

Berlin Hit Again; Luftwaffe Shuns Fight

Puppet Tells Of New Rule In Hungary

Cites Aid to Nazis Against Common Foe; Report Rumanian Thrust

In high-sounding phrases full of "traditional friendship" and "comradeship in arms," a new Hungarian government headed by an apparent Hitler puppet last night confirmed that the German Army had occupied the country "to assist Hungary against the common enemy."

In the first Axis admission that Hungary had been invaded, the communique announced that Premier Nicholas Kallay had resigned and that Adm. Nicholas Horthy, the regent, "has entrusted M. Doeme Szojaj, up till now Hungarian minister in Berlin, to form a new government."

The announcement, delayed until German troops had achieved complete domination of the country, came at a time when Hitler appeared to be holding a threat of similar occupation over Bulgaria and Rumania unless they intensified their war efforts.

Budapest Radio Off

Possible Russian countermeasures to check Hitler appeared under way, with Soviet bombers reported flying over Hungary's eastern frontier yesterday and Budapest radio off the air at 7:48 PM last night—possibly because of new Red air sorties.

The new Hungarian premier, well known for extreme pro-Nazi sympathies, has been minister to Berlin since 1935. Sixty years old, he was attached to the Austro-Hungarian general staff in the last war and from 1925 to 1933 he was military attaché at Berlin.

The official communique said the German Army had arrived in Hungary "on the strength of a mutual understanding" to aid prosecution of the war "and in particular to intensify the effective struggle against Bolshevism."

Shortly after a transmitter identifying itself as Free Hungarian Radio broadcast that Adm. Nicholas Horthy, regent of Hungary, and his aides had been imprisoned in Germany, the Swedish press printed Swiss dispatches saying that more than 600 persons had been arrested in Budapest alone in the first two days of the Nazi occupation.

Hungary's Parliament appeared to have abdicated for the duration, having adjourned "for an unspecified period."

In Bulgaria, telephone, telegraph and radio services were reported by Ankara to be firmly under German control. Another Turkish report, quoted by Hitler's own German radio, said two Nazi security divisions had arrived in Rumania. Their purpose ostensibly was to round up German deserters from the Eastern Front.

The German activity in the Balkans undoubtedly stemmed from the unexpectedly speedy advance of the Red Army toward the border of Rumania proper. Hitler, preferring not to rely on the none too certain loyalty of his satellites, appeared to have decided to control the lines of communication through Hungary himself and to establish German troops in the Carpathian passes now being approached by the Russians.

N.Y., Arizona OK Vote Bills

WASHINGTON, Mar. 22—Two more states—New York and Arizona—enacted legislation yesterday which will allow servicemen to vote under a state-regulated system.

Gov. Thomas E. Dewey, meanwhile, informed President Roosevelt by telegram that his state's new voting law complied in every respect with provisions of the federal bill relating to state ballots. Under terms of the bill, the State War Ballot Commission will receive applications and mail ballots through noon Oct. 15. Marked ballots will be accepted through Nov. 3. A postcard application will be sent to every member of the armed forces eligible to vote.

At a special session of the Arizona Legislature, Gov. Sidney P. Osborn signed a bill which advances the state primary from Sept. 12 to July 18, and calls for the airmailing of small, lightweight ballots to members of the armed forces 60 days before an election. Arizona's bill also provides that registration of a soldier, sailor or marine may be made by parents, spouse, next of kin, or a friend.

Caught With Their Panzers Down



Tanks and armored vehicles of Germany's elite panzer corps stand wrecked and deserted in the mud near Uman, city on the southern Ukraine front captured ten days ago by the Reds. Yesterday Russians were reported 120 miles southwest of Uman.

Strongpoint Guarding Odessa Falls; Reds Open Vitebsk Push

Pervomaik, one of the two principal Nazi strongpoints guarding the great Black Sea port of Odessa, was captured by the Russians yesterday even as Berlin revealed the launching of a new Soviet offensive southeast of Vitebsk in White Russia, far to the north.

Seizing of Pervomaik, about 125 miles up the Bug from Odessa, wrested from the enemy an important railway junction where the line from Kirovograd to Balti crosses the river.

Thus it narrowed the Nazi bulge east of the Bug, laid open Nikolaev to the southeast to an outflanking attack and increased the danger to an estimated 12 Nazi divisions threatened with encirclement.

Moscow said nothing about an offensive in the north, but Col. Ernst von Hammer, military commentator of German News Agency, reported seven Red infantry divisions and several tank brigades attacked and achieved breakthroughs at some points.

Might Unhinge Front

Vitebsk, at the northern end of the central front, has been regarded as the key to the Baltic states and its fall might unhinge the Nazi line all the way to Riga.

In the south, with advance units of Marshal Ivan Koniev's army only 20 miles from the Pruth River and the Rumanian border, fierce air battles raged over the Dniester crossings as the Russians poured more and more troops into Bessarabia.

Their bridgehead here was 40 to 50 miles wide and ten to 20 miles deep. Heavy fighting was reported northeast and north of Balti, the rail junction from which a line runs south to Jassy and the Danube port of Galatz.

Von Hammer said the main weight of the Soviet attacks along the Dniester had been shifted to the Tarnopol-Proskurov sector southeast of Lwow, where what he described as "extraordinarily strong forces" attacked with 250 to 300 tanks and "an array of rifle divisions."

29 U.S. Soldiers Killed By Accidental ETO Blast

Twenty-nine American soldiers were killed and eight injured, at least one seriously, when explosives were set off accidentally in training activities somewhere in England, ETOUSA headquarters announced yesterday.

Arnold Asks Girl Army Pilots; Men All Going Across

WASHINGTON, Mar. 22 (UP)—Legislation to give women pilots commissions in the regular Army was urged today by Gen. Henry H. Arnold, Army Air Force chief, who explained: "I expect to have every man flier out of the U.S. and overseas fighting."

Women pilots now are used for ferrying planes; their status is that of civilians.

The need for fighting men is so severe, Gen. Arnold said, that the air forces have returned to the ground forces about 36,000 men rather than hold them until there is room for them in flying schools.

20 Nazi Planes Blasted By Two Mosquito Pilots

Luftwaffe ground crews yesterday were sorting out the wreckage of 20 aircraft destroyed by two pilots, an American and a Canadian, in one of the biggest bags ever claimed by two planes on a single patrol. Two RCAF Mosquitoes on a 1,000-mile round trip destroyed three Nazi aircraft in combat, left four others blazing on the ground and damaged 13 more parked on airfields.

Piloting one Mosquito was 1/Lt. James Luma, 21, of Helena, Mont. Originally with the RCAF, he was transferred to the USAAF and is now assigned to his old outfit, F/Lt. D. MacFayden, of Toronto, piloted the other Mosquito.

Reluctance Mystifies Yanks; Cloud Was No Deterrent, They Say

Estimated 1,400 Tons Hurlled Onto Reich Capital, Possibly Including Some Of New Giant Incendiaries

Virtually unchallenged by the Luftwaffe, Flying Fortresses and Liberators of the U.S. Strategic Air Forces bombed Berlin for the fifth time yesterday, loosing an estimated 1,400 tons of bombs on the battered German capital.

The size of the force was not officially disclosed, but it was estimated to be around 600 heavy bombers, escorted by approximately 800 fighters. Preliminary reports indicated that losses were comparatively light.

Skies above Berlin were cloudy enough to force the American bombardiers to use the scientific cloud bombing method, but both fighter pilots and bomber crews said upon their return that cloud conditions were not sufficient to have kept Luftwaffe fighter planes on the ground.

Flak, however, was the heaviest yet experienced over Berlin, they said.

Thirteen bombers and nine fighters failed to return, headquarters announced.

Huge fires in the capital were reported by the returning airmen, who said they could see great stretches of the city through breaks in the clouds.

Some of the smoke pillars, they said, rose as high as 5,000 feet.

The lack of fighter opposition was the chief subject of discussion among returning crews. They said the clouds appeared to start about 1,000 feet off the ground, thus giving German fighters ample opportunity to take off, and extended to 10,000 feet, with clear sky above.

The Luftwaffe, far from beaten, possibly had decided that conditions were not ideal for visual bombing and therefore it was not worthwhile to risk its dwindling fighter strength in attacks on the heavies.

Thunderbolts, Lightnings and Mustangs shuttled back and forth over Germany for more than six hours without opposition, including two hours spent over Berlin itself. A few of the fighters then swept down to shoot up a dozen locomotives, three coastal vessels and other targets. Only one aircraft was claimed and that was an He177 four-engine bomber that was shot down as it took off from a German airfield.

A few bomber crewmen and fighter pilots said they had spotted German fighters, which kept their distance. "I thought I saw some Messerschmitt 109s on top of the cloud," said 1/Lt. Gerald Leinsweber, of Houston, Tex., a Lightning pilot. "We dived down there, but before we reached them they stuck their noses into the clouds and disappeared."

Another P38 pilot, Capt. Joseph Meyers, said: "I kept wondering all day what had happened to the Luftwaffe, since I didn't even have a single report of 'bandits' on the radio. Nobody seemed to be even discussing them any more."

In addition to high explosives and other incendiaries, the American bombers possibly hurled on the German capital 500-pound "block-burner" incendiaries, known as the M-76, use of which in the European theater was revealed in Washington yesterday.

The War Department said that the huge incendiary, whose destructive power was "tremendous," could not be extinguished once it had started to burn. It contains a mixture of jellied oil and powdered magnesium.

Incendiaries now form about 60 per cent of the bomb loads dumped on

(Continued on page 4)

Pilot Training Programs Are Lengthened in U.S.

FORT WORTH, Tex., Mar. 22—The Army has added nine weeks to the training period for fighter pilots and five weeks for bomber pilots. The revised program is now in effect at all AAF flying schools. It was announced that the reason for the longer course was that requirements of combat air forces were being filled adequately and that it was possible to slow down the tempo of pilot training.

No Guns, No Hits, No Errors

Yank Yells in His Best German To Capture a Shot-Down Nazi

A U.S. BOMBER BASE, England, Mar. 22 (AP)—A former Buffalo (N.Y.) fireman armed with nothing but nerve and an ability to speak German captured a Nazi airman singlehanded less than five minutes after the latter parachuted from a Ju88 that crashed in the middle of the landing field here early today.

The plane, one of a German force trying to reach London, was shot down by a RAF night-fighter in a spectacular dogfight.

Roaring down over this base's barracks, the Ju88 ploughed into a parked bomber, killing two men in the Nazi crew. One other crewman also bailed out but was captured near another airfield.

S/Sgt. Stephen J. Gehl, chief of the aviation fire-fighting platoon, was racing to the crash on a bicycle when he sighted a floating parachute less than 100 yards away.

"I was probably just as scared as he

was, but I jumped off the bicycle and shouted to him to halt," Gehl said. All his conversation with the prisoner was in German.

"He got up on one knee as I approached and then threw his hands over his head. I could see him only as a shadow in the glow of the burning plane."

"Are you German?" Gehl demanded.

"Yes," came the quick reply.

"Then advance."

A husky German flying officer obeyed the command without offering a sign of resistance.

"He appeared pretty badly wounded and seemed damned glad to be captured," Gehl said.

"When I asked him if he was hurt he held out both hands as if his wrists were broken and asked if I had any bandages. His face was bleeding badly."

The German had a pistol holster, but it was explained that he must have lost his gun on the way down.

P47s Dive 25,000 Feet, Blast Huge Nazi He177

A THUNDERBOLT BASE, Mar. 22—Four Thunderbolt pilots, on the way to rendezvous with American heavy bombers, today destroyed a Heinkel 177, Germany's biggest bomber—bigger than the B17—as it was taking off from a field just inside Nazi territory.

Capt. Earl L. Abbott, of Erie, Pa., leading the flight, which included 1/Lts. Richard C. Brookings, of Los Angeles; John F. Thornell Jr., of East Walpole, Mass., and Edmond Zellner, of Hazleton, Pa., spotted the plane, when they were flying at 25,000 feet. They dived so fast they were close enough to fire before the Nazi had climbed above 150 feet.

THE STARS AND STRIPES

Printed at The Times Publishing Company, Ltd., for U.S. Armed Forces, under auspices of The Special Service Division ETOUSA. Contents: subscription 26 dollars 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. All material appearing in this publication has been written and edited by uniformed members of the Army and Navy except where stated that a civilian or other outside source is being quoted. Editorial office—The Times, Printing House Sq., London, E.C.4 (Tel. Cen. 7000). Business and circulation offices—37 Upper Brook St., London, W.1 (Tel. ETOUSA 2133). Vol. 4, No. 121, March 23, 1944

Salute to Heroes

In the autumn of 1942 peoples of the Allied nations, hungry for a major victory, were electrified by the come-back drive of an Army which had been driven to the very brink of disaster—the British Eighth Army.

The story of this superb fighting machine and its North African campaign, prepared by the Ministry of Information, was yesterday made available to the public.

The book, "The Eighth Army," is essentially the soldier's account of battle, frank about the days of disaster and modest in the days of triumph. It brings to light the principles underlying the success of an army which overcame disheartening obstacles—principles that should be brought to mind at this time when the greatest test of all lies before the Allied forces.

Basically the story shows what an army can achieve by its dogged determination and the fine fighting of its officers and men against a better-equipped fighting force.

Within three and a half months after sustaining a shattering defeat the Eighth Army gained an even more shattering victory. Undaunted by defeat, it advanced 1,400 miles over the roughest kind of country, inflicted some 75,000 casualties on the enemy, destroying not only his armies but also an empire and many reputations, chief among them Rommel's. It smashed the "invincible" Afrika Corps, bettering the enemy's best in three major points of military tactics—the use of armor, the combined use of land and air forces and the use of artillery.

