

U.S. Planes Strike Greece and Germany

Half the Miners Refuse to Work

FDR Warns Men Against New Strike

Rejects Lewis' Oct. 31 Truce Deadline, Says Coal Is Essential

WASHINGTON, June 25—Half of the nation's 530,000 coal miners stubbornly remained away from work today, revolting against the "back-to-work" order of the United Mine Workers' policy committee.

Their action, in the face of President Roosevelt's warning that strikers in government-operated industries would be liable to military service led to further shutdowns in an industry

FDR Vetoes Strike Bill

WASHINGTON, June 25 (AP)—President Roosevelt today vetoed the Connally-Smith-Harness anti-strike bill.

The bill provided for the imprisonment of labor leaders who assisted or permitted the calling of strikes in war plants or mines operated by the government.

already crippled by three strikes in the last two months.

Meanwhile, the President indicated that he would not tolerate a fourth strike after the Oct. 31 date set by John L. Lewis as the end of the third truce.

Declaring that he would not recognize or accept the deadline, the President told a press conference that he was merely trying to see that the coal was mined.

Many people, he said, get away from the fact that the country is at war and the life of the nation is very much at stake.

War Production Suffers

The continued idleness of the miners after their leaders had told them to resume work had immediate repercussions in vital war plants.

Additional blast furnaces shut down and industrialists estimated that pig iron is being lost at the rate of 8,500 tons a day.

"Let us prove that we won't be led around by the nose by John L. Lewis," one delegate shouted at a meeting in the Wilkes Barre coal fields last night. A "holiday" vote was then passed.

Roving bands of pickets operated in Pennsylvania and other areas in protest against several locals which voted to resume work. As a result 35 mines in the district shut down completely.

Washington observers said tonight that government action to halt the unofficial strike would probably not be necessary.

(Continued on page 4)

Shortage of Oil In States—Knox

WASHINGTON, June 25 (AP)—The United States is facing a shortage of vital crude oil, according to a statement made today in the House by Secretary of the Navy Frank Knox, who added that there was a likelihood that the shortage would become serious later this year "and most certainly early next year."

Knox's statement was given when he began an explanation of his part in the cancelled contract between the Navy and the Standard Oil Company of California for the joint development of the rich elk hills oil reserve, which is the second largest in the world.

The Navy Chief asserted that it was "of the first importance that we have an adequate reserve," and added that national policy dictated that the U.S. should expand its reserve outside continental U.S.A. in every way possible.

Roosevelt on Second Front

WASHINGTON, June 25 (UP)—Commenting upon the Russian demands for the opening of a second front President Roosevelt said today: "My desire for a second front is as strong as that of the Russian people."

Bob Hope Arrives for ETO Camp Tour



Bob Hope, screen and radio comedian, arrived in London last night with Francis Langford and other entertainers to begin a tour of American camps throughout the ETO in a new USO Camp show. Here the man who made famous "Thanks for the Memory" signs an autograph on the shoulder of a London policewoman at a London railway depot.

Soldiers' Packs May Be Lighter

Experiences in Battle Show Some Equipment Items Should Be Discarded

WASHINGTON, June 25 (AP)—Military authorities today disclosed that methods of lightening the packs of U.S. invasion armies were under consideration. Experiences in North Africa and the Aleutians demonstrated, these sources said, that the men who swarm ashore on enemy beaches should carry lighter loads.

What changes may be made in the great mass of equipment carried by each soldier was not made known.

Greater attention appears to be turning toward ability to move swiftly and fight hard in the initial phases of a landing.

Light Jap Equipment

The Japs already have adopted that technique, and in some instances their invaders have worn only loin cloths and carried nothing but rifles, ammunition and small bags of rice.

American troops, of course, would not be reduced to those bare essentials, but indications are that a part of the equipment heretofore considered necessary may be discarded. That equipment—sometimes weighing more than 100 pounds—has included virtually everything needed to fight and dig in on an enemy shore.

Wainwright of Corregidor In Formosa Prison Camp

Lt. Gen. Jonathan M. Wainwright, who was captured by the Japs at Corregidor while he was second in command of American troops to Gen. Douglas MacArthur, has been removed to a prison camp in Formosa, Tokyo radio reported.

Gen. Wainwright was permitted to send the following message to his wife: "I am in excellent health and longing to return to my dear country and family. I am well fed."

