Programs for the Week

Following are the programs for the week for clubs outside the London area. Programs for the London clubs appear in The Stars and Stripes each Thursday:

Reading
Monday—French class, Washington Hall, 7 PM.
Wednesday—Games, Washington Hall, 7:30 PM.
Thursday—Dancing class, St. Laurence Hall, 7:30 PM.
Friday—Movie, St. Laurence Hall, 7:30 PM.
Saturday—Dance, Town Hall, 7:30 PM.
Sunday—Dance, St. Laurence Hall, 7:30 PM.

Southampton
Tuesday—Table tennis tournament; dancing class, 7 PM.
Wednesday—Dance.
Thursday—Variety show, 8 PM.
Friday—Bingo; dancing class, 7 PM.
Saturday—Dance.

Bristol
Tuesday—"Long-haired" music, 6:45-7:30 PM; date night dance, 7:30-10:30 PM.
Wednesday—Movies, 8 PM.
Thursday—Beginners' dancing class, 8-9 PM.
Friday—Classical recordings, 7:30 PM.
Saturday—Dance, 7:30-10:30 PM.
Sunday—Movies, 2:30 PM; coffee hour, 4 PM; dance, 8-11 PM.

Cheltenham
Tuesday—American-British club, "Post-War Planning," 7:15 PM; movie, 8:15 PM.
Wednesday—Advanced French class, 7:30 PM; German class, 7:30 PM; square dance, 8 PM; table tennis match, ARC versus Old Pats Club, 7:30 PM.
Thursday—House committee dinner, 6 PM; beginners' French class, 7:30 PM; dance, 8:15 PM.
Friday—Chess club, 7:30 PM; American-British musical circle, 7:45 PM; beginners' tango class, 8 PM; advanced tango class, 9 PM.
Saturday—Movie, 8:15 PM; community sing, 10:30 PM-1 AM.
Sunday—Cotswolds tour, 10 AM; picnic, 11 AM; concert hour, 2:30 PM; dance, 8:15 PM.

Shrewsbury
Monday—Ping-pong match, GWR employees v. U.S. Army and Red Cross.
Tuesday—Movie, 8:30 PM.
Thursday—Dance, 8-11 PM.
Friday—Dance, 8-11 PM.
Saturday—Dance.
Sunday—Open house, 5-11 PM; dancing, 6-8 PM and 9-11 PM.

Birmingham
Monday—Symphonic recordings, 4 PM; Vicki at the piano, 6-8 PM; movie, 8 PM.
Tuesday—Popular recordings, 12 noon; Vicki and her music, 6-7:30 PM; dancing class, 7:30-8:30 PM.
Wednesday—Semi-classical music, Mrs. Reilly, 6-8 PM; midweek hop, 7-9:30 PM.
Thursday—Request recordings, 7 PM; Vicki and her music, 6-8 PM; bingo, 10 PM.

The Board Commits Mayhem On Murder, Inc.'s 11 Killings

AN EIGHTH BOMBER BASE, Oct. 17—Unofficially credited two weeks ago with destruction of 11 enemy planes in the Oct. 4 Fortress raid on Frankfurt, the crew of the B17 Murder, Inc., learned today that a cautious review board had cut the figure to a modest three.

The correction, which reads "three destroyed, two probably destroyed and six damaged," was issued after the board carefully analyzed crewmen's reports, but there was a strong feeling among the boys of Murder, Inc., that some of those classified as "probably destroyed" and "damaged" will never fly again.

The board gave official credit to S/Sgt. Bill Trask, tail gunner from Portland, Me., for destroying two ME109s in two minutes. One of the Nazi ships blew up, the other came apart before it went into a spin, the pilot bailing out. It also okayed a FW190 for S/Sgt. R. A. Hammond, left waist gunner from Marshall, Mich., after it was established clearly that the enemy fighter exploded in the air.

Despite corroborated claims that six other FW190s, an ME109 and an ME110 were hit and burst into flames, some of them out of control and headed down-

ward, the board cautiously listed them as probabilities and damaged.

S/Sgt. L. E. Adams, right waist gunner from Pagosa Springs, Col., and T/Sgt. Ted Curtis, top turret gunner from Smithfield, R.I., were each credited with two damaged. Adams claimed that one ship he hit started to come apart, was smoking and that he followed it nearly all the way down, but the board said "damaged."

S/Sgt. F. S. Mazarka, ball turret gunner from Muskegon, Mich., who had a probable and one damaged said a two-engined ME110 was "lying parallel to us about 400 yards off. He came in low at one o'clock. I fired and it burst into flames before one man bailed out. The plane was in a spin and heading down when I lost sight of him." The board labeled that one "probable."

Another damaged plane was credited to Hammond while 2/Lt. Edgar G. Norton, navigator from Lawndale, Cal., had a probable.

Eleven newly-painted swastikas would have looked good on the nose of Murder, Inc., but at least the crew has the satisfaction of knowing there isn't any doubt about the three they can put up.

Troops Abroad Healthier, Even With Battle Toll

OWI Report Says Illness Costs the Army More Time in States

WASHINGTON, Oct. 17—Even including battle casualties, American soldiers lose less time because of sickness and injuries overseas than they do in the United States, according to a report made public today by the Office of War Information.

An average of about three per cent of all Army personnel in the United States is absent through sickness or injury, whereas abroad, including those incapacitated through enemy action, the percentage is slightly lower, the report stated. The Navy's off-duty rate stood at approximately two per cent during 1942.

Spinal meningitis was the only disease which at any time reached serious proportions in 1942, and the death rate of those cases was low. Malaria and dysentery gave the most serious trouble to medical units operating with land combat units, while Navy doctors reported some trouble with jaundice and filariasis, a parasitic inflammation of the glands.

Reporting on venereal disease in the armed forces, OWI said records showed that up to Aug. 1 of this year an average of 40 out of every 1,000 men in the Army were treated for some venereal disease, while in the Navy the rate was 33 in every 1,000.

One in Every 40 Treated

Due to the high percentage of cures possible with new treatments available, the services now accept inductees with uncomplicated venereal diseases. If those infected at the time of their induction were eliminated from the figures, the Army's venereal treatment rate would be one man in every 40.

Venereal diseases in the women's branches of the major services has been negligible. Fewer than one of every 10,000 women in the uniformed services has been given medical treatment for a venereal disease. Of 1,100 WACs released from the service for disability over a ten-month span, one was discharged because of syphilis and one because of gonorrhea.

There has been virtually no loss of manpower through the seven key diseases against which the armed forces use preventive vaccines—typhoid, smallpox, tetanus, typhus, yellow fever, cholera and plague. No cases of yellow fever were reported in either Army or Navy in 1942, and there were only scattered reports of the other diseases, including one Navy case of plague. The Army reported 60 cases of typhus, the Navy eight. There were few deaths from the disease in either service.