In providing a fitting prelude to the entry of American forces into the North African campaign the Eighth showed that a force, though suffering many setbacks, will rally under leaders who inspire confidence.

The fall of Tripoli brings the book to a close, but the Eighth Army is marching on, a vital cog in the Allied war machine, and that story will come later.

The Quislings Squeal

From Stockholm come reports that Norwegian traitors, local bosses and members of the Nasjonal Samling, are now resigning in increasing numbers from Vidkun Quisling's party.

This action is another indication that the cracks in the Axis structure are widening; for these Quislings have seen for themselves that each new Gestapo drive not only fails to crush Norway's underground movement but actually strengthens it.

The Norwegian underground is growing so strong and becoming so daring that the German General Rediess recently sent contingents of German police to raid key towns which serve as underground strong points. Outside forces have to be called in because, despite the offer of high wages and extra rations, Nazi authorities cannot find a suitable number of loyal recruits for a local police force.

Realizing this and sensing the disaster that will befall them with the coming of the Allied invasion, the Quislings are desperately striving to desert their masters, but there is no escape. Deserters find they are in danger of their lives between the underground and the Gestapo which refuses to protect them.

The situation in Norway presents an uncomfortable picture indeed to the Quislings who will be forced to show their hand in Hitler's scheme for the occupation of Hungary, Rumania and Bulgaria. Their glory is short-lived—their fate certain.

An Encouraging Sign

Axis leaders hoping for a split among the United Nations or for an "easy" peace surely found little to comfort them in Secretary of State Cordell Hull's foreign policy statement.

In re-defining United States foreign policy, Mr. Hull made it quite clear that, to retain their place among the nations of the world, the peoples of Axis countries will have to repudiate their military castes and demonstrate clearly their desire and ability to live in peace and harmony.

Any hint of disagreement among the Allies was blasted by Mr. Hull's reaffirmation of the Declaration of the Soviet Union, Great Britain, the United States and China, signed in Moscow last autumn.

It is of interest to note that the statement was issued to meet what the State Department calls "the growing interest in this nation's foreign policy." Increased interest in world affairs by the man on the home front is an encouraging sign to the fighting man who will welcome intelligent cooperation when, as a civilian, he returns to use the ballot to uphold the policies he has fought for with the gun.

Hash Marks

Overheard at a dance: First GI: "Say, did that girl tear her dress or am I seeing things?" His pal: "Both!"

The manpower shortage back home must be pretty bad. A guy back there says he knows an old maid who has set as many traps as the Russians.

Pfc S. Sackman, who deals with requisitions, got quite a start the other night when he came across a request from a



"Signal Pigeon Company" asking for eight pairs of overshoes. For the rest of the evening he was haunted by visions of the little winged birds strutting around in arctic—and who could blame them with the ETO mud being what it is.

Another peppy little verse from the pen of Sgt. Richard Engnath: In order to reach your destination, or see some Bloke-On-Trent, To arrive there feeling peppy without all energy spent, Ignore all directions sounding trite and complicit

If they end with the ominous, "You simply cawn't miss it."

Signs of the Times. A lunch counter sign somewhere in the Midwest reads as follows: "Gypsy Rose Lee Sandwich—chicken with little dressing."

Tradition says topkicks are tough; so they have to be tough and that's that. It was one of those cold, misty mornings in N. Ireland. A Pvt. stumbling through the darkness to reveille formation noticed the first sergeant shaking visibly. "It's cold, isn't it?" mumbled the Pvt. timidly. "I'm shivering, too." The sarge covered up quickly by remarking, "Shivering? Who's shivering? I'm just vibrating with health."

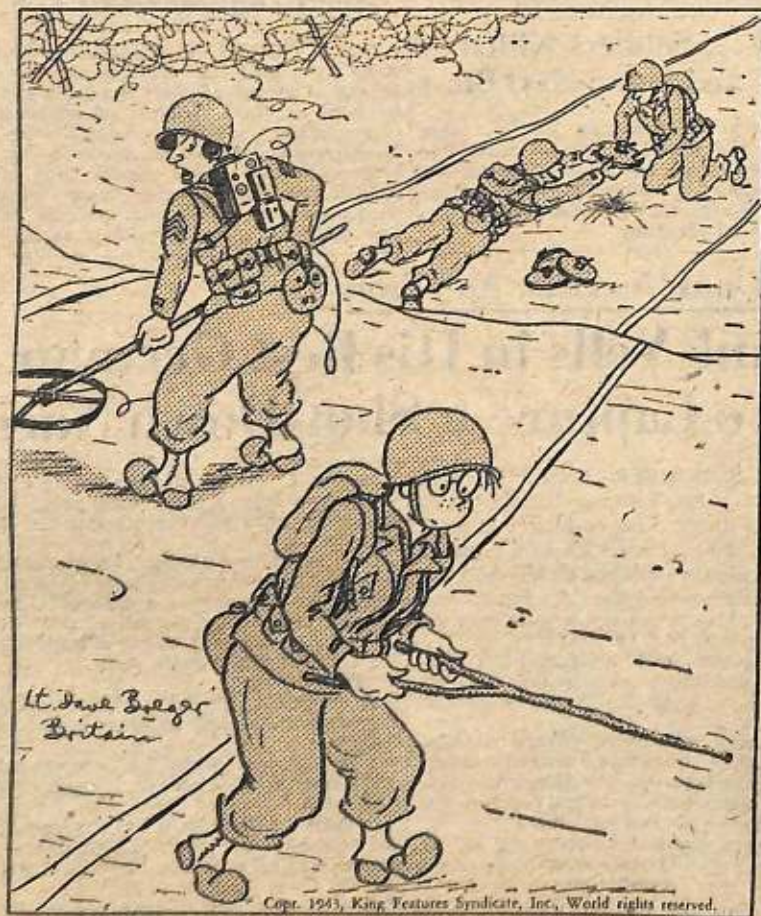
GI Ingenuity. Pvt. Wade Franklin of a service command company unit at Camp Adair went into the pants pressing busi-



ness after an unsuccessful dice game. Business started booming when he posted this sign: "You now have a pant pressing plant in the barracks! Pants, 15 cents; shirts, 15 cents; blouses, 25 cents. PS—I will even roll you double or nothing."

Today's Daffynition. Cannibal: One who loves his fellowmen—with gravy. J. C. W.

PRIVATE BREGER



"Once an' for all, you DON'T detect mines with diving rods!"

Planes Go Up Again, Plants Go Down Again

Nazis Rebuild, So We Rebomb; It's a Vicious Cycle—for Them

By Earl Mazo

Stars and Stripes Staff Writer

The biggest trouble with destroying high-priority German targets is that they all don't stay destroyed.

If those targets are important enough for the Allied air forces to spend millions of dollars and risk hundreds of lives in blasting, they are certainly vital to the Nazi war effort, and the Germans are as anxious to rebuild as the Americans and British are to level them.

That, simply, is the reason the Germans have displayed such remarkable recuperative powers in some places. And it also accounts for AAF and RAF bombers revisiting targets once reported "destroyed."

The Messerschmitt 109 assembly plant at Regensburg is a good example.

Before Maj. Gen. Curtis A. LeMay led his Fortress formations over that target in the first shuttle mission to Africa on Aug. 17, the Regensburg Prufenning plant was, perhaps, one of the largest single-engine fighter factories in the world. In one huge area it both produced components for and assembled the Me109.

Raid Damage Salvaged

The Aug. 17 raid was highly successful. Everything except a final-assembly and a sub-assembly hangar was either wiped out or seriously damaged.

But if the Germans were to stay in the war they had to have single-engine fighters. Since it was easiest to salvage what little remained at Regensburg, they went to work building up all over again around the unbombed hangars. Between those hangars they built a huge shed, then joined the whole into one tremendous components manufacturing center. The facilities at an airfield eight miles away were converted into a final-assembly plant and by mid-February Regensburg was back in business.

A couple of weeks ago Eighth Air Force heavies followed those of the 15th Air Force in Africa in a dual attack on both the big plant and the assembly hangars, and now, for the second time, Regensburg is out of production.

Sometimes return trips are necessary because the target wasn't completely leveled in the first raid.

That is what happened at Schweinfurt, Germany's major ball-bearing manufacturing center.

When targets in that town were first hit in August reconnaissance photos and intelligence reports showed that although several of the large industrial areas were hit, many remained; on Oct. 14, Eighth Air Force formations went back, and it was estimated that well over 70 per cent of the Nazi ball-bearing production was destroyed that day.

Since ball bearings are vital components of practically every machine of war, the Germans set up their highest priority, and reconstruction around the few remaining Schweinfurt plants went on day and night.

Cycle Not Discouraging

In February steam was up again in many Schweinfurt factories, and bearings were flowing to other German industrial centers again.

Immediately another bombing visit was made by American Fortresses in daylight and RAF heavies at night, and again most of Schweinfurt was destroyed.

This cycle, which seems unending, may be discouraging to the layman. It certainly is not to Allied leaders.

Those in command know that while much of the Nazi war machine is feverishly rebuilt after it is destroyed, the loss of production, time and material caused by the rebuilding are factors that will mean much in achieving an Allied victory.

While all bomber formation leaders know that vital airfields, for instance, don't stay out of commission very long after they have been bombed, they realize that the German equipment and aircraft destroyed in every attack are rapidly becoming irreplaceable.

Although the German airfields which looked so definitely and completely finished off when the Allied bombers left can often be back in operation in a matter of days or weeks, the fact that they and their contents were destroyed represents success.

The Germans, of necessity, must concentrate their available labor and materials on the most necessary industries and war centers. Therefore, while many of them are almost immediately rebuilt, others are left in ruins.

Indications are that as the tempo of Allied air blows increases more and more of those leveled centers are being left just as they are.

Which may mean that a lot of places now being bombed may really be finished.

Air Force Briefing

COMMENDATIONS from five generals and a colonel have gone to a group of Thunderbolt fighter pilots who shut their eyes to falling fuel gauges to stay with a group of Liberators under constant enemy fighter attack.

The Libs, off course on the way back from a bombing attack, were being escorted by the 47s. Faced with a dwindling gas supply, the 47 leader, Lt. Col. Ben Rimerman, of Omaha, Neb., ordered the fliers to head for home. But as they left Nazi fighters jumped the B24s, and Rimerman heard the call for help from "the big friends."

He urged all pilots whose gas supplies permitted to go back to the bombers. Every fighter pilot responded; they knocked down three enemy aircraft without loss, beat off the attack and helped the Libs get home.

Commendations began with Lt. Gen. James Doolittle, Eighth Air Force CG, and went down the line, carrying a citation

for action beyond the call of duty for the P47 airmen.

Comes now Silas W. Davis, an Air Corps lieutenant, to dispute the Feb. 12 story that 2/Lt. Warren Davis is the first B17 pilot to shoot down an enemy aircraft. Warren Davis got his plane on a Bordeaux raid when he went back to the turret to stretch his legs and a pair of Nazis jumped the ship.

Silas Davis claims his brother, 1/Lt. Z. Duncan Davis, pilot of the B17 'Fightin' Pappy' of the famed Clay Pigeon squadron, got an Me109 last June when he went as tail gunner and flak observer in his group's lead ship on a raid to the Reich.

BRINGING a B17 down to a landing beneath high tension wires carrying 120,000 volts isn't recommended by 2/Lt. Norman F. DeFrees, Hillsboro, Ore., pilot. He knows what it's like.

When the Fort Winsome Win II was chewed up by flak over Frankfurt, it barely staggered back to England. Coming in for an emergency landing at a field to which Spitfires had guided the B17, the ship lost its third engine. Simultaneously 2/Lt. Ivan E. Moddy, of Stark, Kan., navigator, who had been wounded earlier by flak, shouted over the horn: "Watch those wires!"

With no chance of lifting the one-engine ship over the wires DeFrees ducked under them, and then munched in to a crash landing.

Plexi-glass blister windows for navigators on B24s, installed by Eighth Air Service Command, are credited to the inventive genius of Sgt. Paul M. Berger, former welder from Chattanooga, Tenn., and his section crew at an ASC strategic air depot. Helping Berger in development of the new windows, which permit navigators to see landmarks previously obscured by the B24's construction, were Sgt. Merle Knutson, Tacoma, Wash.; Cpls. Edward O'Neil, Bloomfield, N.J., and David Brooks, Morgan, Utah, and Pfc Mike Murch, Cleveland.

ON a coat hanger owned by Sgt. Ben Edwards, of Piedmont, Cal., stationed at an Eighth fighter base, is the following inscription: "Expert Cleaners, Wahiawa, Oahu, Territory of Hawaii."

Ben claims the hanger was taken from Hawaii to Canton Island, and then, under fire in the Pacific, to Mitchell Field, and there the original owner "gave" it to Ben, who brought it here. He figures it's been halfway around the world and hopes he doesn't have to take it the other half before he gets home.

First enlisted man to complete 50 missions in a Marauder is S/Sgt. James C. Mossey, 25, former Washington motor-man, who has been flying as top turret gunner in the B26, El Rancho Eight Ball, at the base commanded by Col. Glenn Nye, of Raleigh, N.C.