Liberty Ships to Carry Helicopters for Defense

LOS ANGELES, June 25 (UP)—Liberty ships will carry their own helicopters for defense against submarines, Rear Adm. Howard L. Vickery, vice-chairman of the Maritime Commission, disclosed yesterday.

The admiral said the first experiment was to be made in July by adding a flight deck 40 by 50 feet to the ships. Helicopters, he added, already had been flown from tankers.

King Returns from Africa

King George VI returned to London by plane yesterday from his visit to North Africa and Malta.

Mitchells Strafe Japs Near Mubo

B25s Support Allied Land Forces Battling in Jungles Nearby

WASHINGTON, June 25—Skimming over the target, B25 Mitchells made a heavy bombing and strafing attack on the airfield of Salamaua, on the Gulf of Houn, in New Guinea, today's official communique reports.

This attack took place just a few miles north of Mubo in support of Allied land forces who have been engaged in sharp jungle battles with the Japs the past four days.

The Mitchells hit the airfield and supply dumps in the neighboring village near Mubo. Large fires were burning as the raiders left for their home base.

In the Tanibar island group, two Jap reconnaissance bombers were destroyed when U.S. fighter-bombers strafed a Jap airfield.

Japs Mauled in Burma

NEW DELHI, June 25—Jap troops have suffered comparatively severe losses in sharp clashes with British and native forces in the hills near the northwest Burma border, Allied high command announced here today. U.S. heavies and RAF fighters yesterday attacked Jap positions in a wide area of Burma.

First General Lost on Air Raid In ETO Missing in Kiel Attack

Brig. Gen. Nathan Bedford Forrest was aboard an American heavy bomber which failed to return from the June 13 attack on Kiel, Eighth Air Force Headquarters announced yesterday. Grandson of the famed Confederate general of the same name, Forrest is the first American general to become a combat casualty in the ETO.

The 38-year-old general rode as an observer aboard the Fortress piloted by Capt. Harry A. Sturwalt, of Spokane, which led the raiders into what has been described officially as the greatest air battle over Europe. His plane has been listed as "missing."

There is a strong possibility that those aboard the general's bomber may have survived. Returned crewmen of leading squadrons which bore the brunt of enemy attacks said they saw Forrest's damaged plane—one engine smoking badly and the tail section partially shot off—straggle from a bitterly besieged formation and spiral downward several thousand feet, apparently still under control.

None, however, was able to observe whether the ship landed.

1/Lt. Robert C. Cozens, of Encinitas, (Continued on page 4)

Forts Beat Ambush Over Reich, Lose 18; First Balkans Blow

Eighth Air Force Formations Follow Up Heavy Night Attack on Ruhr by RAF As Ninth Strikes Near Bulgaria

The weight of America's growing air might was flung for the first time against the Axis forces in Greece yesterday in what enemy observers declared might be the first step in a "softening-up" campaign for invasion.

Delivering the first Allied blow at enemy installations in Greece since that country's complete occupation in 1941, 50 Liberators dumped well over 100 tons of bombs on a German air-training center only 50 miles from the border of Bulgaria. Simultaneously other American planes kept up the hammering of Sicily and Sardinia, also apparently in preparation for invasion.

From England two more powerful blows were struck by the Allied air forces. Following up an RAF night assault on the chemical industries at Elberfeld, in the Ruhr, Flying Fortresses penetrated northwest Germany and fought off one of the strongest concentrations of fighters yet encountered.

Axis in Mediterranean Blasted by Allies

Axis forces in Greece, hitherto immune to Allied bombing, felt the power of the Ninth Air Force for the first time yesterday in an extension of the Mediterranean offensive coinciding with stepped-up medium bomber raids on Sicily and Sardinia on a 300-plane scale.

Striking at the large German air training center at Sedes airdrome, six miles from Salonika, the second largest Greek city, and only 50 miles from Bulgaria, more than 50 Liberators dumped at least a quarter of a million pounds of high-explosive on hangars and installations.

A Cairo communique said direct hits were scored on hangars and all were believed destroyed, along with three enemy aircraft. Administrative buildings also were hit and several strings of bombs criss-crossed the field itself, causing several large oil fires.

U.S. Blitz on Sardinia

While the Libs were winging across Greece, USAAF Mitchells, Raiders and Warhawks of the North Africa air Force staged an all-American show over Sardinia, attacking the railway junction at Chilivani, the airfields at Venafiorita and Capoteria, and shipping at Golfo Aranci and off the coast.