The improved status of the health of the armed forces follows, in general, the pattern of civilian health throughout the nation, the OWI report concludes, but in some respects the closer supervision possible under camp conditions produces better results.

'GI Gang' Back On Show Tour

The number of USO-Camp Shows touring the ETO circuit today slips from 11 to nine, with one other resting and two scheduled to hit the road in the middle of the week.

The 11-man "GI Gang," which was off last week, is booked for Norfolk. Billy Guest's "Jive Time" troupe takes a furlough, and "Broadway Time," featuring Hal Le Roy, goes to Scotland Thursday, with Grace Drysdale's "Swing Time" scheduled for the Newport area Friday.

Vibraphonist Rudy Sarita takes his 11 girl "Starlites" to Devon; "USA Calling," starring comedian George Freemans, goes to Essex, and Hank Ladd's "At Ease" is booked for Suffolk.

Don Rice and his "Fun Marches On" company are scheduled for points around Newport; "Full Speed Ahead," with Carl Nixon and Duke McHale, plays in Berkshire, and "Band Wagon," featuring Willie Shore and an eight-piece soldier jive team, is in Wiltshire.

Comedian Billy Gilbert stays, with the newest show, "Hullabaloo," in the county of Bedford area. "Yanks Abroad," headed by Frankie Conville, remains in Northern Ireland.

American Forces Network

Operated by Radio Branch, Special Service Division, SOS, ETO

1402 kc.	On Your Dial	1420 kc.
213.9m.		211.3m.
Monday, Oct. 18		
1100—GI Jive.		
1115—Judy Garland.		
1130—Artistry in Rhythm.		
1200—Half and Half.		
1230—"Your Hit Parade."		
1300—News (BBC).		
1310—Barracks B.B.E.		
1400—Sign off until 1745.		
1745—Spotlight on Abe Lyman.		
1800—News (BBC).		
1810—Personal Album—Kate Smith.		
1825—GI Supper Club.		
1900—Sports—Stars and Stripes radio reporter.		
1905—The Gay Nineties Revue.		
1930—Command Performance.		
2000—News From Home—Stars and Stripes roundup.		
2010—The Fred Waring Show.		
2025—This Week in Science.		
2030—Red Skelton.		
2100—News (BBC).		
2110—Melody Roundup.		
2125—Your Radio Theater.		
2220—Final Edition—Stars and Stripes news.		

Army Routs Lions, 52-0; Navy Trips Penn State, 14-6

West Pointers Stay Unbeaten, Unscored Upon

Glenn Davis Again Sparks Cadet Drive With 3 Scores

NEW YORK, Oct. 17—Army's powerhouse eleven kept pace of Notre Dame in the race for national football honors and maintained its undefeated, untied, unscored upon status as the Cadets smothered Columbia's Lions, 52-0—the largest score in the 44-year-old series—before 23,000 at Baker Field here yesterday.

Six to one underdogs, Columbia held the Cadets to a lone touchdown in each of the first two periods, but could not cope with Army's powerful second-half offensive. Just as in Army's first three games of the season, it was Glenn Davis, plebe from Los Angeles, who sparked the Cadet attack. He tallied Army's first three touchdowns on runs of 82, 23 and 46 yards and set up the fourth score with a 27-yard punt return to Columbia's 34.

Seven players shared in Army's scoring—most of them on the second and third teams. After Davis had gone over three times, George Maxon, of Vernon, Texas, plunged from the one-foot line—and West Point's second-half assault was getting steam up.

Minor's Run Climaxes Drive

George Troxell, of Swarthmore, Pa., plunged for another tally and Johnny Minor, of Tahoka, Texas, skirted end for 36 yards to climax a 76-yard drive for another six points. A 28-yard punt return by Bob Chabot, of Manchester, N.H., set up the next Army touchdown, Chabot stopping on the Columbia 29. From there the Cadets moved the ball up to the 18 on two plays and Bob Wood, of Corning, N.Y., went straight through tackle to score.

The final West Point touchdown came in the closing minutes when Chabot again returned a Columbia punt into six points. He gathered in the Lion boot and scampered 41 yards into payoff territory. Tom Lombardo, of St. Louis, accounted for the point after three of Army's eight touchdowns and Chabot ran for the additional tally after Wood's score.

Here are the statistics:

	Army	Columbia
First downs ..	30	4
Yards gained rushing ..	371	38
Passes attempted ..	8	11
Passes completed ..	5	6
Yards gained passing ..	60	44
Average distance of punts, yds.	36	25
Runback of punts, yards ..	155	3

Texas Aggies Blank TCU, 13-0

FT. WORTH, Texas, Oct. 17—The Texas Aggies maintained their perfect record here yesterday, cramming over two touchdowns in the third period, to blank Texas Christian, 13-0, leaving the Aggies the only undefeated, untied team in the Southwest Conference.

The Aggies fumbled, threw wild passes and were thrown back occasionally, but hustled throughout and took advantage of the breaks, completely outclassing the Christians.

Babe Hallmark, the busiest man on the field, threw to touchdown passes. On the first touchdown, Hallmark threw 27 yards to Boyd Butchovsky who ran 20 yards to score. Stanley Turner converted.

For the second touchdown, Hallmark threw six yards through practically the entire Christian team. Turner's placement was wide.

Blue Devils Outscore Tarheel Squad, 14-7

DURHAM, N.C., Oct. 17—Duke defeated North Carolina, 14-7, here yesterday before 35,000 spectators.

The Blue Devils scored their first touchdown in the first period, moving from midfield where they took the ball on downs to the 15-yard line. Benny Cittadino, on an end around, took the ball to the four, where Tom Davis plunged for the score.

In the second period, Howard Hartley, Duke back, intercepted a pass from Billy Myers on the Carolina 48 and ran for the score. Bob Gant kicked both points.

The Tarheels scored in the last period when Huch Cox tossed a pass to Eddie Bryant, who ran 25 yards to score. Grimes kicked the point. Duke was deep in Carolina territory when the game ended.

Victory Over Maryland First for Mountaineers

MORGANTOWN, W. Va., Oct. 17—West Virginia's Mountaineers broke into the win column for the first time this season with a 6-2 triumph over Maryland here yesterday.

End Pat Pike accounted for the game's only touchdown in the second period when he grabbed a Maryland fumble in mid air and raced 55 yards to score. Maryland got its two points in the last period when Ken Fryer fumbled in the West Virginia end zone for a safety after the Mountaineers had stemmed a Maryland scoring threat.