This Is The Army

AN Army-Navy team is building a giant naval supply depot in England. Landlubber members of the Engineers Corps were assigned to work with Seabees Corps as more manpower and on the depot, as more manpower and machinery were needed to complete it quickly, according to Army Engineer Capt. A. J. Norvell, of Peoria, Ill., and Capt. A. J. Norvell, of Peoria, Ill., 3,74 the team has already constructed 5,374 feet of 22-foot road, 5,600 feet of 26-foot road, and 1,500 feet of 40-foot road. The road, and 1,500 feet of entertainment on Navy provides plenty of entertainment on the post; Norvell says that requests from his Army men for passes to town have been dropped about 50 per cent since they've been stationed there. Two Army engineers are now members of the Navy football team.

Sgt. Jerome R. Leemans, of Moline, Ill., has been promoted again—but not in the Army. On the basis of his tool designing for a diesel engine rebuild assembly line operated by the Army and Navy he has been promoted from junior to senior grade by the American Society of Tool Engineers.

PVT. J. Edward Shanaberger, of Escandide, Cal., isn't worrying about a post-war job or sweating out a trip back home. A veteran horse trainer and member of the U.S. Trotting Association, Shanaberger recently signed a five-year post-war contract to train and race in England the stable of trotting horses owned by Baroness Edita Wright, of Kent.

President Roosevelt's statement that men over 26 were too old for battle must have irked S/Sgt. Edmund Johnson, of Cincinnati, 42-year-old leader of an airborne rifle squad who became battlewise in Africa, Sicily and Italy. Discharged after a hitch in the Army in Hawaii from 1920 through 1922 Johnson re-enlisted in 1942 and says, "I haven't missed a formation yet."

PVT. Ernest Prophet, of Osage, Okla., who claims to be one of 31 full-blooded North American Quapa Indians left in the tribe, had the unpleasant experience of seeing his brother killed in North Africa. Now at a U.S. Replacement Depot awaiting a new assignment, Prophet was with an American armored unit attached to the British Eighth Army when an enemy shell hit the motorcycle he was driving and on which his brother was riding as a passenger.

Add decorations: Legion of Merit medals to Col. Cleland C. Sibley, Spartanburg, S.C., for meritorious service as a port commander and for successful organization of port facilities before and during operations in another theater; to T/Sgt. Cedric J. Colchin, Decatur, Ind., of a combat engineer regiment, for meritorious service during construction of air bases at Leopoldville, Belgian Congo, and at Dakar, Rufisque and Senegal in French West Africa; to Maj. Frank A. Todd, Merrill, Iowa, and Capt. Harry J. Robertson, National Park, N.J., for outstanding work as veterinary officers during service in Iceland.

ADD-families-in-the-ETO: 2/Lt. Sallie Suszko (ANC) and her brothers Sgt. Stephen and Cpl. George. Three other brothers are in the Army in the southwest Pacific.

Here's another guy who doesn't want to go home. Pvt. Abe Murr, draftsman and surveyor from Houston, Tex., wants to continue study for a chemical engineering degree at the University of Beirut, Syria, and help develop the Syrian oil fields. Born of Syrian parents, Murr studied chemical engineering for two years at the University of Texas, was employed as a draftsman by Shell Oil and Houston Shipbuilding Corp.

THE London contingent of WACS should be handy translators when they're allowed to follow ground troops to the continent. Members of the WAC forces in London can speak French, German, Sicilian, Greek, Syrian, Russian, Italian, Czech, Hungarian, Swedish, Norwegian, Rumanian, Yugoslav and Polish. A former missionary, Pvt. Esther A. Fuglestad, of Seattle, is an authority on Africa dialects. Polish is the foreign language which the greater percentage of these WACS know, and French is the most popular language with them for study.

SALVAGE of damaged gasoline cans by a QM depot unit is saving nearly \$20,000 a month for the government, according to estimates of the unit. A special process of repairing cans, which were formerly junked because of leaks, was developed by officers and enlisted men under direction of Capt. Charles E. Wright, of West Hempstead, L.I., N.Y. The process has saved more than 8,000 five-gallon damaged cans and made them available for re-issue.

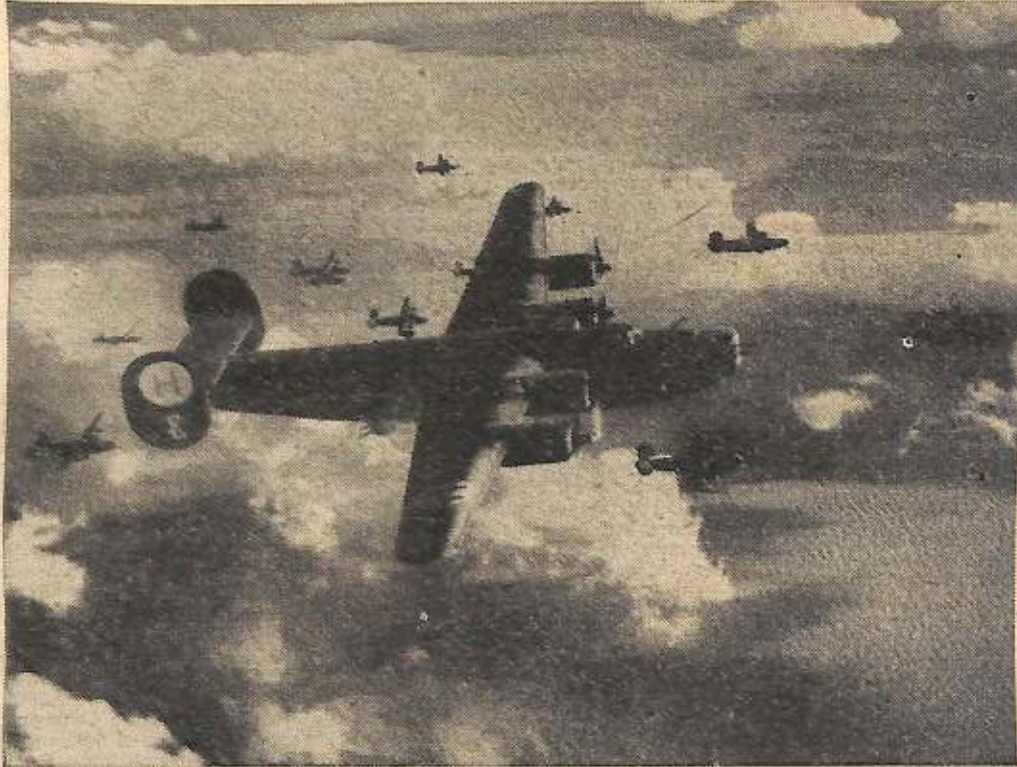
Four American soldiers are responsible for U.S.-built flat cars being used for the first time to ship the big 155-mm. howitzers from the largest Army General Depot in England to invasion forces around the British Isles. Special underslung British cars previously hauled the guns until the soldiers devised a system of arranging and blocking guns on the cars so they would have sufficient clearance for tunnels and bridges. The men are Sgt. Warren H. Duckett, of Greenville, S.C., and Pfts. Clifford L. Kinney Jr., of Wooster, Ohio; Frederick Graham, of Brooklyn, Md., and George C. Hauf, of Middle River, Md.

KEROSENE and coal oil are being successfully used for lighting purposes in Army field installations, according to the QM Corps.

Feature Section

Thursday, March 23, 1944

AAF Bombs From Alamein to Berlin



The massed formations of Forts and Libs which wing their way over strategic aircraft and supply targets in Germany almost daily are a far cry from the first "strong" force of American heavies—13 Libs of the Hal squadron—which attacked the Ploesti refinery center in Rumania in June, 1942, to destroy at its source some of the oil flowing to Rommel's army in Africa. It has been a long haul for the American Air Forces—from Alamein to Berlin.

THE three American flown bombers in the ETO—Forts, Libs and Marauders—have done a powerful pre-invasion strategic bombing job over Hitler's Europe from Berlin to the Pas de Calais coast of France, and their sister ships in the Mediterranean areas were a principal factor in the Allied successes from El Alamein to Cassino.

When Gen. Montgomery's great push from Egypt was prefaced by an air offensive that both staggered the Germans' supply system and almost cleared enemy aircraft from the skies over his troops, the pattern employed was that that later covered the West African landings and Sicily and Italy.

Throughout the campaigns, from the summer of 1942 to the recent near-elimination of Cassino as an obstacle to advancing Allies, American aircraft and their RAF counterparts played major parts.

A Modest Beginning

American airmen began operations against the Germans in June, 1942, when the Ninth Air Force was activated in Egypt to aid the RAF in supporting Montgomery's Eighth Army.

The best measure of AAF advancement since that time is a comparison of "strong" forces of the summer of 1942 with the formations of over 1,000 Forts and Libs now making almost daily tours of Germany.

Such a 1942 "strong" force—13 Liberators of the Hal squadron—early in June attacked the Ploesti refinery center in Rumania.

Three days later seven Liberators bounced most of the Italian fleet at Taranto, and other formations of about the same size began bombing enemy supply bases along the Libyan coast.

Weeks before the Alamein offensive

Ninth Air Force Liberators were joined by Fortresses and other aircraft, and through Oct. 25, 1942, the American bombers dropped over three million pounds of high explosives in over 1,000 sorties against Benghazi, Tobruk, Suda Bay, Navarino Bay, convoys in the Mediterranean and Luftwaffe airfields, while P40s supplemented the bomber attacks with some 550 fighter and fighter-bomber sorties against the enemy.

Despite its size, the American forces had contributed immensely to the plight of German supply as the fighting shaped up and the Germans began their retreat.

Before the big Alamein push Allied aircraft, including the Ninth American

Force attacked the position, and the fliers saw their ground troops take over the big guns as the enemy fled. This was typical of the airmen's part in the first phase of the West African war.

Then came the major land fighting with the Germans, and, in February, the American and British reverses at Kasserine Pass.

At Kasserine, American bombers operated day and night, and as the German columns advanced everything from Forts to A20s and fighter-bombers were thrown in to help stem the tide. The weather during much of this fighting was zero/zero, but aircraft kept up their hammering, Forts bombing tanks and troop

back to their job of strategic hammering at German supply bases in Africa, Italy, Sicily and ships in the Mediterranean. And, while continuing these attacks, they came in for ground support whenever necessary.

Before Tunis and Bizerta, for instance, the Allied advance was stopped cold. The high command selected a strip in the middle of the German defenses, and heavy, medium and fighter bombers were sent in to join in clearing it.

Pantelleria Made History

That strip got a 2,000-sortie blitz from the bombers alone, and after the bomber barrage was lifted, the Allied ground troops moved on, fighting their way through the final phases of the West African campaign.

Then, with the island of Pantelleria as its target, air power alone for the first time reduced an enemy bastion.

The bombing of Pantelleria was one of the most scientific jobs of destruction in warfare to date. For two weeks heavies, mediums and fighter-bombers methodically combed that island with TNT, dropping in predetermined patterns until virtually every defense position was battered beyond use.

When the landing troops arrived the Pantelleria defenders were so broken in spirit that not only did they surrender immediately but they forgot to set off the demolitions that had been planted in their underground hangars and repair depots.

Then came Sicily. Before the invasion there bombers successfully attacked supply ports like Palermo and Naples, and immediately before the troop landings practically every airdrome that the Allies didn't plan to use later was bombed out of operation.

By pinpointing their bombs in such a way as to destroy dispersal areas and runways to prevent enemy aircraft from taking off, Allied troops captured well over 1,000 German and Italian aircraft on the ground, many of them undamaged. At the Salerno beachhead, and more

recently at Anzio, aircraft again took up in unison with artillery and pounded advancing enemy columns, and shattered supply and communications facilities behind the lines.

Last week bomber formations, both of strategic and tactical air forces, showed what could be done in a pinch when they almost completely leveled Cassino, the Nazi stronghold which for weeks held up the advance of American and British ground forces in Italy.

When the decision was made to blitz Cassino, Forts and Libs again joined mediums and fighter-bombers. In one day the total force flew over 2,500 sorties dropping hundreds of tons of high explosives which pulverized practically every possible defense nest.

Besides B17s, B24s and B26s in the African, Italian and Sicilian fighting, Americans had B25 Mitchells, A20 attack bombers, and A36, P40 and P38 fighter-bombers, plus Spitfires, P40, P38, P39 and later P47 fighters.

Methods Prove Sound

Although there were always separate strategic and tactical air forces, the two combined whenever the occasion demanded. Always before troops were landed the story was the same: first, strategic bombings behind the enemy lines, then strategic and tactical clearing of the skies of enemy aircraft, which was followed by actual strafing and ground attack of enemy positions ahead of advancing Allied ground troops.

How the support tactics will develop from Britain in the coming invasion is a story that will tell itself in the months to come.

The strategic pounding by both heavy and medium bombers from Britain, however, has been in progress for over a year, and is growing in intensity almost daily.

How well the British-based Fortresses, Liberators and Marauders have done and are doing has already been felt—even on the Russian fronts.

What will happen in the air over Europe next is a question the Germans will have to learn the hard way.

American airmen supporting ground operations, strangle enemy supply and smash obstacles in path of troops

By Earl Mazo

Stars and Stripes Staff Writer

Air Force, made at least 700 softening-up sorties a day, and on the first day of actual battle, American B25s alone dropped over 96,000 pounds of bombs on enemy tanks and troop columns.

At Alamein, and during the long trek across Libya in pursuit of Rommel's army, airmen learned how vital their support operations had become.

Meanwhile, the invasion of French Africa was beginning from the West.

On D day, as Americans were landing at numerous points, Allied aircraft were sweeping enemy airfields.

When an enemy battery was holding up American advance in one sector near Oran, aircraft of the U.S. Twelfth Air

Force, made at least 700 softening-up sorties a day, and on the first day of actual battle, American B25s alone dropped over 96,000 pounds of bombs on enemy tanks and troop columns.