A few hours earlier a force of RAF Wellingtons struck again at often-bombed Catania in Sicily, dropping explosives on the industrial area and freight yards.

Pilots of the Liberators which attacked Salonika said the enemy apparently was caught unawares. In spite of the fact that Sedes is a first-class airbase strongly built up by the Germans, and notwithstanding its importance as a key point in Marshal Erwin Rommel's new "Siegfried line" in southeastern Europe, no enemy fighters were encountered and anti-aircraft was light.

All the planes returned safely after dropping, besides the bombs, hundreds of thousands of posters encouraging the Greek people to resist the Axis.

Bombers Beat Off Nazis in Clouds

American Flying Fortresses, beating off swarms of enemy fighters ambushed in the clouds, stabbed into northwest Germany in force yesterday to keep up the day and night hammering of the Nazi homeland.

Only a few hours after the RAF had sledged the Ruhr's war industries in a night-time blow at Elberfeld, the Forts thundered out from bases in Britain. Over the German coastline they ploughed through a solid wall of clouds, and felt their way toward the target with only an occasional break in the bad weather.

As the formations crossed the heavy belt of Nazi defenses, the Luftwaffe hurled fighters at them from ambush in the thick overcast.

The Forts slugged onward, made their bombing runs and fought home again, but cloud formations prevented observation of bombing results.

An Eighth Air Force announcement said "many" German fighters were destroyed in the running air battles which claimed 18 U.S. planes. The specific targets were not officially identified.

Wild Battles in Clouds

Returning pilots told of wild battles in the clouds. Capt. Mark Connell, of Dearborn, Mich., a former RCAF pilot, said that fighter opposition was strong but unevenly distributed along the way. His group met terrific opposition while some other elements of the formation experienced little or none.

The pilot of the Fortress Al Jolson, 1/Lt. Howard O. Koppen, of Waltham, Mass., had praise for Sgt. Charles H. Fand, of Riverside, Cal.

"Fand knocked down three enemy fighters," Lt. Koppen said, "and if it had not been for him we probably wouldn't have come home."

The co-pilot of another Fortress, 2/Lt. Charles H. Bigelow, of Cleveland, Ohio, came home in a plane that was riddled with machine-gun and cannon fire, and had two motors knocked out. The crew was jubilant, however, and claimed the destruction of seven German fighters.

A navigator, 2/Lt. Joseph F. Burowski, of Naugatuck, Conn., said: "We had a narrow escape. A 20mm. shell hit the No. 2 engine and glanced off into the nose. I wouldn't have given a plugged nickel for our chances, but we fought our way back in spite of everything."

The RAF blow at Elberfeld, which with Barmen makes up the amalgamated town of Wuppertal, was "nearly as heavy" as that which virtually wiped Barmen off the map May 29, the Air Ministry said. In that raid the RAF (Continued on page 4)

Brief Battles When Drives Begin in Soviet, Berlin Says

Predicting large-scale fighting on the Russian front very soon, Berlin radio hinted today that the fighting would consist of spasmodic battles rather than the launching of a major offensive as last year.

"A pending battle rather than an offensive is talked about in German military circles," said the radio, "which indicates that operations on the same lines as last year's offensive are not expected."

On the front itself the land lull continues. Only small-scale patrol and artillery activity has been reported from all sectors.



Brig. Gen. Nathan Bedford Forrest

THE STARS AND STRIPES

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The Rebel Party

Newspaper men, like guards on Posts One and Two, must be constantly on the alert, and we're proud to report we have not failed, for we spotted an item in the New Yorker which claims a group of Englishmen are planning to start a Radical Party to be called quite simply the Radical Party.

Of course we have no desire to join for we still expect to have two Republican chickens in every pot and two Democratic cars in the family garage come next election; but we do feel the John Bulls have hit on a happy idea, with modifications, certainly.

We suggest therefore a third party for the U.S. which will contain all the "rebels" and will be called the Rebel Party. This name is just a coincidence, and should not be considered an infringement on the British Plan. Dues would be payable in Confederate money or Continental dollars, depending on your relation to the Mason-Dixon Line.