Triumphant Yankees Celebrate Series Victory



The champion New York Yankees celebrate in the dressing room following their 2-0 victory over the St. Louis Cardinals in the fifth game of the World Series. Manager Joe McCarthy (second from right) is congratulating Catcher Bill Dickey (No. 8), whose sixth-inning home run won the contest and the Series. Spud Chandler, winning pitcher (extreme right), seems pretty calm about the whole thing.

Illinois Nicks Panthers, 33-25

Pitt Aerial Attack Almost Overcomes Early Illini Lead

CAMPAIGN, Ill., Oct. 17—Illinois beat Pittsburgh, 33-25, here yesterday in a battle of T formation teams.

Illinois scored a touchdown six minutes after the game started. They marched 66 yards after the kickoff. In the climax play, Eddie Bray, the first freshman ever named as Illinois captain, went 25 yards around left end for a touchdown. The kick was wide. In the second period a blocked kick and a holding penalty led to Illinois' second touchdown, Bray scoring on a 38-yard run. The third Illinois score was put over as Ed McGovern went through for 11 yards.

Johnny Itzel scored Pitt's first touchdown in the third period.

In the fourth period, a total of 33 points were scored. Itzel made the score 19-12, going through center for a touchdown. McGovern then tallied the fourth Illinois touchdown with a 64-yard run. Pitt then took to the air to reach the Illinois 25-yard line. Kaliminar reached the eight on an end run and Frank Knisley knifed through for Pitt's third touchdown. McGovern scored again on a 13-yard run around right end. Itzell finished it up with an eight-yard run for a touchdown.

Pitt's aerial attack in the second half made 14 completions out of 17 tries for 156 yards.

Last Period Field Goal Aide Ursinus Trip Owls

PHILADELPHIA, Oct. 17—Ursinus registered a mild upset Friday night by scoring a 10-6 victory over Temple. Fred Carney caught a pass from Dean Steward in the first period and ran 25 yards for the first Ursinus score, then Tony Hubka plunged from the one-yard strike in the third quarter for Temple's only points.

A 23-yard field goal by Steward in the final period clinched the game for Ursinus, whose coach, Pete Stevens, reported for his Army physical yesterday.

Rochester Rallies to Top Colgate's Raiders 14-6

HAMILTON, N.Y., Oct. 17—Using a T formation learned this week, Rochester University came alive in the last six minutes to erase a six-point deficit and down Colgate, 14-6, here yesterday.

In the fourth period, George Sutch passed to Bob Polidor in the end zone from the Colgate 16 for a touchdown, ending a drive which had started on the Rochester 16. Three minutes later, Roger Robinson threw a 45-yard pass to Howard Werner, who ran the remaining 20 yards to score. Sutch added the extra point.

The Red Raiders' only score came in the first period, five minutes after the opening kickoff.

Purdue Downs Buckeyes, 30-7

Ohioans Lead, 7-0, at Half, But Boilermaker Rally Wins

CLEVELAND, Oct. 17—Trailing at half-time, Purdue's unconquered Boilermakers rallied in the closing periods here yesterday to triumph 30-7 and hand Ohio State its worst football defeat in three years.

Ohio led at intermission, 7-0, on a first period touchdown. Tackle Bill Willis recovered a Purdue fumble on Purdue's six and Halfback Dean Sensenbaurer put the ball over on the first. The conversion was good.

Purdue came to life in the second half, sparked by Tony Butkovich and Boris Dimancheff, who tallied three and two touchdowns respectively. Seven minutes after the start of the second half Butkovich scored his first six-pointer. He went over from the one.

A few minutes later Butkovich tallied from the three, and three minutes after that he went over again on a short buck. Dimancheff's touchdowns were more spectacular. He dashed 33 yards through center for one and 15 yards for the other.

Purdue outrushed Ohio State 350 yards to 76, and had 20 first downs to the Buckeyes' three. The victory was Purdue's fifth of the season and the second in Western Conference play. Ohio State now has lost three of four starts.

Pennsylvania Massacres Lakehurst Naval, 74-6

PHILADELPHIA, Oct. 17—Pennsylvania University, taking a breather before 25,000, massacred Lakehurst Naval Training Station, 74-6, here yesterday.

Penn scored twice in the first eight minutes and nine more before the final gun. The sailors scored their only points in the first period when Ensign Bob Titchener, ex-Washington Redskin, ran four yards on an end around play against Penn substitutes.

After that Penn scored on interceptions, passes and runs almost at will.

Here are the game statistics:

	Penn	Lakehurst
First downs ..	16	10
Yards gained rushing ..	260	91
Passes attempted ..	18	19
Passes completed ..	9	6
Yards gained passing ..	231	110
Average distance of punts, yards	36	25
Runback of punts, yards ..	76	9

Losers Almost Tie Score in Third Quarter

Hamberg's Passes Give Middies First Tally; Barron Goes Over

ANNAPOLIS, Md., Oct. 17—A crowd of 18,000 rain-soaked spectators watched Navy's unbeaten football team keep its record intact here as the Middies edged out Penn State, 14-6.

The final period arrived before the Middies made the victory certain as Bill Barron broke away for a 37-yard touchdown run.

The Nittany Lions had come within an ace of tying the score in the third quarter, but the point after touchdown went wide, leaving the sailors one point to the good.

Navy scored its first touchdown in the first quarter as Hal Hamberg heaved two successive passes to End Bill Hanse, the second going 13 yards for the tally. The Middies got their scoring opportunity when the entire right side of the Navy line broke through to block a State punt on the Lions' 30-yard stripe.

State scored in the third quarter when Hamberg was tackled so vigorously that the ball flew from his hands into those of State End Al Olszewski on the Navy 37. Bob Williams then passed 27 yards to Lou Castignola. Three plays gained five yards, then Williams plunged the final five for the score with the boot going wide.

Penn State never generated much offensive power, but used the quick kick effectively through the second and third periods, keeping the sailors deep in their own territory.

Finos converted after both Navy touchdowns.

Here are the game statistics:

	Navy	Penn State
First downs ..	6	3
Yards gained rushing ..	153	25
Passes attempted ..	12	11
Passes completed ..	5	5
Yards gained passing ..	89	60
Average distance of punts, yards	35	30
Runback of punts, yards ..	49	30

Wildcats Claw Sailors, 13-0

EVANSTON, Ill., Oct. 17—Otto Graham turned in one of the best games of his career today to lead Northwestern to a somewhat surprising 13-0 triumph over the Great Lakes Naval Training Station eleven before a Dyché Stadium crowd of 35,000.

Both Northwestern touchdowns came in the second period and both were due to Graham's stellar play. He clicked on successive passes to End Herb Klein, formerly of Minnesota, to put the ball on the Great Lakes' 14. Fullback Buffmire cracked the sailor wall for the tally.