At Alamein, and during the long trek across Libya in pursuit of Rommel's army, airmen learned how vital their support operations had become.

Meanwhile, the invasion of French Africa was beginning from the West.

On D day, as Americans were landing at numerous points, Allied aircraft were sweeping enemy airfields.

When an enemy battery was holding up American advance in one sector near Oran, aircraft of the U.S. Twelfth Air

concentrations from medium altitudes, and the medium bombers hitting from down low, while fighter-bombers and attack planes strafed and played general havoc with advancing enemy columns.

On Feb. 22, 1943, the Kasserine operations were accelerated, and as a German break-through threat became more real, Allied air activity was increased.

An A20 group after continuous attacks that day stopped and hurled back an advancing German column.

B17s, P39s, P38s and B25s joined in the attack, and the climax of the battle was reached on Feb. 23 when B26s joined the Forts and other bombers in the fight.

Parts of the official report of this engagement read: "At 1500 hours . . . B26s . . . escorted by P38s . . . attacked enemy positions at Kasserine Pass . . . almost 2,000 fragmentation bombs dropped . . . bursts covered the Pass, starting fires . . . hits observed on gun positions dug in both sides of the Pass. . . . B25s up at 1510 hours escorted by Spitfires . . . attacked enemy positions at Kasserine Pass . . . attacked road with heavy traffic along edge of airfield near Sbeitla. . . . B17s up at 1514 to attack town of Kasserine. . . ."

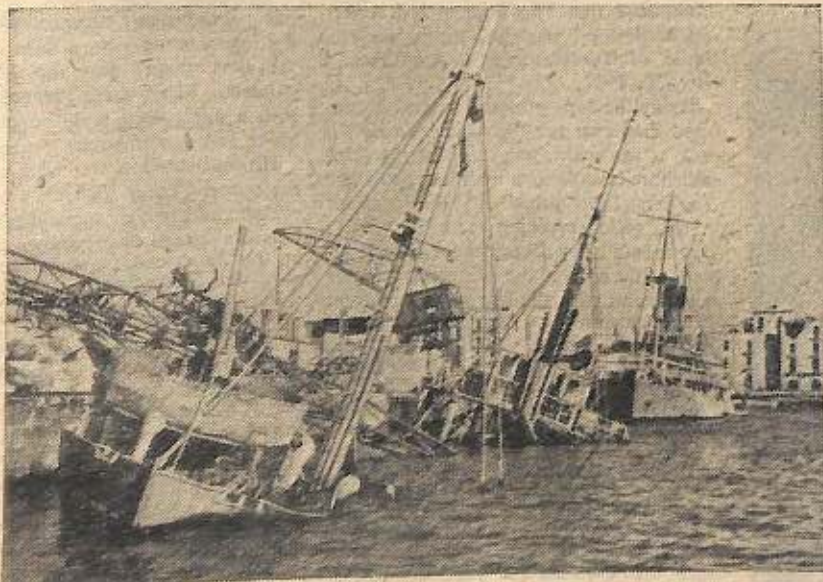
Out to Stop Rommel

"More B17s took off with no escort 1522 hours to attack road between Kasserine Pass and Kasserine . . . bursts seen on and along both sides of road."

While the medium and heavy bombers were dropping over 5,500 fragmentation bombs within 20 minutes, A20s and fighter-bombers flew 10 missions over virtually the same area, destroying enemy tanks, trucks and other vehicles, and dispersing troop concentrations.

On Feb. 23 the Rommel advance through Kasserine Pass was stopped.

After Kasserine, the bombers went



Bombers of the strategic air force in West Africa left heavily laden Nazi supply ships at the bottom of Naples harbor. Enemy supplies and supply centers were the first targets for bombers which went ahead of invasion forces in Africa, Sicily and Italy.



Badly needed supplies for the hard-pressed German armies could not pass over this rail center in Italy. An Allied bomber attack in support of ground operations left them in this condition.

U.S. Regiment Discovers the of a Hilltop in

By Sgt. Milton Lehman

Stars and Stripes Correspondent



DURING the week in November in which Allied communiques announced that the Americans had taken "certain high points" and "straightened out their lines," an infantry regiment of the 34th Infantry Division went up a mountain and fought for six days. When the regiment was relieved on the sixth day it had advanced the American lines in central Italy by approximately two miles. For each of these miles the regiment paid heavily in casualties.

The name of the mountain was Pantano and it lies a few miles north of the road which leads to Cassino and then to Rome. From the mud-choked valley floor its average rise is 30 degrees, reaching a rise of 60 degrees near the crest. The peak of Mt. Pantano is divided into four knobs, with an average elevation of 3,600 feet. Mt. Pantano is neither the highest nor the most important of the series of hills flanking the road to Cassino. It is merely one of the dominating points which had to be taken before a further Allied advance was possible. What this regiment did to take Mt. Pantano was typical of the fighting the American soldier has done in Italy.

During the attack on Pantano the weather was clear to begin with, but it quickly changed to fog, drenching rain and snows which made the trails and mountain top a slimy mire.

Waited For Zero Hour

The first battalion, with Company X as the spearhead, made its approach march early on the morning of Nov. 29. By 0445 hours the battalion had closed in on the assembly area at the base of the mountain. The men adjusted their full field packs and waited for zero hour. A few minutes before 0600 hours Capt. Benjamin Butler, Milton, Ky., made a last-minute check of Company X. The men were tense, waiting for the jumpoff.

The rolling artillery barrage began and was pounding steadily over their heads when Capt. Butler raised his arm and swung it forward. The company, in wedge formation, moved slowly up the base of the hill.

Back in the regimental command post, a small drab building two miles away, the colonel, a West Pointer, waited for the first reports. As lean as a greyhound,

he is described by some of his officers as "the hardest, toughest and best damn colonel in the army." At 0615 hours the first report came in—that the battalion was three-fourths of the way up Mt. Pantano and had met no resistance. It was still too early to tell much.

About 100 yards from the top of Hill 1, the first of Mt. Pantano's four knobs, Company X got rid of its field packs. The path was rising at a 60-degree angle, and the only light came from the artillery flashes ahead. When the company reached the crest, artillery was still pounding the top of the hill where Jerry, not expecting visitors, was keeping down in his foxhole. The first elements of the company took care of Jerry. Only a few of the hill defenders managed to escape down the far slope of the hill to give the alarm. The men of Company X began to dig in.

It was quiet until noon, when the Germans threw the first of their counter-attacks against the company's right flank. In the platoon guarding the right flank were recent infantry replacements who had not yet been through battle. Only their non-coms were seasoned. When the Germans attacked, the platoon snapped back like a rubber band and then started forward. Above all the rest came the voice of Sgt. Victor C. Guarneri, rifle squad leader, shouting: "Get the krautheads, they can't hurt us!"

The two forces met head on, firing at point-blank range. When the smoke cleared, Germans and Americans were lying together on the muddy hilltop. The company's right flank had been smashed, but the first counter-attack had been stopped. To buck up the broken flank, Capt. Butler sent two squads over from the left flank.

That afternoon there was another counter-attack and at dusk, following a heavy mortar barrage that splintered most of the trees on the hill, still another. The fog had already set in for the night. "We couldn't see Jerry," says Pfc George Sterns, Chicago, "until he was close enough to shake hands. When he got that close, he saw our bayonets and backed off."

The regimental colonel, who had watched the show from the 1st Bn. OP during the day, had returned to his CP. At 2150 hours the call came that the 1st Bn. needed ammunition urgently. Two

platoons of the 2nd Bn. were ordered to pack the ammunition to them on foot over the thin, mud-drenched trail that wound up the mountain side.

On the morning of the second day the fog sat on top of Hill 1 with the 1st Bn. At noon, when the fog lifted and it began to rain, the lieutenant colonel commanding the battalion and Capt. Butler reconnoitered the valley leading to Hill 2. During the reconnaissance a German mortar shell from Hill 2 wounded the battalion commander.

While the litter bearers were preparing to evacuate him, the colonel asked Capt. Butler: "Can you take Hill 2?"

"We'll try it," Capt. Butler replied. "Better hold what you've got," said the colonel.

When the colonel was gone, Capt. Butler went back to Hill 1 and organized his mortars, preparing for an attack. Two of his gunners and the section leader had already been wounded and there was still no phone connection between the outpost and the guns, so Capt. Butler, like many others on the hill those five days, took the situation into his own hands. He crept out to the furthest foxhole and by chain of voice command brought his mortars in on Hill 2. After five rounds for effect, the captain could hear the Germans on Hill 2 crying for their medics. Then Jerry returned fire.

The first of Jerry's shells hit near the captain's foxhole, ripping the raincoat he was wearing. The second landed in a case of C rations and splattered meat, beans and vegetable hash all over the hill. A third ripped open a shelter half the men had put out to collect rain water for drinking.

An Assignment For The Books

In the CP with the regimental colonel was Lt. Col. Joseph E. Kelly, Minneapolis, commanding the supporting artillery battalion. For the battalion, which was the first artillery outfit to see action in the Tunisian campaign, this was an assignment for the books. The gun batteries were required to fire day and night and, at the peak of the battle, they operated at the highest rate of fire in their history.

Not only the rate of fire but the targets as well presented a grave problem. When the Germans were assembled in the draw just over the crest of Hill 1, a short round would land in friendly troops, a long one would be worthless.

When the counter-attack came that second night, the 1st Battalion called for more artillery. "Some of the short ones are getting in our area," reported the battalion commander, "but you're doing more harm to the Germans than to us. Step it up!"

The third morning on Mt. Pantano was clear and the enemy could be seen on Hill 2. But the ammunition was running short in the 1st Battalion and the men laid low and waited. When the ammunition was almost gone, a supply train of cooks, engineers, anti-tank and headquarters personnel arrived with grenades, small arms and mortar ammunition.

The fourth morning on Mt. Pantano began with a heavy snow which lasted

until noon. By this time, Hill 1 had been so thoroughly combed by German mortars and artillery, as well as by our own artillery shorts, that not a bush or shrub remained standing. The snow spread a cover over the sodden hilltop, over the German and American dead, and drifted into the rain and mud-filled foxholes. Before the snow fell, the 1st Battalion had been relieved by Y and Z companies and came down the hill bearing its wounded. The last man of the 1st Battalion to leave the hill was Capt. Emile Schuster, Oakland, Calif.

Capt. Schuster, a short, baldish, medical officer who is 37 years old and looks older, joined the regiment two days before the attack on Mt. Pantano. Until then he had been a medical officer with the Rangers. When he left the Rangers he was offered a post at a convalescent or evacuation hospital. The captain asked for a battalion surgeon's assignment on the front lines and got it.

On the first day on the hill, whenever a man was hit, he or his buddies would call "medic." At the end of the first day, they were calling: "Where's that medical captain?"

"He was everywhere," recalls Cpl. Harry D. McQueen, St. Joseph, Mo., a battalion aid man. "He was supposed to stay back at the aid station, but he was always out on that hill. He carried his musette bag, crammed full of plasma

bottles, right out on the hill, and he gave the stuff to the wounded while the shells were landing all around him. I saw him holding up a bottle of plasma until it was shot out of his hand and then switched it for another one."

At night, Capt. Schuster stayed on the hill, splinting legs and arms in the pitch dark with rifle stocks, blankets and limbs of trees. Whenever a man was hit, he was the first to reach him.

"King of The Hill"

"He never slept for three days," said Pfc Rosius Caya, North Ridge, Mass., a company aid man who got very little sleep during the time himself. Next to Capt. Schuster, Caya was the man whose name was called most often on the hill. He carried wounded downhill on his shoulders, slid downhill on a shelter half, holding the wounded man in his lap, helped carry litter time and time again. As for Capt. Schuster, Caya says: "That medical captain, he was king of the hill."

Soon after Companies Y and Z were in position after relieving the 1st Battalion, the Germans staged another counter-attack which nearly swept the Americans off the hill. But they rallied and held. At 1100 hours the Germans threw still another counter-attack, mashing everything for a last attempt to drive the regiment off. When the attack began it was



'Minnie' Makes a Comeback

By Jack Foster

Stars and Stripes Navy Writer

It may have been the notorious Jap short-sightedness. Or it may have been the shell-hell caused by the eight-inch guns of the USS *Minneapolis* which confused the Nipponese Navy. Whichever the case, the Japanese paid high tribute to the hard-hitting U.S. cruiser when they announced that "an unidentified American battleship" was sunk during the epic Battle of Tassafaronga in the Pacific, Nov. 30, 1942.

Today the Japs probably are more confused than ever for "Mauling Minnie" is back at sea again, pounding enemy ships and shore installations with renewed vigor—a vengeful "ghost" in the eyes of Japan's action-avoiding seamen.

A recent Navy Department release recounted the saga of the *Minneapolis*. Her story begins with the last serious attempt of the Japanese to relieve and enforce their battered legions on Guadalcanal—an attempt that failed and cost Japan nine ships.

Carrying the flag of Rear Admiral Carleton H. Wright, USN, Presswood, Ky., the sleek *Minneapolis* led an intercepting American task force. Speeding through the night the group slackened its pace only when Lengo Channel was reached—treacherous waters along the northeastern coast of Guadalcanal and 40 miles from the beach of Tassafaronga.

Lookouts picked up six enemy surface vessels. Big, black outlines showed some

of them to be transports, already preparing to disembark fresh troops against American Marines. Admiral Wright gave the order to fire and the main battery of the *Minneapolis* hurled out the first salvo—a near hit on a large transport. Three more salvos delivered the knockout and the Jap vessel disappeared into oblivion within two minutes of the first blast.