A full fledged member in the Rebel Party would have the right to give the Rebel yell on all suitable occasions... for example, whenever Brussels sprouts were served or powdered eggs or spam. Matter of fact each membership card would entitle the victim to the unrestricted right to bellow and roar at all life's little restrictions and many injustices. Party members from the West could substitute an Indian war cry or cowboy yip-pee for the Rebel yell without extra cost, for results would be the same.

We think what America needs, even more than a good five cent cigar or a nickel cup of coffee, is a new and vigorous party of rebels who will really howl next time a few characters at home call strikes affecting war production. Anyway, a few vigorous Rebel yells delivered at the right time and place could do no harm and they might even help. Junior gets away with it.

Dutch Nazis Lose Heart

A growing loss of faith on the part of Dutch Nazis is disclosed by the Nazi weekly Volk en Vaderland, which takes the movement to task and urges its members to take heart.

One disillusioned member wrote: "After Stalingrad and Tunis the NSB is pleading for a lost cause."

This brought an editorial exhorting members "not to be discouraged by large or small disasters."

"Too many in our ranks ask what possibilities for propaganda for national-socialism can we see while the Press is daily announcing new war burdens. We can only answer: There are no possibilities except faith in the 'holy Germanic cause.' The Dutch can only hope for the future if they stop wavering. He who cannot do this must resign now, because the road will become steeper and harder, and can be traveled only by those who show complete loyalty and blind faith."

And the only morsel of hope which the paper Volk en Vaderland offers to Dutch Quislings is expressed in a hypothetical question: "Why should the fortress of England be unassailable and the fortress of Europe not?"

We'll answer that question by referring the Nazi editor to the RAF and the Eighth Air Force. If this answer does not satisfy, there is the Allied Army and Navy. Added together they're enough to make any Quisling lose heart.

California Spirit

Alhambra, in Southern California, a town of 40,000, is rightly proud of its Home Front War Effort, for it has the most complete organization on Victory garden growing in the U.S.

Over two million dollars' worth of vacant lots have been leased by the Chamber of Commerce for the duration at no cost. From these lots nearly 4,700 Victory Garden plots have been given out, and arrangements made for irrigating water supply for them.

Hash Marks

Conversation in the Ruhr: "Remember the good old days when the RAF dropped propaganda leaflets?"

Pilferers on the home front are going in for business on a big scale. For instance, the Philadelphia police department has a job on its hands—looking for a \$10,000 steam shovel! Workmen reported the huge machine missing from a war housing project. The rogues had also made off with 50 gallons of fuel oil, 70 feet of three-quarter-inch piping and a large hammer.

As an example of a guy who thinks fast on his feet we present to you an unknown Pfc. While on leave in London he saw



his first EM WACKS. He was so entranced that he followed them down the street. The lovelies in uniform turned into the Nurses' Club to see one of their officers. Still in a daze, the Pfc walked all the way into the lobby before he realized his mistake. Realizing that he was in the wrong place, he turned to leave, only to find his way blocked by some incoming officers. Quick as a flash he said, "Pardon me, sir, is this Rainbow Corner?"

Our spy on the continent cables that 1944 model Nazi tanks will have four-speeds in reverse.

In Goodyear, Conn., bird decorations on a theater marquee caused so many cats to congregate there that the manager was forced to cover up the decorations.

Speculation on the Home Front: Who will be the first political candidate to promise a second cup of coffee!

Then there was the disgusted WREN who came home saying, "That's the last time I wear a uniform when I go out with that guy—he doesn't kiss me good night anymore, he just salutes!"

Is going to dinner at your mother-in-law's place a pleasure? That's the \$64 question that has the good ole USA in



a dither these days. It all started when some guy had to go to his mother-in-law's (probably at his wife's insistence), so he asked the OPA if it were permissible to go by car in view of the fact that the gasoline ban was on pleasure driving only. The OPA said the guy could go if it were not a pleasure visit. The little man, and hundreds of others who heard about the deal, wrote back, "It's no pleasure, I assure you."

J. C. W.

They Sink Subs With Stinsons

'Flying Minute Men' Use Own Planes To Patrol Coasts

WASHINGTON, June 25—The story of America's "Flying Minute Men"—amateur airmen who, flying their own little airplanes, have sunk submarines, directed the rescue of hundreds of torpedoed seamen and aided the nation's war effort in a myriad of other ways—was revealed today by the Office of War Information.