Not long after, the Wildcats drove 40 yards to cross the Great Lakes' goal line again. Graham plunged for the touchdown after one Northwestern score was nullified by an offside penalty. Bud Schwall kicked the extra point.

Halfback Steve Lach stood out for Great Lakes, but fumbles and pass interceptions nullified his efforts.

Help Wanted —AND GIVEN

Write your question or problem to Help Wanted, Stars and Stripes, Printing House Sq., London, EC4.

AFOs Wanted
 Maj. Noble Drennon, Resmer, Ala.; Capt. Miles R. Patterson, Monkon, Md.; Lt. Wayne D. Phillips, Oklahoma City; Lt. Ernest Anderson, Oakland, Cal.; Pvt. Glenn Pullen, Wyatt, La.; Sgt. William Butters, Knox, Ind.; Major Willard E. Babcock, Port Huron, Mich.; Lt. Edward F. Carr, T/Sgt. Richard W. Knowles, Princeton, N.J.; W. Reed Atkinson, Baltimore; Cpl. Nicholas Dabrotta, Indianapolis; Lt. Thomas G. Hines, Lt. Robert F. Mallory, S.C.; Sherlock Herrick, New York; Lt. Bruce L. Irvine, Salt Lake City, Utah; Cpl. Ted Kestler, Cpl. Harold (Red) Koch, Twin Falls, Idaho; S/Sgt. William E. Lupton, Chicago; Pvt. Joseph W. Lauden, Toledo, Ohio; Pvt. Lowell Mornaw, Greenfield, Ohio; William Wohleber, Bellevue, Pa.; Kenneth Underbury, North Prairie, Wis.; Lt. Manuel Rogoff; Sgt. C. Y. Anderson, 36319479.

PHOTO INTELLIGENCE Interpreter's Kit, with name and ASN 0-571769 stenciled on it. Lost about Sept. 25 on baggage car or railroad stations between London and Cambridge area or Glasgow, Scotland—Lt. B. M. Gresham, care of Help Wanted.

Cornell Topples Crusaders With Second-Half Spurt, 20-7

ITHACA, N.Y., Oct. 17—Cornell's football team churned through the mud of Schoellkopf Field yesterday for three touchdowns, beating previously unscored on Holy Cross, 20-7.

Cornell broke the Crusaders' spell midway in the first period when Back Howard Blase swept wide around his own left end, racing 45 yards for a touchdown.

The Crusaders took a 7-6 lead late in the second period as Stan Koslowski ran 41 yards for a score and Bob Lawson kicked the extra point, making the half-time score 7-6.

Cornell put on steam in the second half. In the third quarter Koslowski put Cornell back on their own 14 with a long punt. Frank Accorsi gained five yards through the middle, then on the next play Holy Cross was caught napping by Tailback Bill Maceyko, who passed to End Murdo MacDonald who romped 55 yards for Cornell's second touchdown. This time Norman Dawson kicked the point.

On the final Cornell score, with less than three minutes remaining in the game, Maceyko and Accorsi gained 14 and 18 yards respectively then Maceyko went 25 yards around his own right end for a tally, Dawson again converting.

Terry and the Pirates



By Milton Caniff

THE STARS AND STRIPES
 Newspaper for the U.S. Armed Forces in the European Theater of Operations published daily except Sunday under the auspices of the Director of Special Service Division, S.O.S., War Dept., Brig. General F. H. Osborn, by The Times Publishing Company, Ltd., at Printing House Square, London, E.C.4 (Telephone: Central 2000). Comments passed by the U.S. Army and Navy censors; subscription, 26 shillings per year plus postage. ETO Edition. Entered as second class matter Mar. 15, 1943, at the post office, New York, N.Y., under the Act of Mar. 3, 1879.

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Vol. 3, No. 298, October 18, 1943

Joint Statement

The dramatic swing of Italy from one side of the battle line to the other has overshadowed for the moment the significant event that accompanied it. Yet the historic emphasis may not be on the Italian declaration, important as that is of the turning of the tide. History may stress the fact that it gave occasion for the first joint statement of President Roosevelt, Prime Minister Churchill and Premier Stalin.

In the long view that is the declaration that may weigh most in the war balance, claims the New York Times, and adds: "For the first time the heads of the three Governments have proclaimed a common policy. That they should agree on what to do in Italy is remarkable enough, since it had been widely alleged that the Anglo-American decision to recognize and work with King Victor Emmanuel and Marshal Badoglio until the Germans are driven from Italy was strongly disapproved in Moscow. Joint action in this case implies not only that they are of one mind in putting victory before every other consideration; it will be taken as a sign that they can agree anywhere."

"But even this is not the point of prime importance. The key paragraph in the joint statement was the three-power commitment to a post-war policy which reaches far beyond the immediate case. The Soviet Government joins the British and American Governments in acknowledging 'The Italian Government's pledges to submit to the will of the Italian people after the Germans have been driven from Italy, and it is understood that nothing can detract from the absolute and untrammelled right of the people of Italy by constitutional means to decide on the democratic form of government they will eventually have.'"

The more this declaration is studied the more significant it appears. It amounts in fact to a restatement of the cardinal point of the Atlantic Charter, and if it can be established as a joint policy that the peoples of Europe, within the framework of democracy and security, are guaranteed the right to work out their own destiny all minor questions are capable of solution because the basic aim is won.

Oil for War

In Russia Hitler paid a terrible price in men and material in an effort to secure oil for his war machine, for his military leaders knew the present struggle was a war of machines, and machines are lubricated and powered with oil.

In a recent report to Congress, made by the Senate Committee which toured the battlefields of this global struggle, the drain on America's supply of oil was stressed and the potential danger of the heavy demands on our oil reserves was indicated.

It is with relief, therefore, that we receive word of a new oil development near Fort Norman, Canada, 100 miles from the Arctic Circle. There the North-West Canadian Oil Company has opened a new field and the wells are ready to deliver more than 3,000 barrels of oil daily to the Alaskan war front.

This new source of oil, which is comparable in size to a major United States oilfield, eliminates the dependence of our forces upon tankers, thus overcoming for our Alaskan defenses the inherent danger of transporting oil and other fuels over long water routes to Alaska.

This oil and its strategic location, therefore, may be the deciding factor in our offensive operations against Japan, and may bring victory to our field forces more quickly and at lower cost than was formerly considered possible.

The possession of oil may, in fact, be the deciding factor in our struggle against the enemy.

Hash Marks

Asks Max Miller: "Why is it that the fan dancer with the least number of fans is the fan dancer with the most number of fans?"