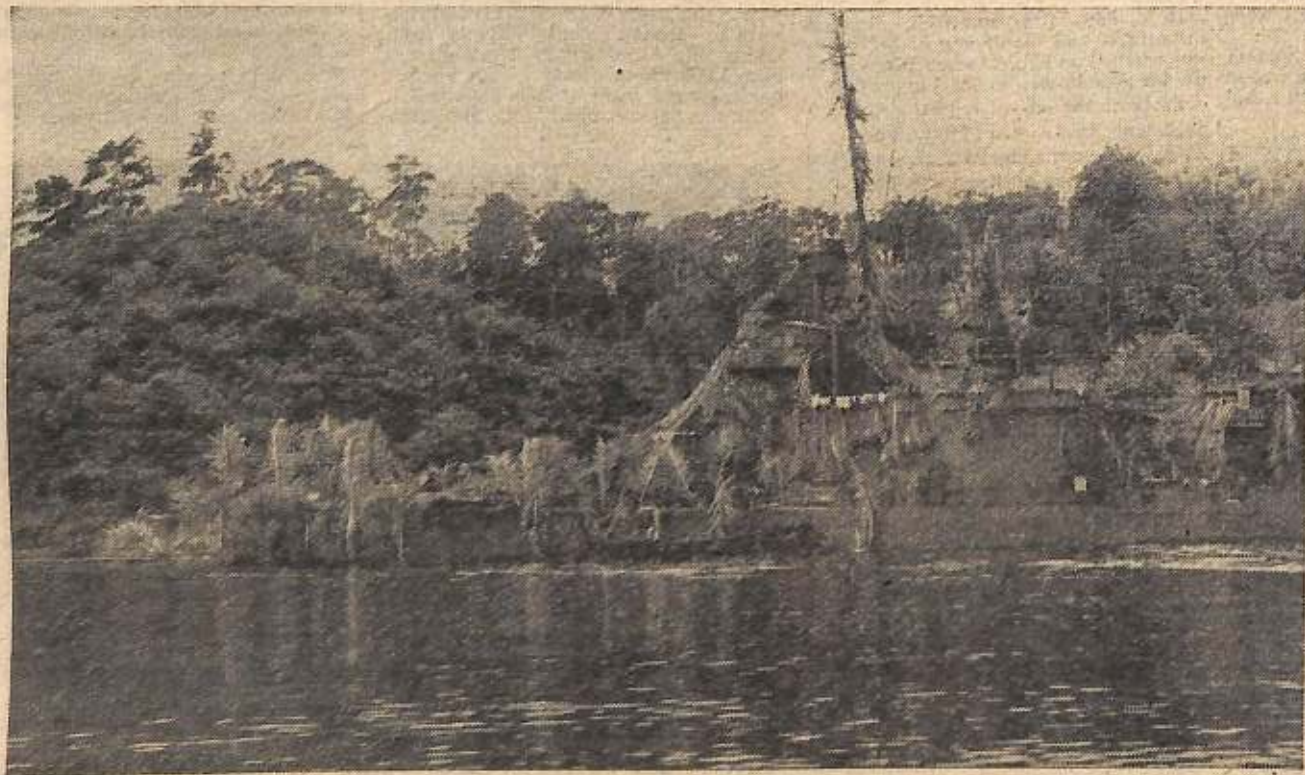
Aft of the flagship other cruisers were firing at the enemy concentration. A large destroyer, or possibly a light cruiser, was the next target for the *Minneapolis*' gunners. Their shells merged in a salvo with a sister ship and the enemy vessel broke in two and sank.

Hit-and-run Jap warships appeared on the scene. Later identified as a pair of cruisers and two or more destroyers, they loosed a spread of torpedoes, fired blindly at the American force with their heavy guns and attempted to depart for quieter waters.

Flames, smoke and fumes engulfed the *Minneapolis*. She was hit. White water plumed high into the air above the bridge and control stations. It was a foot deep along the bridge after tons of furious sea broke over the ship.

But the water aided fire-fighting parties. All flames were extinguished within a few minutes. Carrying on coolly, officers and men readied the guns for more salvos. Watertight bulkheads were secured, engines examined for damage.

Below decks Francis I. Coppage, WT2c, USN, Baltimore, Md., examined his legs. One was broken, the bone pro-



Price Italy



headed directly for the 2nd platoon of Company Y.

The second platoon position was behind a four-foot embankment at the edge of the hilltop. Below the embankment were foxholes, but in order to fire the men in the platoon had to stand up.

"We heard them coming," Pvt. Zannie M. Reynolds, Newcastle, Va., recalled. "There were about 100 of them in the first wave coming up at us and they opened up with automatic fire. We reared up and let them have it."

As acting rifle squad leader, Reynolds set the example. Standing up on the ridge, with the stock of his M-1 raised above his head and the barrel pointed down, Reynolds blazed away. He'd collected two M-1s left behind by the wounded of the 1st Bn., and had them fully loaded. He was firing his first clip when the rifle jammed and before he put it down and reached for a second rifle, he noticed that the stock had been almost shot away. The second rifle was also hit.

"It gave me quite a jolt," said Reynolds. "I reached down for the third M-1 and was making out fine with it until it jammed. The boys beside me were blasting away like they were shooting at ducks. I grabbed up the grenades and began lobbing them over. The Jerries were exploding them all around us. Suddenly I looked down and saw six grenades left and I said, "Boys, we'd better get ready to throw rocks."

While Reynolds and his men were holding their sector of the platoon front, 2nd Lt. Dolliver Zaiger, Audubon, Iowa, who became company commander when his captain was wounded, was putting on a 60 mm. mortar demonstration that never appeared in a field manual. A mortar, says the manual, has its optimum range set at 200 yards. At closer range, there's always danger of shell fragments hitting the crew. The manual never suggested the 60 mm. mortar as a substitute for hand grenades, to be used at a range of less than 50 yards.

"We used it like a baseball bat," says Zaiger. "I elevated the mortar to degrees and held the tube so the shells wouldn't go straight up and come down on top of us. Cermignano (Pvt. Bernard Cermignano, Ardmore, Pa.) was tearing open shell cases so fast he ripped off his finger nails. Robbins (Cpl. Clarence Robbins, Cleveland, Ohio) pulled off all his charges. All this time, Jerry was coming up at us.

"When he got within 50 yards, we let loose. In less than 20 minutes, we'd lobbed 60 shells into him. Some of the shells landed less than ten feet away, but we were too damned busy to notice."

At the end of the mortar attack the mountain side was covered with blood, and some of the Germans, hit by fragments, had tumbled over the embankment to the platoon's foxholes. A squad of Germans, who had miraculously escaped, approached the platoon position crying: "Kamerad! Kamerad!"

Lt. Zaiger called over Pvt. Otto L. Wharton, N.J., a regimental translator, who had been substituting as rifleman on the hilltop. Cella leaned over the ridge and ordered the Germans to

ing from his skin, the other severely injured. Two badly injured sailors near the bridge were dazed and confused. Coppage waded through rising water in the passageway to his shipmates and pushed them to a place of safety.

Ship's Mate William D. Upshaw, Little Rock, Ark., was hurled into the sea in his battle station directly above the bridge. Fighting his way through oil and burning sea to a line dangling from the ship's side he shouted to a sailor to haul him aboard. On deck he reassembled his gun crew and reported his condition and ready to carry on.

Other gunners, still at their weapons, fired the main battery in two salvos before the Minneapolis lost control. All available hands were to pumping and jettisoning heavy oil to right the listing vessel.

The bridge Capt. Charles E. Dahl, USN, Cleburne, Tex., later returned to rear admiral and awarded Navy Cross for his brilliant leadership. The bow of the Minneapolis received reports from all parts of the ship. Green water flooded her compartments below decks. The long barrels of No. 1 turret pointed out over the edges of the deck where the bow

her engines were operative and as the ship picked up speed Capt. Dahl ordered a course for the harbor of Tulagi, 18 miles away.

put up their hands. The squad answered, "Ja, ja," and kept on advancing. When they came within ten feet of the platoon positions they opened up their automatic pistols and received a blaze of M-1s in return. Of the squad of 12, four were killed and seven wounded.

"When that was over," Lt. Zaiger said, "we sat back to relax."

"It wasn't so bad then," Lt. Zaiger said. "Only a day of rain and mortar barrage, with the shrapnel getting in the C rations cans we were using to catch rain water. By that time the hill was bare as a kitchen floor, but not so clean. Mixed up in the mud were all the fine splinters of trees and bushes that used to grow on the hill and won't grow there any more."

Relieved By New Regiment

Before dawn next morning, the platoon, company, battalion and regiment moved down from the hill, relieved by a new regiment. The hill had been held for six days. To hold it, 2,400 hand grenades, 5,000 rounds of 60 mm. mortar and 6,900 rounds of 75 mm. ammunition for the cannon company had been expended, not including the thousands of rounds of ammunition used by the supporting artillery. Now it was the next man's turn to take the hill and drive forward.

The regimental colonel stood at the base of the hill and watched the litter bearers bringing down the wounded. Eight of them worked on one litter, four standing on each side of the muddy, slippery trail, holding the litter level over their heads and passing it down from man to man. Some of the litters were made of overcoats, with branches of trees or rifles stuck through the sleeves. Others were made of shelter halves. Only the very seriously wounded came down on litters. Soldiers with lighter wounds walked, or leaned on each other for support, or were carried down by fireman's carry.

The colonel, his leggings caked with mud, stood there silently, no expression on his lean face. Then he saw the leading platoon of Company Y, headed by Lt. Zaiger, coming down a second path, their faces powderblack and full of exhaustion. They had started across the muddy field in front of him at a lively clip when the colonel bellowed:

"Lt. Zaiger, you better slow down that pace! Those men are tired!"

"Colonel," said Lt. Zaiger, "I'm not setting the pace. They're pushing me!"

With all life rafts cut loose and more heavy gear being thrown over the side the Minneapolis still was difficult to handle. Compasses were functioning erratically and steering was a troublesome task. But within four hours "Mauling Minnie" reached the harbor entrance of Tulagi—not so mauling, perhaps, but still afloat.

Coconut trees and stumps served as bollards for the Minneapolis' mooring lines. The rising sun found swarms of sailors readying for repairs.

Fronde and tree branches were draped from the ship's rails and "planted" in her decks. From a man o' war the cruiser became a floating tropical island. All personnel except gun crews and repair parties went ashore to live in caves and foxholes. Air raids and alerts interfered with salvage operations at first but soon they were ignored by the busy bluejackets, who left the defense of the ship to the anti-aircraft gunners.

Work progressed rapidly. A group of the ever-present Seabees came out of the jungle and gave valuable assistance. A submarine rescue vessel arrived to help. But the major part of the operation was accomplished by the ship's company.

One afternoon a gas explosion caused a setback. Personal effects, stores and gear were lost. But the crew redoubled its efforts and one day the Minneapolis shoved off on the first leg of the long journey home. Frequent changes of course were ordered to protect the damaged fore—and for other reasons, too.

Mentioned in Dispatches

The front-line dog has proved himself a hero. Here are stories of his valor

By H. I. Brock

WAR dogs, comparatively new to our armed forces, are at the front. They are getting mention in dispatches. And though the Army was first to take into regular service these four-footed auxiliaries, the first news of dogs in action comes from the Pacific, where they serve with the Marines. As long ago as December, 1942—before the Marines set up a special boot camp of their own for dogs—one dog at least was on duty on Guadalcanal and won the first dog citation of the war.

At midnight, on the edge of Henderson Field, this dog spotted a Japanese sniper sneaking up on the battalion command post. He gave the alarm. The men with him "disposed of the Jap." This hero, whose name was Hey, a mixed chow and German shepherd, was recruited in Hawaii. At the moment he was out on bail from the doghouse, so to speak, because on the way over on the transport he had indulged in a hasty temper and bitten a score of his two-legged shipmates.

For months dogs have been patrolling the beaches on Midway by night, just as here at home they are out with the Coast Guard keeping watch along the Atlantic. Huskies are on duty with troops in Alaska, packing ammunition and machine guns. A team of them, we are told, pulled a disabled heavy motor truck out of danger as handily as mules would have done in more temperate places. A little while ago correspondents in the field let us know that the first full Marine Dog Platoon went ashore Dec. 1 with the landing party on Bougainville—21 Doberman pinschers and three German shepherds in three squads assigned respectively to scout, messenger and first-aid duty. The platoon, with two men assigned to each dog, was commanded by 1/Lt. Clyde A. Henderson, USMCR, of Brecksville, Ohio, in civil life a veteran Doberman fancier.

First-hand Account

Now from T/Sgt. Harold Azine, of Duluth, Minn., back from Bougainville on furlough, we have a first-hand account of the behavior of this detail in face of the enemy. According to the sergeant the dogs did even the Marines credit. They carried on intrepidly as the landing party moved inland through machine-gun and rifle fire and all the hazards of the jungle.

Top dog was Caesar, a four-year-old German shepherd, trained as a messenger. For two days and nights he took care all by himself of communications in that sector between headquarters and the advance forces. Enemy fire did not stop him. He kept going—and the messages went through. On the third night the dog and his GI partner, Pvt. Rufus Mayo, of Birmingham, Ala., were stopped by a road block 500 yards beyond the American outer line. They went into a foxhole.