The "minute men" are members of the Civil Air Patrol, including doctors, clerks, carpenters, retired lawyers, boys in their teens, even housewives who know how to fly. Mary Astor, film star, is one of them. And they have used Stinsons, Wacos and Fairchilds for such unorthodox tasks as patrolling sea lanes far out from the coast.

To these tiny planes they fitted racks holding two demolition bombs and an attachment for a depth bomb, and several ingenious technicians among them devised a bombsight made of 20 cents worth of hairpins, tin cans, mirrors and other scrap, so accurate that a Stinson 75-horsepower Voyager hit a U-boat square on the conning tower. Even Army pilots now favor the sight for certain specialized work.

Organized a week before Pearl Harbor on the initiative of America's private fliers, the CAP has grown to a military organization of such size and value that it was taken over by the War Department from the Office of Civilian Defense Apr. 29, 1943, and is now an auxiliary arm of the U.S. Army Air Force.

Its numerous accomplishments include: Flights totalling over 20 million miles, the spotting of more than 150 submarines for the army, navy and coast guard, and even the sinking of some, and off-shore patrol missions which brought rescue to crews of torpedoed tankers.

Plenty of Candidates

Only the United States and Russia have allowed their civilians to fly in wartime; other belligerents grounded their amateurs as soon as war was declared.

Many American military authorities doubted in the early days of the war that civilian fliers could give any real service. But aviation enthusiasts immediately began to show what they could do. They had considerable resources; there were then in the United States 100,000 civilian pilots, 100,000 student pilots, 25,000 private planes, and more than 2,000 civilian airfields.

Most military-age pilots and students went into the armed services, but CAP began organizing the rest into volunteer squadrons, groups and flights serving under a wing commander in each of the 48 States.

Mechanics, nurses, radio operators, observers, photographers and doctors joined the pilots in ground-crew training. The inland squadron members carry on their regular jobs and serve in spare time. Members, however, may volunteer for tours of full-time duty, such as coastal patrol, where many have signed up for the duration.

Flying their own planes, using their own initiative, equipment and money, with gradually enlarged Federal grants, they have built up many coastal bases from Maine to Mexico.

Inland, their courier routes between army posts and between industrial plants require the services of several hundred planes daily and a large number of pilots, ground mechanics, and radio operators. Their volunteer missions search for lost planes, maintain forest fire patrols, and fly emergency relief to flood and disaster areas. They furnish men and women pilots to the transport command, and



Many of the "Flying Minute Men" flew Stinsons such as these in the patrol flights along the coasts searching for subs following Pearl Harbor. These Stinsons are two-seaters, and fitted with bomb racks and have a top speed of 110 miles an hour.

carry on a large-scale training program—all of which frees thousands of planes and pilots for more urgent assignments.

Casualties to date among the amateurs are 30 fliers killed and 73 planes lost. One of those killed was a man of 50, another a boy of 19. A number of pilots have physical disabilities, and one, injured in the last war, has two artificial legs.

At the outbreak of war Lt. Col. Earle L. Johnson, the enthusiastic present commander of the Civil Air Patrol, a pilot of 14 years' standing, was alarmed at the unguarded state of airports and the ease with which a saboteur could steal a plane and dump explosives on a war plant.

"It gave me the creeps to think what 100 determined Germans could do to 100 power plants in one night—land their planes in a field, walk away, and never even be caught."

The story has been told of his taking off one night in his own Curtiss Wright and dropping a sandbag on a Cleveland factory. Following this, airports were placed under armed guard, all civilian pilots were required to prove citizenship and loyalty, and no planes were allowed off the ground without clearance.

When packs of U-boats invaded the inshore waters, CAP secured a grant of \$18,000 for trial bases near the worst ship graveyard on the Atlantic coast.

Subs Feared 'Em

To the first volunteer bases, at Atlantic City, N.J., and Rehoboth, Del., hurried complete CAP units with their own planes, two-way radio equipment and operators, mechanics and medical personnel. Maintaining radio communication with ships and the shore, they spotted submarines from the very start. The little planes were unarmed then, but the submarines did not know it and often subs that had come to the surface to shell tankers crash-dived when one of the little pleasure planes buzzed over.

Fifteen minutes out on the first patrol from Atlantic City, the pilot was looking down at a torpedoed tanker, with the crew in the water, and his observer was radioing for the Coast Guard. One pilot, bringing his own \$35,000 plane, was millionaire Thomas D. Eastman, of New York.