Yoo, hoo, WACs, another of our dreams has been blasted. Always considering the feminine sex, small and



dainty, we were knocked off our props by a statistician who rose up last week and claimed that WACs have big feet. The Washington guy bases his theory on a Quartermaster bid for 28,000 pairs of wool socks—the bulk of them size 8½ to 11. The statistician argues that any girl who wears a size 10 sock needs a size 7½ to 8 shoe, and any gal who wears a size 7½ to 8 shoe needs big feet to fill them. Say it isn't so, girls, say it isn't so.

Signs of the times. And while you're sweating out your spam and stuff, Harvard college undergrads are threatening to strike for more and better food. The college lads are griping because they can't get enough sandwiches of cream cheese, peanut butter and jelly. Ain't dat tough!

Sgt. Bob Ruskauf, managing editor of the Camp Adair Sentry, offers three definitions in connection with a soldier's furlough. Furlough—A wonderful thing you only begin to appreciate during the last few hours. Army Camp—What makes a furlough seem something that happened ages ago 20 minutes after you get back to the post. Friends—Three-fourths of the swell people you didn't have time to see while on leave.

Fun in the Navy. The two shore patrolmen who saw the young sailor walking down San Francisco's Market Street



thought there was something wrong about his shape—for one thing, the sailor bulged in places where sailors don't, ordinarily. Then they saw the guy throw a left-handed salute and decided it was time to investigate. As they stepped up, the sailor's cap fell off, and down tumbled a pile of hair, waist length. So the sailor broke down and confessed—she was Rosella Black, she was wearing the uniform for a gag, and "would the nice, handsome shore patrolmen please let her go back to her sailor friend because he was waiting for her to bring back his clothes?"

Ode to a Second Lieutenant. "Twinkle, twinkle, little star—how I wish you were a star!"

PRIVATE BREGER



Lt. Dave Belger Britain
 "I still don't like our protection against flame-throwers!"
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Sergeant Resurrects Crippled Forts

'Keep 'Em Flying' No Mere Slogan To This Expert

By Richard Wilbur
 Stars and Stripes Staff Writer

STRATEGIC AIR DEPOT AREA HQ, Oct. 17—With a scrap of paper in his hand, M/Sgt. Jack Campbell, of Seattle, hopped into The Hut here, and raced off to help get \$2,500,000 worth of damaged Eighth Air Force blasting power back into the air over German-held Europe.

Five Flying Fortresses were down through mishap in different parts of England. Sgt. Campbell, only enlisted man in the ETO who is an inspector of crippled bombers, had the locations of the Forts written on the scrap of paper. His only other equipment was a brainful of engineering savvy, and The Hut, a jeep enclosed with salvaged metal from a Fort tailpiece.

The recommendation the sergeant made, after inspecting each Fortress, was the leading factor in getting the damaged bomber where it could pay off highest against the Nazis again.

The sergeant in The Hut hit the highway with ample justice to a special permit—"Operational needs make it necessary that the driver of this vehicle exceed the speed limit." He was off for the first objective on a tour of operations that involved delving through 400 miles of winding English roads in 24 hours.

"Let's get out the scoreboard," said the sergeant, and grabbed a road map of Great Britain.

Sixty miles on the scoreboard . . . a Detour sign ahead. On the road to its field was Fortress No. 1, lying nose down in a pool of oil. Campbell, out of The Hut in a hurry, carefully inspected the outside and inside of the Fortress in less than 15 minutes, then talked with the engineering officer of the bomber station.

Reconstructs Each Accident

At this, as on each inspection, M/Sgt. Campbell estimated how many man-hours it would take to repair the Fort, what kind of material and how much would be necessary, and made recommendations—for repair or salvage—by telephone to his boss, Lt. Col. Wallace H. Williams, head of maintenance and supply in Eighth Air Service Command, who was a master sergeant himself once. As he worked, and talked with officers or MP guards or townspeople, Campbell also mentally reconstructed how each accident happened.

Accident of Fortress No. 1: Fog, traffic over the field, and the late hour of landing combined in causing the ship to overshoot the emergency runway, shear off its landing gear, and end up straddling a ditch. Repairs necessary: New landing gear and either repair No. 2 nacelle or replace inner wing panel.

The sergeant estimated that Fortress No. 1 could be put back in commission within 30 days, the present time-limit for repairing bombers as a whole—otherwise, they are "Cat E'd" (classed in Category E) and salvaged for their parts. But the sergeant recommended that Fortress No. 1 be Cat E'd.

"Right now, this field needs parts to get several other planes off the ground," he explained. "Quickest use for this damaged Fort is to reduce it to its component parts—then the parts will get the other planes back into the air right away." Seventy-three miles . . . a RAF fighter



A few hours after a Fortress crash-lands in England, it's inspected by M/Sgt. Jack Campbell, of Seattle. His report starts the Fort on its way back into action over Germany—either as a repaired whole or as salvaged parts used in other bombers.

base, Fortress No. 2, on her feet, looked intact in a perfect landing at the far end of the field. But up close, Campbell said: "Fighter and flak evidence." He put it mildly. Inside, he took one look at the cockpit. A 20mm. shell had exploded, smashing the instrument board, severed all the cables, and started a fire.

"Brother, that pilot had no instruments when he landed. That," said Campbell, "was a pilot."

Accident of Fortress No. 2: Running out of fuel, and without brakes, the pilot brought down his plane, and when he saw a fence ahead, neatly looped the ship and taxied it into position. Repairs necessary: New nose section, new instruments and braking system, two new engines, extensive sheet-metal repair on fuselage, repair of spar on left outboard wing at trailing edge. Fortress No. 2 ready for battle again after three weeks work by a mobile repair unit.

A first sergeant at this RAF base, where some American troops new to the ETO are temporarily stationed, came up with some complaints about having to use his men as guards for the crippled Fort. M/Sgt. Campbell quoted, in what sounded like full, Air Service Command Memorandum 65-6, and added some full, forceful comments on the value of Fortress No. 2 to the Allied war effort. The first sergeant looked down at his feet, and listened.

New Engine Fitted in 8 Hours

Forty-one miles . . . a USAAF fighter station. Fortress No. 3 stood upright, apparently unharmed and harmless. But one engine was damaged, and inside the ship—a full bomb bay load. Accident of Fortress No. 3: An engine had conked out as the plane started on its mission, creating a fire hazard, and the pilot decided the safest bet was to land. Repairs necessary: a new engine. Fortress No. 3 ready for battle again after eight hours work by air depot mechanics.

The flying control and ordnance officers at the station had some words from M/Sgt. Campbell about removing defused but still dangerous bombs from Fortress No. 3.

The sergeant in The Hut pushed on through a heavy fog. Visibility zero, except for telephone poles looming up regularly on either side. "This English fog isn't bad when the telephone poles stay on the sides of the road," he said. "It's when they start coming straight at you that I don't like." An overnight stop, and he relaxed a while.