From where he sat Caesar smelled Jap and was on the alert. A little yellow man was about to throw a hand-grenade into the foxhole. Before he could let go—and without any order from Mayo—the dog sprang and got the enemy by his throwing arm. The Japanese screamed and ran. Mayo heard two shots. Caesar crawled back with two wounds, one in his rump and one in his side. The wounded animal was carried to the rear on a stretcher to be hospitalized like any other stricken hero. The entire outfit was deeply concerned, Sergeant Azine says, until it was reported that Caesar would get well

had gone ashore in Sicily with Pvt. John R. Rowell holding his leash. When enemy machine gunners opened fire on our men from a camouflaged pillbox, Chips was let go. He charged. His citation quoted by Dogs for Defense as confirmed by the office of the Quartermaster General was for "courageous action in single-handedly eliminating a dangerous machine-gun nest and causing the surrender of the crew." It was added that Chips, three years old, "had already met Mr. Churchill and Gen. Eisenhower and was anxious to bite Hitler."

In that Bougainville platoon was a Doberman pinscher named Otto—the dogs, like the GIs, keep the names they come in with from civil life. During the action Otto "flushed" a Japanese machine-gun nest and stood on point as a bird dog would with a covey of quail. The men of his patrol had time to take cover before the gun opened up. Andy, another Doberman, while going forward with his unit, ran into a road block. He sniffed the snipers who lay in wait there, "alerted" his patrol and, so the report says, "scattered the enemy and saved many lives."

Jack, a German shepherd, was attached to the first-aid squad. On the seventh day of the action he was sent back from the front to bring up stretcher bearers to the wounded. Wounded himself in the back on the way, he nevertheless carried out his mission and fetched up the Medical Corps men. One of his own GI partners was among the wounded picked up.

Rex, another dog, used his keen nose with such effect on the eighth night that what the Japanese planned as a surprise attack found our men ready and waiting for them.

Summing up, the official report says the dogs "were constantly employed during the operation of securing and extending



the beachhead and proved themselves as messengers, scouts and agents of night security. They gave no trouble while they lived in crates on the ship for more than three weeks." They kept in prime condition and in the field did very well on the C rations that fed the men. The final note is that the dogs have won the confidence of the Marines, and the Marines will see to it that whatever rations come up the dogs get their share.

The Marines' first boot camp for canines was started a year ago at Camp Le Jeune, New River, N.C., some months after the Army dog-training unit was set up at the Front Royal Remount Station in Virginia. The commanding officer of the New River unit is an old Southern Pines master of foxhounds, Capt. Jackson H. Boyd, USMCR. His job is to teach dogs to work in action with the Marines as at Bougainville, as scouts, messengers or first-aid couriers, and in addition to do sentry duty at naval stations.

The training is much the same as that given Army dogs. But the Marines say, "Of course, it is tougher." Some dogs are trained to charge at covered enemy machine-gun nests. The dog has a better chance than the man of reaching such an objective alive, just as he has a better chance of getting through with a message. The Marines say he is worth on that job three mounted men or nine men on foot. The Army Dog Manual puts it this way: "Wherever the use of a soldier runner is indicated, a messenger dog should be used instead. He is surer and faster."

It may be noted here that, though the Marines' dogs at the front made the papers first, the Army dogs have also got into the front-line news. A story very recently printed said that Chips, a combination of shepherd, husky and collie,

had gone ashore in Sicily with Pvt. John R. Rowell holding his leash. When enemy machine gunners opened fire on our men from a camouflaged pillbox, Chips was let go. He charged. His citation quoted by Dogs for Defense as confirmed by the office of the Quartermaster General was for "courageous action in single-handedly eliminating a dangerous machine-gun nest and causing the surrender of the crew." It was added that Chips, three years old, "had already met Mr. Churchill and Gen. Eisenhower and was anxious to bite Hitler."

In the beginning the Army trained dogs for the Navy and Coast Guard as well. Like other "service animals," the dogs became the responsibility of the Quartermaster General. Incidentally, one of the remaining assignments of the Army mule is to pull the dog's chow wagon, and the standard Army dog meat is horse meat. From the Army manual, an interesting and compact compilation, we learn what sort of dogs are useful in warfare and note that the recruits are still gathered by the volunteer organization, Dogs for Defense.

The 'Attack Dog'

The simplest task of the war dog is the military version of his old civilian job of watch dog. It is sentry duty at military posts and depots at home and abroad or patrolling beaches and waterfronts. Even on this duty the "sentry dog" may be supplemented by the "attack dog," schooled to go for the intruder at the command of the soldier who shares his watch and to assist in the capture and prevent the escape of prisoners.

These dogs may bark as well as bite. But there is also the "silent scout" dog: Directed by signs or a "silent whistle" with a pitch inaudible to human ears, he smells out infiltrators and ambushes, as Otto and Andy did on Bougainville. His nose must be keen, his ears sharp, he must work quietly. So must the messenger dog, who should be a good water dog as well, since he may have to swim to get where he is going. The first-aid or "casualty" dog has the job Jack performed on Bougainville. He is taught to find and report the wounded on the field. Finally there are the dogs used for draft animals over ice and snow and other terrain where neither motors nor horses can go. They are recruited from the dogs bred for that business—the sledge-dog type with "snow-shoe feet."

Each task calls for special qualities, and for each there are careful selection and special training. The basic requirements are set down as intelligence, willingness, energy, aggressiveness and sensitivity. The first three should be high for all the tasks. Aggressiveness must be tops for attack dogs, but too much of it diverts a messenger or casualty dog from his main duty. Sensitivity should hit a happy mean which will make the dog responsive, but not too eager and excited. As with men in the Army, so with dogs—the key to efficient military performance is discipline. Obedience must be absolute and instinctive.

It is also fundamental in the training to make the dogs suspicious of strangers. Even in their own outfit only their trainers are allowed to handle them. Persuasion, not force, is the trainers' prescription, assisted by firmness and no end of patience. The Marine Corps boasts its dogs recognize the marine uniform and aboard ship bark and growl when a bluejacket passes their cages.

From the beginning war dogs have been selected from certain standard breeds, each listed by the Army for outstanding characteristics. Among these are alertness, endurance, strength, tractability, speed, ability to withstand exposure and to swim well. Courage is essential. The individual war dog must, of course, be sound of wind, limb, jaw and teeth. As to size, the minimum height at the shoulder is 20 inches, the minimum weight around 50 pounds.

Some Breeds Oversize

The original list of eligible breeds has been cut from 32 to 17, with cross-breeds of this group accepted also. Some breeds are oversize, like the Great Dane and St. Bernard. Some are too rare, like the Samoyede. Poodles, though super-intelligent, cannot be taught to be mean enough. Pointers and setters, like hounds, are such specialists in trailing birds and beasts that trailing men comes hard to them. But retrievers of game who are not trackers but good water dogs have been found among the most useful for military purposes. The Army's revised list of good war-dog breeds follows:

Airedale terrier, Alaska malamute, Belgian sheepdog, boxer, bull mastiff, Chesapeake Bay, collie (preferably the farm type), Curly-coated retriever, Dalmatian, Doberman pinscher, Eskimo, flat-coated retriever, German shepherd, giant Schnauzer, Irish water spaniel, Labrador retriever, Siberian husky.

The Army gives the palm for all-around efficiency to no particular breed. But the Marines' favorite is the Doberman. His is the stuff of which attack dogs are made. He is, besides, intelligent and "smart" in taking care of himself and his short-haired coat is good for going through the jungle. But the Marines also use animals of no particular breed—just plain dogs—and they, too, have the stuff.

From N.Y. Times

A Stars and Stripes Fiction Story

So-Long Baby

By Cpl. Samuel Oxman

WHEN the young girl standing on the sidewalk saw Private Eddie Long, a slender, medium-sized American soldier, walking toward the Regent Palace Hotel, the heavy, glazed despair in her eyes turned swiftly to shining happiness.

The girl had been waiting patiently outside the entrance of the London hotel for over 45 minutes. The air was thin and sharp. The faded three-year-old imitation camel's hair coat provided little protection from the stinging cold.

She had had that sickening dread of finality—that sensation always with her while away from him. Now she watched him approach with a breathless, pouncing and rocking emotion of relief.

He said, coming up: "Hello, baby."

She took hold of his arm. She held it tightly, a thin, shining-eyed girl of 19. "I had a helluva time," he continued without looking at her. "Gets worse all the time. That's why I couldn't see you last night, honey." He seemed anxious, she thought, to brush away a sense of guilt. "I—"

"It's all right, Eddie," she replied, laughing. "Why, I understand." She turned her smiling face up to him.

"You don't?"

"I don't?" Her voice rose. He lit a cigarette, puffed on it silently for some time and then looking toward the entrance of the hotel, murmured: "It's something big this time, baby."

The light in her eyes dimmed to shadowy fear and concern.

"Oh, Eddie."

It was always the same, she thought, with growing conviction that the time had arrived when the hurt inside her was to cut and pain. Why? she brooded. You met someone to whom you responded with all your innermost feelings and thoughts; someone who aroused all the dreams and fantasies and hopes of love—and then you stood helplessly while you watched your warm, pulsing emotions crash.

"Listen, Eddie," she said in a thin voice, her face drawn, "I know what you want to say."

He turned his head away from her. All around them the huge, sprawling heart of London beat with a mighty, metallic rhythm. Men and women and children eager to catch the early evening tube homeward rushed toward the underground. Taxis honked their horns. Newspaper vendors shouted hoarsely about the latest war news. They stood quietly on the sidewalk, preoccupied, worried.

There was the time in school, she remembered now, when the teacher, a staid, conservative woman, spoke about the future. Living for today, the teacher had explained, was a false and harmful philosophy leading to inevitable heartache and disappointment. To survive the aches and frets of this world you had to prepare for the uncertainties of tomorrow. Like a squirrel—yes, she had repeated with relish at her choice of a simile—like a squirrel storing up provisions for the winters and cold of tomorrow.

"I know," Eddie said slowly. "I know how it is, Mary. It's one of those things." He shrugged his shoulders helplessly.

She'd always planned and dreamed about the future. Provisions! She thought of the lower chest drawer.

She had it for years. It was an intimate, personal drawer full of dainty, little and pathetically romantic fragments of her dreams and hopes; little, articulate odds and ends to make up a trousseau! Some day, she had hoped—some day they would become part of her life with him. The girl swallowed hard.

"You know how it is, Mary."

She raised her head. Out of tired eyes she said:

"I know."

"Look, baby . . ."

Her hand fell from his arm limp and weak.

"Yes."

"I'm coming back." It was unconvincing. "I'm coming back, Mary."

"Sure you will, Eddie." She hoped she wouldn't cry. "Sure—"

People shoved against them, pushed into them as they stood on the street corner.

"I wanted to see you before—"

"Eddie—"

"I wanted to tell you, Mary. I got so much to tell you now."

She nodded her head out of a rising sea of hurt.

"You've been a swell girl, Mary."

"Don't," she said. Nothing, she thought, could fill the void inside her.

"I hope it's over soon."

"I hope so too, Eddie."

"We'll meet again. After the big push, Mary. I know. I feel it, Mary. Honest."

He glanced at his wristwatch, scowled. "I gotta get goin'."

Panic struck deep at her.

"Eddie!"

"I can't help it."

"But—"

"I gotta go."

Her shoulders sagged. Her strength dissolved into a thin, sickly trickle of resignation. The cold made her feel ill. Twilight settled softly over the city. The young girl in the old, thin coat stood on the street corner, alone and bewildered.

He turned and called back: "I'll be back, Mary."

"Sure," she answered lifelessly.

Then he was gone, lost in the crowd of men and women and she watched him until he was a pinpoint of khaki and the pain inside her was a molten lump. She looked around out of heavy-lidded, glazed eyes. She began to walk toward the underground, hoping somehow the tube would not be crowded. Tonight, she thought, she could not stand a crowd.

'Single Engine Operator'

Truth is often Stranger than fiction—take the case of the Marauder that had to perform like a pursuit ship

SERIOUSLY damaged by a direct hit from a Nazi 88 millimeter flak gun as it approached the target, the B26 Marauder "Single Engine Operator" amazed its sister ships with a display of aerial acrobatics usually reserved for pursuit aircraft, pulled out of a tight spiral at 100 feet and then skimmed tree tops, hills and the Channel to England.

The story of its astonishing behavior upon being hit and its return from an attack against a military objective in the Pas de Calais area was told at this station today by the pilot, 4/Lt. Rowland G. Thornton, 1587 Bradley St., Schenectady, N.Y., who left half his crew in France but brought his Marauder back under the most hazardous circumstances.

The 88 millimeter shell shot through the radio compartment of "Single Engine Operator," severing all elevator control cables and one rudder cable. It passed out of the compartment through the hydraulic tank putting the entire hydraulic system out of use, Lt. Thornton said.

The aircraft nosed up immediately after being hit. It climbed a "couple of thousand feet" straight up and appeared to "hang there by its props," men in other ships in the same formation stated. Then it completed one barrel roll and was halfway through another when it went into a tight spin. It started down slowly, one observer reported, but it gained momentum rapidly for the pilot remembered seeing the air speed indicator at 425 miles per hour.

The co-pilot immediately put the landing gear down and Lt. Thornton pushed forward a throttle that he noticed had been knocked back by the flak hit and the aircraft levelled out at 5,000 feet. Which throttle it was, the pilot could not recall. "You don't notice such things when you're travelling downward at over 400 miles per," he said.

Unable to reach the warning bell, Lt. Thornton gave instructions to bail out over the intercom.

After the aircraft levelled out the pilot saw his co-pilot, bombardier and radio man hit the silk. Believing that his entire crew had bailed out, he was about to abandon the ship himself when the Marauder went into a tight spiral that held him in his seat. It started to pull out at 1,000 feet and finally came out at 100 feet—a little late to bail out!

By this time all other Marauders of the formation had lost sight of the "Single Engine Operator" and returned to base believing the aircraft lost.