It was unorthodox for Stinsons, Wacos and Fairchilds to skim 80 and 100 miles out to sea, patrolling as low as 300 feet. If one sparkplug began to miss, the pilot and his observer were in danger; if the engine went dead, the best they could hope for was a pancake landing on a wave crest. Twenty-four men have been lost this way.

Army, Navy and Coast Guard pilots called them "the Flying Minute Men," and tanker crews cheered and waved their caps to see the single-engine putt-putts circling overhead.

Pilots received \$8 a day, out of which they had to pay for their own uniforms, food and lodging. They were also to be paid depreciation on their hard-worked planes and maintenance costs. The latter item they handed over to a pool for the common use of the base.

No Living Wage

None of them got rich under this arrangement, as Capt. Robert E. Thomas, of Baltimore, found out. A broker by trade, he figured that after flying 40,000 miles on a six-months' tour of active duty, he had \$56 left when all expenses had been paid. This made his earnings just a little under \$10 per month.

Plump lawyers in the 50's flew away from home for a "vacation" and spent it fighting the Battle of the Atlantic, groping for the field in thick weather with the bottom of the gas tank "just barely damp."

In the early days, the planes were unarmed. But there is a now familiar tale of the time when a little yellow-tipped patrol plane caught U-boat close inshore and so confused the skipper with its swoops that the submarine ran its nose into a mudbank.

While the plane, ineffectual as a bird, circled above, frantically sending radio hurry calls for cutters or destroyers, the sub squirmed and twisted for

shell tankers, each worth more than a million dollars, not to mention crew and cargo. On recent months there have been no sinkings reported in the east coast shipping lanes.

Said a CAP captain who has left his insurance business in the hands of assistants for the duration: "Being mere civilians, we've had some colossal battles with red tape, getting supplies, fighting priorities and all that. For a good many months we were without Very pistols, flares, rubber suits and boats. There was a time when we had less than half a dozen planes fit to fly. But we're over the hump and everything is getting better now."

"I used to be a bus driver," said one of the fliers, "and a good one too—never had an accident in five years. That's a more nerve-wracking job than this is."

10 Per Cent Are Women

Both men and women are eligible for enlistment. Three per cent of United States pilots are women, and CAP figures that some 10 per cent of its membership is feminine. Squadron 421-2, of Atlanta, Georgia, is composed entirely of women, with 20 pilots and a total enrolment of 50.

St. Louis has another feminine squadron, with 60 members. Cleveland's all-girl squadron numbers 70. A mild controversy whether women's work garb should include slacks, skirts or culottes did not seriously divide the ranks.

Among the prominent women members are Hollywood's Mary Astor, Mrs. Nancy Love, who heads the WAFS, and Maj. Ruth Cheney Streeter, in charge of the Women's Reserve of the Marines.

Capt. Everett M. Smith, 51, an engineer of varied talents, keeps the engines going and personally sees to the mechanical details that make the difference between life and death. Early in this war he went to China and assembled planes for Gen. Chennault's Flying Tigers.

Since coming home he has been bossing the mechanics and improvising maintenance gear for the CAP. When a plane strikes a seagull and breaks a longeron, when a wing needs recovering or parts begin to rust, Capt. Smith and his crew take over. A certain type of plane was very hard to start on cold mornings last winter, so he resurrected an old engine that had been used as a seaplane mooring, made it run, mounted it on the back of a truck at propeller height, fixed a coupling to the propeller hub and cranked by machinery thereafter.

The shop is full of benches, presses, machines, tools and gear originated by Capt. Smith, as a result of which the base, for all its meager financial resources, can now do major engine overhauling jobs.

"Smithy's" latest ideas are on life-saving devices. In crashes at sea, the doors on either side of the cabin usually jam. But there is now in the plane cabin a lever which the pilot pushes when a crash is imminent; this pulls the pins from the door hinges so that both doors fall off and disappear just before the plane strikes. To make a plane stay afloat, Capt. Smith has filled the rear end of a cabin with tin tanks soldered tight.



ARMY POETS

Lines to Jeanne—Scotland 1943

The drums have rolled across the few short years

Since first we met where roses grow, sweetheart.

And bugle calls have brought so many tears

Each time the Cause of Freedom bade us part.

Grim war has brought an endless, aching pain.