Since arriving in the ETO last May, Campbell has traveled about 27,000 road-miles, averaging 3-4,000 a week. He has already run through a repertoire of a first jeep, a recon car and a station wagon. The Hut, his second jeep, is now on its second engine.

Sleeps in Jeep

English roadside accommodations being what they are in war-time, the sergeant has slept in The Hut many a night, when he couldn't find a nice warm country jail. That's why the jeep was made a closed car—the first transformation of its kind in the ETO—by a mobile repair unit.

After the mileage that Campbell has covered, he has things down to split-second timing. Occasionally, he estimates ahead the exact time when he'll be passing under some railroad bridge in the next shire. That's the time he passes under that railroad bridge. He doesn't find English corkscrew roads any hazard, because he was born in Denver and acquired gymnastic driving abilities at the age of 14, as a tourist-bus driver—with megaphone—near some of the best precipices in the Rocky Mountains.

Dawn . . . 35 miles . . . a meadow just outside a town. Fortress No. 4 was splattered all over the meadow, on both sides of a creek. Two engines were in the creek, another was in a neighboring field. The fuselage was mashed, twisted, and disjointed. "Kay-splunk. Forty-nine thousand, seven hundred and eighty-three pounds when she hits," Campbell said. Then he walked around sadly for a

second. "After all, she's only a baby," he said.

Accident to Fortress No. 4: Out of fuel and with their instruments smashed, the crew bailed out over the town, and the Fort free-wheeled down, sheared an oak tree and lost its right wing, landed right-side up, skidded 100 yards on its belly, hit the creek, and turned over on the other bank. Cat E'd as a total loss.

But even classed as a total loss, Campbell said, the wreck had some valuable material to be salvaged—radio equipment, armor plating, engine accessories. Out of more than 250 bombers he has inspected since May, only two have been completely scrapped.

Parsnip Field Difficulty

A hundred and eighteen miles . . . "Do you know where there's a Fortress down around here?" Campbell asked at a farmhouse. Two kids, Johnny and sister, said they did. The sergeant scooped them up into The Hut, and they showed him the way to a parsnip field. Fortress No. 5 stood there, in just about the same spot, Johnny and sister said, where a RAF bomber crash-landed a year ago this month.

Accident of Fortress No. 5 . . . Her four engines damaged, the Fort got back as near to home base as her pilot could bring her. Repairs necessary: Four new engines, new nose and ball turrets. But could the Fort be flown out of the parsnip field? A 400-yard runway would have to be built—matting if good weather, asphalt if wet weather. (The weather looked wet.) Could it be done, would it be worth it, or should Fort No. 5 be Cat E'd for its component parts—M/Sgt. Campbell thought it over as he started the homeward trek back to this headquarters.

Campbell's work here will soon involve fewer inspections and test flights, and more research and general engineering. That will mean being farther away from the war than he wants to be. Despite a war plant job with Boeing Aircraft, a wife and two kids, Dan and Dick, plus Boeing's vigilance against his doing so, Campbell joined the army a year ago—"I went on a vacation, and enlisted," he said. He wanted to be a gunner. His age, 36, prevented him.

Starting out as an aircraft mechanic, and private, in September, 1942, Campbell became a master sergeant in four months. In September, 1943, he became the author of Memorandum No. 70-9: "Procedure for Handling Aircraft Through a Depot"—an 11-page directive. Those are a couple of the things he has behind him when he begins a bantering conversation with a local lieutenant, "Now listen, Junior—"

Notes from the Air Force

THE cool courage of S/Sgt. Alois M. Carlson, 26, of Minneapolis, Minn., enabled the Flying Fortress Slightly Dangerous to drop its entire bomb load on targets at Emden, Germany, recently after the plane's bomb releases had failed to work. The bombardier notified Carlson, a waist gunner, by interphone communication that the lights on the bombing panel showed four bombs still unreleased. Unhooking his oxygen line, Carlson picked up a walk-around oxygen bottle and, without his parachute, entered the bomb bay. He threaded his way along the catwalk in a temperature of 36 degrees below zero thousands of feet above enemy territory to kick the last four bombs loose. "It only took five minutes," he said later.

THE Royal Air Force is now experimenting with the use of "flak suits" for the protection of its air crews, it was reported Thursday. The suits were developed by the U.S. Eighth Air Force after it was found that a large number of injuries to the air crews were caused by splinters from anti-aircraft shells.

Willkie Urges Plans to Keep Post-War Peace

Opens Campaign With Rap At FDR's International, Domestic Policies

ST. LOUIS, Oct. 17 (UP)—Wendell L. Willkie, in his opening bid for the 1944 Republican Presidential nomination, yesterday criticized the Democratic party's administration of both domestic and international affairs and proposed the establishment of plans to preserve post war peace on a "world basis."

Willkie urged the Republicans to take leadership in formulating the international program and domestic policy looking forward to a "society in which every man is guaranteed a job and a chance to get ahead." He also advocated the expansion of economic opportunity for individuals plus measures to "protect everyone in the event of unemployment, accidents, bad health, incapacity and old age."

The defeated Republican candidate for the Presidency in the 1940 election said that he would like to see the United States do its utmost "to bring Great Britain, Russia, China and the U.S. to a point of understanding where they will make a joint declaration of intention as preliminary to forming a common council of the United Nations." He added that the U.S., with other nations, must be willing to agree "to bear its share in any military effort to prevent or repel aggression."

Willkie also said that he was opposed to many of the policies, both domestic and foreign, of the present government and that he had dedicated himself to the removal from office of the men and group in power. "The ending of that power," he said, "is necessary not only for the preservation and development of a free society in the U.S., but for the hope of a free society in the world."

Willkie spoke at the Kiel auditorium here in answer to a questionnaire from a group of Missouri Republicans about his foreign and domestic policies.

Civilians May Get More

WASHINGTON, Oct. 17 (AP)—America's production of war supplies has almost reached a peak, and henceforth some scaling down in favor of more civilian goods will be possible.

This condition is attributable to two circumstances: First, the gigantic task of building or converting factories into munitions output has been completed; second, the advanced state of war operations, particularly in Europe, now permits military and naval planners to estimate future needs with greater certainty.

Dried Egg Makers Jailed

ALBANY, N.Y., Oct. 17—Convicted for conspiring to defraud the government in overseas Lend-Lease dried egg powder shipments, four New York egg company officials received sentences from a year and a day to four years in Judge Stephen W. Brennan's court here over the weekend. He also fined the Samuel Dunkel Co., of New York, \$20,000 and the Sondra Egg Products Co. \$10,000.