Once out of the spiral, Lt. Thornton failed to get much air speed out of the plane nor could he gain any altitude. "The air was bumpy, further aggravating the instability of the plane and I had all I could do to get over some of the tree

tops. Besides that the wheels were down and it was impossible to raise them again," he said.

Interrupted suddenly by a tap on his shoulder, the pilot glanced back to find his engineer, S/Sgt. J. O. Lampkins, Tell City, Ind., behind him. Sgt. Lampkins, who had a slight touch of laryngitis before the mission, had now lost his voice completely. He squealed out the explanation that he was unable to bail out with the rest of the crew.

In the low-level trip back to the coast, "chickens and cows predominated," according to Lt. Thornton. "I didn't see many people but I know there were some there because a flak tower sure blazed away at me. I could feel the hits on the fuselage," he said.

"Close to the coast I took a course through the middle of a bay to stay as much out of the range of coastal flak towers as I possibly could. The channel was plenty rough on the way over, but my thoughts weren't about ditching—not as long as those two engines were working."

Lt. Thornton planned on dumping the "Single Engine Operator" on the first air-drome he came to, once he reached the English coast. Before he reached one, however, he found himself surrounded by hills which he knew he could not clear with his crippled ship. He turned into the wind and prepared to crash land in a marsh, but as he headed down another obstacle came up.

An army lorry and a civilian car had stopped directly under him on a highway in front of the marsh. Lt. Thornton had already cut the throttles but he quickly gained altitude and cleared the vehicles with nothing to spare. Narrowly averting a stall he crash-landed the aircraft, bombs and all, safely in the marsh.

The pilot and the engineer left the aircraft in a rush and then warned casual onlookers to keep away because "there were live bombs in the ship."

It was then that Lt. Thornton looked back at his ship and mumbled loudly: "I did it!"

"You sure as hell did," a voice said, and the pilot turned to find his tail gunner, Sgt. Herbert Fernous, of Brooklyn, N.Y., standing behind him.

"Where in heck did you come from?" Lt. Thornton asked. Whereupon the tail gunner calmly related that it was impossible for him to bail out before the Marauder reached deck level and that he had stayed at the tail guns all the way back to England.

"Well, not exactly all the way," Sgt. Fernous explained. "When that flak from the tower hit us, an incendiary set a cushion in the rear of the ship on fire and I had to leave my post to toss it overboard."

Highlights of Army Talks

NATURE is still the principal enemy of an army in the field. Men must eat, sleep and have some protection against the elements. The business of surviving, plus the job of moving from one place to another, is ninety per cent. of the Army's whole task. Unless it does this well, it is not really an army.

In an article with the title, "An Army Is Quite A Thing," the current issue of Army Talks impresses upon the American soldier the complexity of the Army's organization and co-operation. The article is an excerpt from the best-selling book, "The Battle Is The Pay-off," by Major Ralph Ingersoll, former New York newspaper editor who at present is stationed in the ETO, and who took part in the African campaign.

Says Major Ingersoll: "Most people think of an army as expending its energy in fighting the enemy. Actually, most of an army's energy goes into keeping itself alive and in being, and in getting itself to where a very small portion of its numbers can fight an equally small portion of the enemy's total army. The whole effect of the Army is as integrated as the shaft and the head and the tip of the point of a spear."

He illustrates this fact by pointing out that a surprisingly small part of the Allied "armed forces" in Africa was ever engaged directly in fighting Rommel's armies. Of the men entitled to wear stars on their ribbons, only a fraction were in a position to kill the enemy. He estimates that even the killers spent an average of twenty-two hours out of twenty-four in caring for themselves and in moving from one place to another.

The Army solves its problem of surviving and getting to where it can meet and defeat the enemy by organization and standardization, the author explains. This involves what he terms "an enormous personal effort and submergence of the individual will to the collective welfare."

Organization in the American Army begins with the smallest unit which, in the infantry, is the 12-man squad. Three squads make a platoon; three rifle platoons and a headquarters make a company; three rifle companies plus a weapons company and headquarters make a battalion; three battalions with heavy weapons, headquarters and supply companies make a regiment; three regiments with artillery, engineers, other services and a headquarters make a division.

Two or more divisions, together with supporting troops and a headquarters, comprise a corps, and two or more corps, with supporting troops and headquarters, make an army. A nation may have as many armies as it has the men to create, and all the armies together, with certain additional elements, make up The Army.

"For each unit in the Army, from the company on up," the Army Talks article explains, "there is an officer of an appropriate rank, who is absolutely and completely and finally responsible for everything that goes on in his unit. He must see that it is properly fed, clothed and sheltered, and even its state of mind is his responsibility. These unit responsibilities are linked together in what is called the chain of command. It leads

from the platoon lieutenant up through the commanding officer of the company to the commanding officer of the battalion, etc.

"The theoretical rigidity of this chain of command is not always understood by the public," Maj. Ingersoll adds. "A colonel cannot explain away the defeat of his regiment by putting the blame on, say, one of his captains. He, and he alone, is responsible for all the units under his command. If one of his captains fails, the blame is still his. He is guilty of 'an error in judgment' in putting the wrong captain in command."

"An Army Is Quite A Thing" outlines the advisory, or staff, functions within the Army, of which there are four groups: 1—Administration and personnel. 2—Intelligence. 3—Training and Operations. 4—Supply. The numbers have one of the two letters, S or G, before them. S refers to the staff functions of units smaller than a division; G refers to the staff functions of divisions, corps and armies. In addition to its staff organizations or representatives, each unit has an adjutant whose department it is to carry out the personnel and administrative policies established, keep the records, publish orders, etc.

"The efficiency of any unit," the article states, "will depend on its staff—on whether G1 picked the right man to recommend for assignment, on whether G2 is really intelligent about the enemy's strength and movements, on how sound G3's training doctrines were, and how effective and imaginative are the battle plans it recommends; if the supply system breaks down, G4 has been giving bad advice."

The equipment of the individual soldier is the product of years of careful planning and standardization. Examples of this planning and standardization are the soldier's uniform, his pack and his rations. The object of the plan is that the soldier shall be healthy and self-sufficient without the help of civilian facilities under combat conditions.

In order to maintain the self-sufficiency of the individual soldier and the individual unit in the field, the various army service organizations are necessary. These include the Quartermaster, Signal and Engineer Corps, and the Medical and Ordnance Departments. Each major unit of the Army has elements from the service corps and departments permanently assigned to it. Thus, according to Major Ingersoll, the line outfit becomes the sort of independent community that can exist and care for itself under the conditions of battle.

Questions typical of those to which the answers may be found in the current issue of Army Talks are the following:

Q—What is the responsibility of the individual soldier at the base of the Army pyramid?

A—To be obedient to the authority of the Army, which is vested in the commissioned and non-commissioned officers of the army.

Q—What is the principal difference between a unit at home and a unit in the field?

A—The complete interdependence of the component organizations, and their development into a single, working community.

GI JOE

by Lt. Dave Breger

Girl Friend

Lt. Dave Breger
Britain

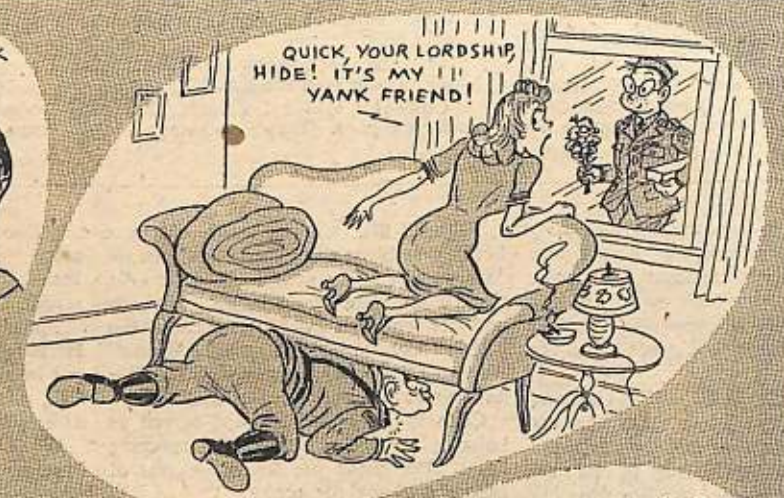
IF YOU HAVE ANY RESPECT FOR ME YOU'LL GO RIGHT OVER AND PUNCH THEM IN THE NOSE!



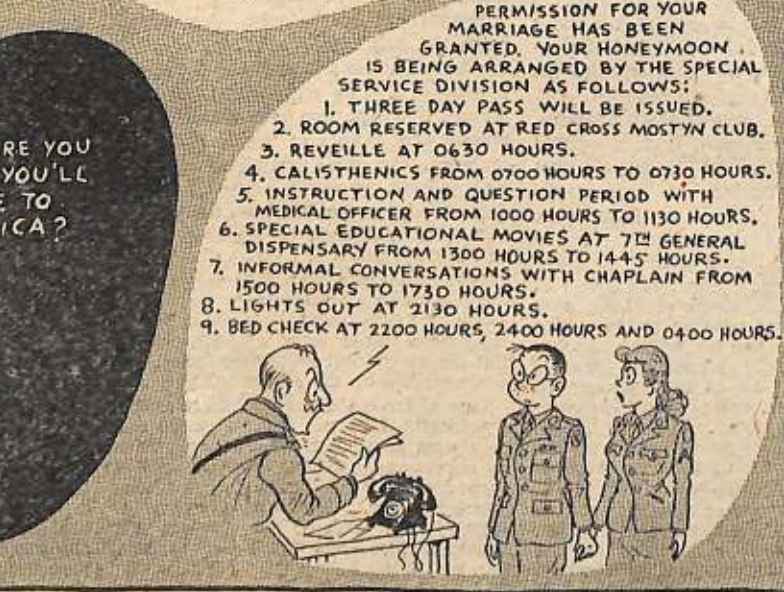
WHY, DARLING! WHAT MAKES YOU THINK I ASSOCIATE WITH ANYONE ELSE BUT YOU!



BUT ARE YOU SURE YOU'LL GET ME TO AMERICA?



QUICK, YOUR LORDSHIP, HIDE! IT'S MY YANK FRIEND!



PERMISSION FOR YOUR MARRIAGE HAS BEEN GRANTED. YOUR HONEYMOON IS BEING ARRANGED BY THE SPECIAL SERVICE DIVISION AS FOLLOWS:

1. THREE DAY PASS WILL BE ISSUED.
2. ROOM RESERVED AT RED CROSS MOSTYN CLUB.
3. REVELLE AT 0630 HOURS.
4. CALISTHENICS FROM 0700 HOURS TO 0730 HOURS.
5. INSTRUCTION AND QUESTION PERIOD WITH MEDICAL OFFICER FROM 1000 HOURS TO 1130 HOURS.
6. SPECIAL EDUCATIONAL MOVIES AT 7TH GENERAL DISPENSARY FROM 1300 HOURS TO 1445 HOURS.
7. INFORMAL CONVERSATIONS WITH CHAPLAIN FROM 1500 HOURS TO 1730 HOURS.
8. LIGHTS OUT AT 2130 HOURS.
9. BED CHECK AT 2200 HOURS, 2400 HOURS AND 0400 HOURS.

Drive Carries Japs Into India, Allies Concede

However, Gen. Auchinleck Predicts Enemy Thrust In West Will Fail

Lord Louis Mountbatten's headquarters announced yesterday that the Japanese counter-offensive in western Burma had carried enemy raiding columns across the Indian border at several points. Confirming Jap claims that the frontier had been crossed, the Allies reported that Jap units had moved into the Indian state of Manipur, between upper Burma and Assam, site of vital Allied air bases.

Gen. Sir Claude Auchinleck, British commander-in-chief in India, predicted that the enemy offensive, apparently a daring attempt to create a diversion to Lt. Gen. Joseph Stilwell's campaign in the Mogaung Valley and the Allied airborne thrust 150 miles behind the Jap lines, would end in failure.

Auchinleck said that "no real threat can materialize unless and until the Japanese manage to penetrate to points from where they can attack our rail and river communications or our airfields in Assam."

"Lacking means of protection for supply from the air," he continued, "the enemy cannot hope to maintain such a penetration without either destroying or forcing back our troops."

A withdrawal from the most advanced Allied positions in the Chin Hills "to deal with Japanese outflanking movements north of Tiddim" also was announced in yesterday's communique. Tiddim is about 35 miles from the Indian frontier.

Meanwhile, Gen. Stilwell's Chinese troops in northern Burma advanced six miles down the Mogaung Valley in a drive toward the northern terminus at Mogaung of the railroad to Rangoon.

Jury Is Selected To Try Chaplin

LOS ANGELES, Mar. 22—A jury of seven men and five women was ready today to hear opening arguments in the trial of Charlie Chaplin on a Mann Act indictment charging he transported 22-year-old Joan Barry to New York and back for immoral purposes.

Conviction on both counts of the indictment would make the comedian liable to a maximum sentence of ten years' imprisonment and a fine of \$10,000.

Chaplin and his attorney, Jerry Geisler, had to shoulder their way through a crowd outside the court.

When the jury finally had been selected, after two prospective talesmen had been excused on their admission that they might be prejudiced because of the actor's British citizenship, Chaplin donned horn-rimmed glasses and grimly studied the 12 faces carefully.

Geisler challenged jurors on two points: If they had any bias because Chaplin still maintained his British allegiance after 30 years' residence in the U.S., and whether any of them had read articles on Chaplin's political convictions.