And filled my heart with loneliness each night—

Yet you have walked beside me in the rain

Making the burden of my cross so light.

The prayers that you have said while kneeling there

PRIVATE BREGER



NEWS FROM HOME Women Holding 2,000,000 More Jobs Than in '42

Manpower Survey Shows Greatest Increase In Aircraft Plants

WASHINGTON, June 25 (UP)—Nearly 2,000,000 more women are now at work in the United States than at the same time last year, the War Manpower Commission revealed today. Last March they announced that 15,200,000 women were employed.

A survey of 8,000 factories showed that during the preceding six months employment of women in those factories had more than doubled.

Increase had been greatest in the aircraft and spare-part industries, where nearly double the number of women were employed. In the munitions industry it had increased by two-thirds.

Army Planes Collide

BOSTON, June 25—Two Army air-planes collided yesterday, burst into flames and crashed, one of them falling directly in front of a Worcester-Boston train.

Two of the derailed coaches caught fire but none of the 150 passengers was hurt. One of the pilots landed safely by parachute, but the other is believed to have died in the burning plane.

Ten More Ships Launched

WASHINGTON, June 25—The Maritime Commission announced yesterday the launching of ten more merchant ships, bringing the total since Pearl Harbor to 1,063.

Hippo Goes to War

MILWAUKEE, Wis., June 25—Peaceable Jacob, the hippopotamus at the Washington Park Zoo here, has been sent to war. He died the other day and his 5,000-pound carcass was contributed to the fat salvage drive.

Utility Frocks For Women

WASHINGTON, June 25 (UP)—Women's clothing will be slimmer and much more simple in design, resembling somewhat the British utility fashion, under a new order by the War Production Board. Material is restricted and wide skirts and full blouses will be a thing of the past. Women's jackets will be made only in single-breasted styles.

Rickenbacker in Moscow To Represent Stimson

MOSCOW, June 25 (AP)—Capt. Eddie Rickenbacker, U.S. World War I air ace, has been in Moscow since Sunday on a mission as a representative of Secretary of War Henry L. Stimson, it has been revealed. While in the Soviet capital Rickenbacker is expected to visit Premier Stalin.

Capt. Rickenbacker's visit to Russia is in continuation of his tour of the world battle fronts. He has already visited North Africa, India and China, and previously the Pacific theater, where he was missing for 25 days last October when his plane was forced down.

More Air Force Awards Listed

More awards of the Oak Leaf Cluster to the Air Medal to officers and enlisted men of the Eighth Air Force are published today. They are among the largest list of awards yet announced—1,155—all of which will be printed over a period of several days. Recipients of the Silver Star, Soldier's Medal, DFC, Air Medal, and some of those who received the Oak Leaf Cluster to the Air Medal were listed Thursday and yesterday.

Today's list: Oak Leaf Cluster to the Air Medal

- Alabama**
1/Lt. Jonathan M. Cunningham, Florence; T/Sgt. Robert G. Lee, Eiba, and Joe F. Ward, Slocum; S/Sgt. Edwin G. Reifschneider, Mobile; Garney Clark, Dora; Charles E. Falls, Birmingham; Charles M. Davis, Whittier; Frank E. Gross, Red Devil, and Albert McMahan, Hopewell.
- Arizona**
1/Lt. John W. Joslin, Phoenix; 2/Lt. John J. Ward, Tucson; S/Sgt. Lewis F. Clayton, Naco; Earl H. Jones, Mesa, and Henry R. Bean, Doz Cabezas.
- Arkansas**
1/Lt. Llewellyn L. Brown, Malvern; 2/Lts. Bill J. Reed and Emmette W. Ford, Siloam Springs; T/Sgt. Charles I. Lockwood, Paragould; S/Sgt. Loyd E. Adelsberger and James L. Branch, Little Rock, and Harvie L. Collins, Hoxie.
- California**
1/Lts. Gordon L. Williams, Fresno; Joseph

Chopped Mint Helps Powdered Eggs Taste

A U.S. BOMB DEPOT, England, June 25—S/Sgt. Nick Sysock, of Chicago, mess sergeant here, has a new way to fix powdered eggs.

He gathers plenty of fresh mint from the fields around the camp, chops it up and adds it to the powdered egg mixture, for scrambling in the morning. Nick doesn't claim that it makes the eggs taste good, but it helps and it's different.