Biggest Hangar for Goodyear

AKRON, Ohio, Oct. 17 (UP)—The nation's largest aircraft hangar is now under construction by the Goodyear Corp. here to house U.S. naval planes during testing operations. Costing \$3,000,000, the hangar will be 1,000 feet long, 240 feet wide and 62 feet high. The airport already has one of the largest "blimp" hangars ever built.

Italians Would Fight Nazis

FLORENCE, Ariz., Oct. 17—Col. William A. Holden reported today that many Italian prisoners of war in the internment camp here were anxious to return to Italy to fight the Germans. He said that they expressed jubilation when Italy declared war on Germany, but that he had advised them that their status for the present was unchanged.

Permanent Air Raid Shelters

WASHINGTON, Oct. 17 (AP)—Permanent air raid shelters will be built into British business buildings to be constructed after the war, Alfred Bossom, member of Parliament, told a press conference. He said four to five million homes must be built within ten to 12 years after the war.

Women Workers Praised But Man Is Still the Top

DETROIT, Oct. 17—The 35,000 women war workers employed at the four largest Ford Motor Co. plants in this area are, job for job, out-producing the men in most cases, but they still are the "weaker sex" in modern factory life.

Efficiency experts, surveying the women war workers' progress, reported that the factories were adjusted to suit the women, and not vice versa. Men, it was said, did not work

U.S. Sergeant Snares Nazis With Jap Trick

WASHINGTON, Oct. 17—The American use of a Japanese trick to trap Germans at Salerno was revealed here by Maj. Gen. E. G. Chapman, chief of the Airborne Command at Camp Mackall, N.C., who has returned from Italy where he made a study of airborne techniques.

Gen. Chapman told how a force of paratroopers was dropped behind the enemy lines at Alta Villa when pressure on the Salerno bridgehead was severe.

One of the sergeants of the paratroop unit was a graduate of Heidelberg. He was close enough to the Germans to hear conversation. "Move down the road to your right," he called in the accents of a Nazi command. The Germans complied and were picked off by the American riflemen.

Malaria Far More Deadly Than Japanese in Pacific

WASHINGTON, Oct. 17—Malaria is the No. 1 enemy of the Allied soldier in the southwest Pacific—20 to 25 times more dangerous than the Japanese, according to Sir Alexander Hood, director general of the British Army medical services.

He told a press conference that illness put as many men out of action in the battle of Alamein as bullets.

Improved medical services and front-line surgery, however, are saving lives that would have been lost in the last war, he said, adding that the use of air transport for evacuation of sick and wounded has reduced travelling time to base hospitals in some cases from a week to two and a half hours.

Premature Baby to Gene Tierney

WASHINGTON, D.C., Oct. 17—Screen actress Gene Tierney, wife of 2/Lt. Oleg Cassini, gave birth prematurely to a three and one-half pound daughter over the weekend. Physicians said that the baby will have to remain in a hospital incubator for about six weeks.

Welles Suggests World Pact Now

Wants Four Great Allies To Effect a Post-War Agreement at Once

NEW YORK, Oct. 17—Sumner Welles, former U.S. undersecretary of state, urged over the weekend that a post-war cooperative agreement between the United States, Britain, Russia and China within the framework of the Atlantic Charter be negotiated now.

Addressing the Foreign Policy Association's 25th anniversary luncheon, Welles said that "each step we take today in the field of foreign policy will determine our nation's course in the months and years to come." He suggested that a United Nations executive council be created to decide non-military issues.

Declaring that the U.S. was second to no global power in armed might and material resources, he added, "We are the greatest democracy in the world today. We covet no inch of territory and we possess no imperialistic ambitions."

In a message to the meeting, Prime Minister Churchill said: "The time is soon coming when the free citizens of each great democracy will have to choose, and put their strength behind, whatever international policy appears to them best designed to ensure the future security and prosperity of their country and the world."

Chicago Has a Subway

CHICAGO, Oct. 17 (UP)—Chicago's first underground railway was formally opened Saturday and regular service started early today. The first stretch, begun in 1938 and costing \$57,200,000, is only five miles long, but is part of a 46-mile system to be completed after the war. The elevated lines' 455 trains will use the subway.

Radio Static Eliminated

NEW YORK, Oct. 17 (UP)—Radio owners will be able to enjoy programs after the war completely free from any interference by the use of the new "static eliminator" now on active service with U.S. armed forces, the magazine "Radio News" predicted today.

Luce, Hughes Buy Stock In Latin-American Airline

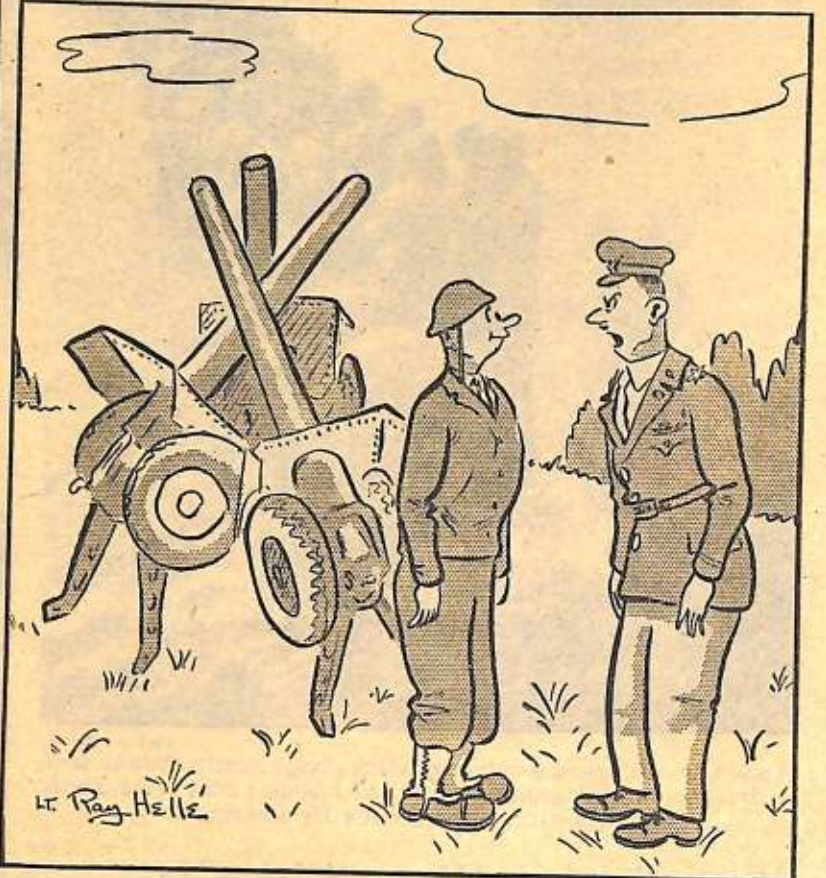
NEW YORK, Oct. 17—Wall Street reported that Henry Luce, publisher of the Time-Life-Fortune magazine chain; Howard Hughes, the millionaire flier, and Transcontinental and Western Air Corp. had purchased interests in TACA, the Central American airline.