Film Star Jennifer Jones Will Seek a Reno Divorce

HOLLYWOOD, Mar. 22—Jennifer Jones, 24-year-old actress whose performance in "The Song of Bernadette" won the 1943 Academy award, announced yesterday that she planned to seek a Reno divorce from her husband, Robert Walker, on grounds of incompatibility.

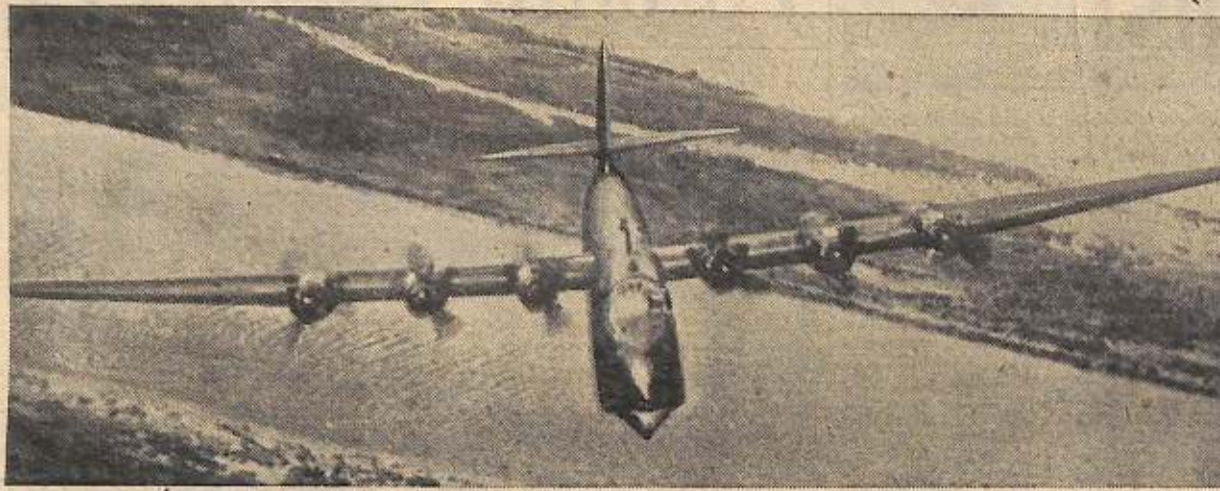
Promotions of Generals Now May Be Permanent

WASHINGTON, Mar. 22—Officers above the rank of colonel, hitherto granted only temporary promotions in war time, now will be considered individually for permanent rank, the Senate Military Affairs Committee agreed today.

AFN Radio Program

- On Your Dial**
 1375 kc. 1407 kc. 1411 kc. 1420 kc. 1447 kc.
 218 im. 213.9m. 212.6m. 211.3m. 207.5m.
- Thursday, Mar. 23**
- 1100—News Headlines and Spotlight on Richard Himber.
 - 1115—Personal Album with Ida James.
 - 1130—BBC Orchestra.
 - 1150—French Lesson.
 - 1200—World News (BBC).
 - 1205—Barracks Bar.
 - 1300—World News (BBC).
 - 1310—Movie Litter and the Twentieth Century Serenaders (BBC).
 - 1330—Andre Kostelanetz (Return Engagement)
 - 1400—Visiting Hour—Hospital Theater.
 - 1430—Sound Off.
 - 1445—Melody Roundup.
 - 1459—News Headlines.
 - 1500—Music While You Work.
 - 1530—Off the Record.
 - 1630—The Casino Players.
 - 1655—Quiet Moment.
 - 1700—Hit Parade and Program Resume.
 - 1730—National Barn Dance.
 - 1800—World News (BBC).
 - 1810—GI Supper Club.
 - 1900—Seven O'Clock Sports—Latest Sports News by Corporal Johnny Vrotsos.
 - 1905—Symphony Hall.
 - 2010—News From Home—Nightly roundup of news from the U.S.A.
 - 2016—Fred Waring Program.
 - 2025—This Week in Science.
 - 2030—Bing Crosby Music Hall.
 - 2100—World News (BBC).
 - 2115—Mail Call.
 - 2145—Harry James.
 - 2200—Truth or Consequences.
 - 2225—One Night Stand with Les Brown.
 - 2255—Final Edition.
 - 2300—Sign off until 1100 hours Friday, Mar. 24.

New German Six-Engined Flying Boat—First Picture



The German "Gigant Wicking" flying boat is shown here on a test run somewhere over the Reich. The six-engined plane, known as the GW7000-PS, was constructed by Blohm and Voss and is believed to be the largest plane of its type in existence.

Cassino Nazis Are Reinforced

Hand-to-Hand Fighting Continues; Foe Shells Town From Hills

The Germans clinging desperately to Cassino have been reinforced, and as a result hold additional strongpoints on the southern fringe as well as two clusters of six houses each on the western margin, reports from the embattled Italian city said yesterday.

New Zealanders for the seventh day engaged in bitter hand-to-hand fighting, while an estimated 30 Nazi guns and many mortars poured concentrated fire into the ruined town from the overlooking hills.

The Allies hold four ridges on Monastery Hill, but the enemy is still established in the shattered abbey site on the dominating summit.

Two Nazi positions west of Cassino are proving difficult to neutralize by artillery fire because they are only 400 and 700 yards from Allied positions on Castle Hill. As a result of Fifth Army thrusts and German infiltrations, the opposing positions have become to some extent interlocked, with forces of both sides separated from their bases, Reuter reported.

The Anzio beachhead was reported quiet except for some German artillery fire.

Medic's Transfer At Sea to Save a Life Costs His Own

An 18-year-old U.S. sailor is alive today because a Royal Navy medical officer transferred to a freighter which three days later was torpedoed by a U-boat and went down with the British medic on board.

Harold C. Hazard, of Syracuse, N.Y., armed-guard crewman on the merchant ship, suffered an acute attack of appendicitis. Having no physician aboard, the freighter signaled escorting British warships, and Surgeon-Lt. Maurice John Hood, 25, DSC, of Glasgow, was sent to treat the sick sailor.

Then, rather than risk lives by transferring back to his destroyer, Hood elected to remain with the freighter and patient. Three evenings later the U-boat attacked and two torpedoes struck the merchantman amidships. Hazard was rescued, Hood failed to get off.

No Need to Ration Coal In U.S., Nelson Declares

WASHINGTON, Mar. 22 (UP)—Denying that the Combined Coal Committee—an Anglo-American body—had recommended the rationing of consumer coal, Donald Nelson, WPB chairman, declared last night that coal rationing in America was not necessary.

The present system of controlled distribution through dealers would be maintained, Nelson said.

Lady Astor at Round Table

The weekly round-table discussion at London's Rainbow Corner tonight at 7.30 will be conducted by Lady Nancy Astor, American-born Conservative M.P. Others taking part in the discussion are Tom Driberg, M.P. and newspaper columnist; Maj. Reginald Manningham-Buller, M.P.; John Brophy, author, and Michael Foot, newspaper writer.

Terry and the Pirates



Administration Exalts The Individual—Willkie

MADISON, Wis., Mar. 22—Wendell L. Willkie in a speech here charged the Administration with being more interested in men than in principles.

"The Administration is exalting the individual through holding down public discussion and is showing a total disregard for the great process of letting people discuss issues and make decisions," he said.

Patch Is Named 7th Army Chief

WASHINGTON, Mar. 22—Maj. Gen. Alexander Patch, under whose command the campaign on Guadalcanal was completed, has succeeded Lt. Gen. George S. Patton as commander of the U.S. Seventh Army, the War Department announced today.

Patton has been appointed to command another field army, but the statement did not identify it or disclose Patton's whereabouts.

Patch, 55, a veteran of the last war, was awarded the DSM and the Navy Cross for his work on Guadalcanal. He commanded Army troops which relieved Marines on the Pacific island. Three weeks after he took command its capture was announced.

Adm. William F. Halsey, Navy Commander-in-Chief in the South Pacific, later commented:

"Having sent Gen. Patch to do a tailoring job on Guadalcanal, I am surprised and pleased at the speed with which he has removed the enemy's pants to accomplish it."

U.S. Bombers Pound Berlin Unchallenged by Luftwaffe

(Continued from page 1) Europe, as against only 5 per cent earlier in the war, the announcement revealed.

Plane passengers arriving in Stockholm from Berlin said the raid was the heaviest yet in daylight. As the plane left Berlin, the passengers could see great fires throughout the city, particularly in the north.

The industrial district of Tegel to the northwest of Berlin, where the mammoth Rheinmetall Borsig armament plant is situated, was hit, the passengers reported. Many pilots who had been to Berlin before reported that the intensity of the flak over the capital was unrivaled, and it was heavy over the entire route as the armada passed from one flak area to another.

After the bombs were away, clouds broke and many crews reported fires and dense columns of smoke.

"Smoke poured up from a factory, about half of which was in flames," said 2/Lt. Robert E. Thomas, of Portsmouth, Va. "We got some beautiful hits."

2/Lt. William H. Garland, of Detroit, a Fort navigator on his 39th mission, said: "It was the most beautiful fighter-bomber synchronization I have ever seen."

More praise for the fighters came from 2/Lt. Marion Northway, of Champagne, Ill., a bombardier: "Mustangs, Light-

Hull Demands Enforced Peace

Outline of Foreign Policy Proposes Disarmament Within Safety Limits

WASHINGTON, Mar. 22—Asserting that mere co-operation between good neighbor nations was "not an effective method" of safeguarding the world's future, Secretary of State Cordell Hull today proposed creation of an international agency to use force if necessary to keep peace.

In a 17-point outline of American foreign policy, he declared the United Nations must continue to exercise "surveillance" over aggressor nations after the war "until the latter demonstrate their willingness and ability to live at peace with other nations."

His program called for arbitration of political disputes and armament reduction "by international co-operative action, to cut the burden of armaments to a minimum without weakening the force needed to maintain the 'rule of law.'"

Vesuvius Eruption Forces Evacuation of 3rd Town

ADVANCED ALLIED HQ, Italy, Mar. 22 (Reuter)—Allied troops last night evacuated the entire population of Cercola from the path of a stream of lava pouring down the slopes of Mount Vesuvius.

The eruption already has completely enveloped San Sebastiano and partially destroyed Pollena, two miles to the northwest of San-Sebastiano.

In the Salerno area, about 20 miles from Vesuvius, incinerated lava was raining down from the sky.

NEWS FROM HOME FBI Arrests 17 In a \$1,000,000 Shipyard Graft

Bethlehem Steel Workers Accused of Falsifying Welding Records

BALTIMORE, Mar. 22 (AP)—The FBI has announced the arrest of 17 employees of the Bethlehem Steel Co. shipyard at Sparrow's Point, Md., on charges of falsification of work records amounting to an aggregate loss of more than \$1,000,000 annually.

The special agent in charge of the FBI Baltimore office said the accused were counters in the welding section and were responsible for recording the amount of welding done by individual workers.

He Got the Point Over

BROOKLYN, N.Y., Mar. 22—James Schwaller, 17, suffered a severe wound in the abdomen and required hospital care as the result of his too realistic demonstration to his girl friend on how the Japanese commit hara-kiri.

To the Loser Go the Spoils

SALMON, Idaho, Mar. 22—In 1942, Fred Shook, a Republican, defeated Frank McCall, a Democrat, in the race for county prosecutor. Now Shook is being inducted into the Army, and he has named McCall his successor to serve until the fall election.

20-Million Rail Program

ST. PAUL, Minn., Mar. 22—The Northern Pacific Railroad plans to spend \$20,500,000 for new equipment and improvements. President C. E. Denney announced. The money will go for 26 new locomotives, 1,000 new freight cars, and for general construction projects.

Loneragan Trial Opens

NEW YORK, Mar. 22 (AP)—An all-male jury was in the box when the second trial of Wayne Lonergan opened today. Lonergan's first trial on a charge of murdering his wife Patricia was ruled a mistrial by Judge John Freschi.

One for the Elephant

WENATCHEE, Wash., Mar. 22—The Democrats set May 6 for the state convention. Later, the Republicans set the same date—and reserved all available hotel space. Now the Democrats have to pick another date.

Bridges Opposes Strikes

SALT LAKE CITY, Mar. 22—West Coast labor leader Harry Bridges said "there is no excuse for labor unions striking today." He decried John L. Lewis and coal strikes, which he said were "definitely out of order."

Nazi Broadcast Names Kleist as Boss in South

Field Marshal Von Kleist has replaced Marshal Von Manstein as commander of Germany's Ukrainian forces, according to a German News Agency broadcast.

The broadcast said that Von Kleist had been in supreme command of "the disengaging movements on the southern front."

Meanwhile, unconfirmed reports reaching Stockholm said that three Nazi generals—Voelch, Fuchs and Heisinger—had been executed on Hitler's orders for refusing to carry out an attack in the Dnieper Bend on the grounds that they were short of ammunition and guns.

13 Plead Guilty to Having Fake Gas-Ration Coupons

SAN FRANCISCO, Mar. 22—Thirteen men pleaded guilty here to possessing counterfeit gasoline-ration coupons. One was sentenced to six months in jail and the remaining 12 face either fines or imprisonment.

Four others pleaded not guilty and will be tried April 20. One of those who pleaded innocent was Russell B. Youmans, who, authorities said, had 650,000 fake coupons in his possession when arrested.

1st Conduct Ribbon to WAC

S/Sgt. Alice N. Harmison, of Romney, W.Va., is the first WAC in the ETO to receive the Good Conduct ribbon. The ribbon was pinned on by Brig. Gen. Edwin McNeil, assistant judge advocate in the ETO. Sgt. Harmison is chief of the message center in the branch office of the judge advocate general.

By Milton Caniff