Wall Street circles pointed to the fact that Hughes and Henry J. Kaiser had a partnership for the building of flying-boats, and said that the stock purchase obviated the possibility that the Central American line might enter into a deal with British Overseas Airways, obviously for the post-war flying boom expected.

U.S. Not to Hog Seas After War, Land Asserts

NEW YORK, Oct. 17—The post-war merchant marine plans of the United States include collaboration with other United Nations and not an ambition to "hog the seas," according to Vice Adm. Emory S. Land, chairman of the U.S. Maritime Commission.

"We'll play ball with anybody who is willing to play ball with us," Adm. Land told members of the Propeller Club at its annual dinner. "All we ask is that our legitimate requirements be accepted by our friends abroad."



"Who the hell told you to stack arms?"

Diane



Male Call



By Jean Baird



By Milton Caniff



Blondie



By Chic Young



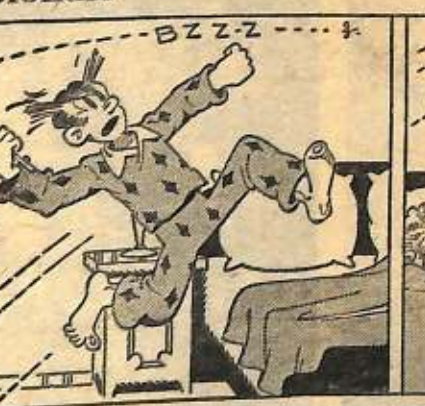
Blondie



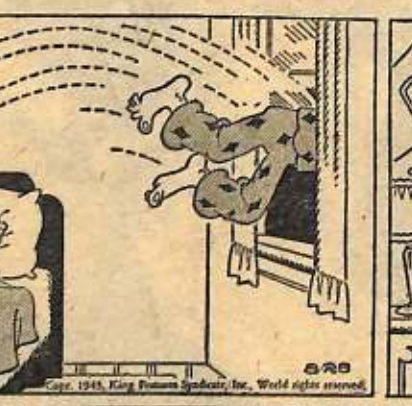
Blondie



Blondie



Blondie



Blondie



Blondie



Bucket Brigade In Reverse



Keystone Photo

These GIs aren't passing buckets of water along a human chain to stop a fire—they're passing ammunition from a landing craft in the South Pacific to start many a fire at a Jap stronghold.

Eleanor Dines With GIs



Keystone Photo

Our touring First Lady, Mrs. Eleanor Roosevelt, gets first hand information on Australia as she chats with her lunch-con hosts at an American camp somewhere "down under."

Present For The Japs



Associated Press Photo

A Filipino attendant aboard a U.S. carrier autographs bombs which were later dropped on Japs in the Gilbert Islands.

He's On Our Side



Associated Press Photo

Peering from a camouflaged emplacement is an American soldier of Japanese descent. He's as anxious to upset Hirohito's appraisal as you are.

It's KP—But Fun!



Associated Press Photo

Sweet and Lovely



This curvaceous eye-ful is Marjorie Lord, who adds that essential feminine appeal to Charles Boyer's newest film, "For All We Know."

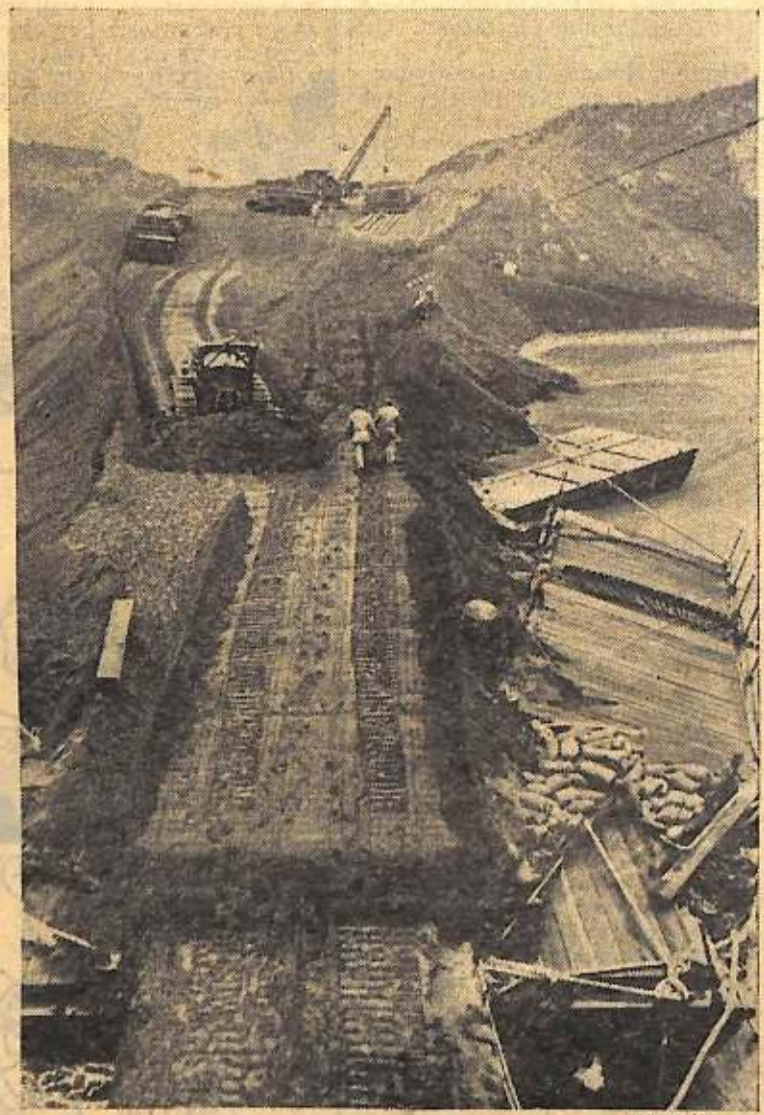
What's She Got That I Aint?



Stars and Stripes Photo

Willie Shore, MC of the USO Camp Show, "Band Wagon," compares "Leg Art" with Josephine Del Mar. The interested judge is Cpl. Arnold Johnson, of Avon, S. Dakota.

Fixing the Attu Springboard



OWI Photo

Labor battalions carve new sections of the Tokio trail from the Attu wilderness so Uncle Sam can test the Aleutian springboard.