Mostyn Books State Reunions

Oregon Soldiers in ETO See Motion Pictures Of Home at Club

Oklahoma residents serving in the ETO will meet at the Mostyn Club, 17 Portman St., London, W1, Monday night at 7.15. Tuesday State Nights will be held for Utah, Montana, Idaho, Wyoming and Colorado. South Carolinians will meet Wednesday and Virginians Thursday.

Motion pictures of their home State were shown Oregon soldiers at the club Thursday. Greetings were sent to Gov. Earl Snell. Present were:

Pvt. Deman Grell and T/5 Leonard Roth, Albany; Pvt. John Logan, Medford; Cpl. Wilfred Roeker, Burns; T/Sgt. Landis M. Sign, Dayton; Pvt. Walter G. Post, Prineville, and Sgt. Charles Perry, Salem.

Reading

READING, June 25—A "June Jamboree" will be held at the American Red Cross club, St. Laurence Hall, Abbey St., Saturday. Eddie Carr and his London band will play. At 3 PM Sunday there will be a bingo party, followed by a dance from 7 to 9 PM.

Bristol

BRISTOL, June 25—The usual Saturday night dance at the American Red Cross Club has been cancelled this week to avoid conflict with the Cranston Tide-Blue Devils football game at Eastville stadium for the benefit of the British Red Cross.

The program for the week:
Sunday—Dance, music by the Statesmen, Victoria rooms.

Monday—Movies, 8 PM.
Tuesday—Date Night dance, 7.30 PM.

Wednesday—Music hour, 7 PM; open house, 8-10 PM.

Thursday—Movies, 8 PM.
Friday—Dance, 7.30 PM.

Sunday—Cavaliers concert band, 3.30 PM; July 4th dance, Cavaliers dance band, Victoria rooms, 7.30 PM.

Columbia

Celia Linton, singer, will entertain at a dance to be held at the American Red Cross Columbia Club, 75 Seymour St., W.2, from 7.30 to 10.30 PM tomorrow.

Southport

SOUTHPORT, June 25—A variety of activities has been planned for servicemen and their girl friends at the Palace Red Cross club here Sunday from 3 PM to 9 PM. From 3 PM to 5 PM there will be mixed tennis, a "pee wee" golf tournament, croquet and badminton, followed by a supper dance from 5 PM to 9 PM. A cold buffet supper will be served between 6-8 PM.

The Saturday program calls for the regular weekly dance from 8-11.30 PM.

New Soviet Fighter Plane

A new Russian fighter plane, the LA5, is in mass production and has already been in action against German planes, it has been revealed by the Deputy Commissar for Air.

- Avendano Jr., Brawley:** Morton Mack, Oakland, and Maurice A. Logren, Richvale; 2/Lts. Charles R. Woodworth, Loomis; Lloyd E. Patterson, Ontario; William J. Gline, Taft; Ripley W. Joy, and Robert R. LaPlace, San Francisco; T/Sgts. John T. Frisholz, Wilmington; Herbert Robbins, San Rafael; Wesley E. Rankin, Glenn S. Carpenter, and Glen R. Wylie, Los Angeles; Herbert H. Harvey, Parlier; Homer B. Ramsey, Delano; Wilbur F. Hoffman, Burbank; Raymond C. Clinton, Stockton; John T. Frisholz, Wilmington, and Thomas H. Ray, Sacramento; S/Sgts. Harold E. Godwin, Florian S. Yost and John E. Hill, Los Angeles; Houston B. Brown Jr., Van Nuys; William E. Austin, Hollywood; Gilbert A. Murray Jr., and Amos B. Cornwell, Oakland; Robert C. Fratts, San Francisco; Hudson Choice, Richmond; Wallace M. Roberts, Orkeley; LeRoy R. Winter, Orland; Aaron L. Helphrey, San Francisco; Stanley I. Farnworth, Bakersfield; Jesse E. Wade, Moffitt Field; Peter P. Nolasco, Calistoga, and William E. Hull, Chico; Sgts. Durward L. Hinds, Los Angeles, and John L. Beringer Jr., Inglewood.

Colorado
2/Lt. John R. Shoup, Boulder; M/Sgt. Norius Crisan, Denver; T/Sgts. Walter D. Smith, Padroni, and Gene K. Smith, Limon; S/Sgt. John A. Garriott, Matheson; Sgt. Frank C. Latio, Grand Junction.

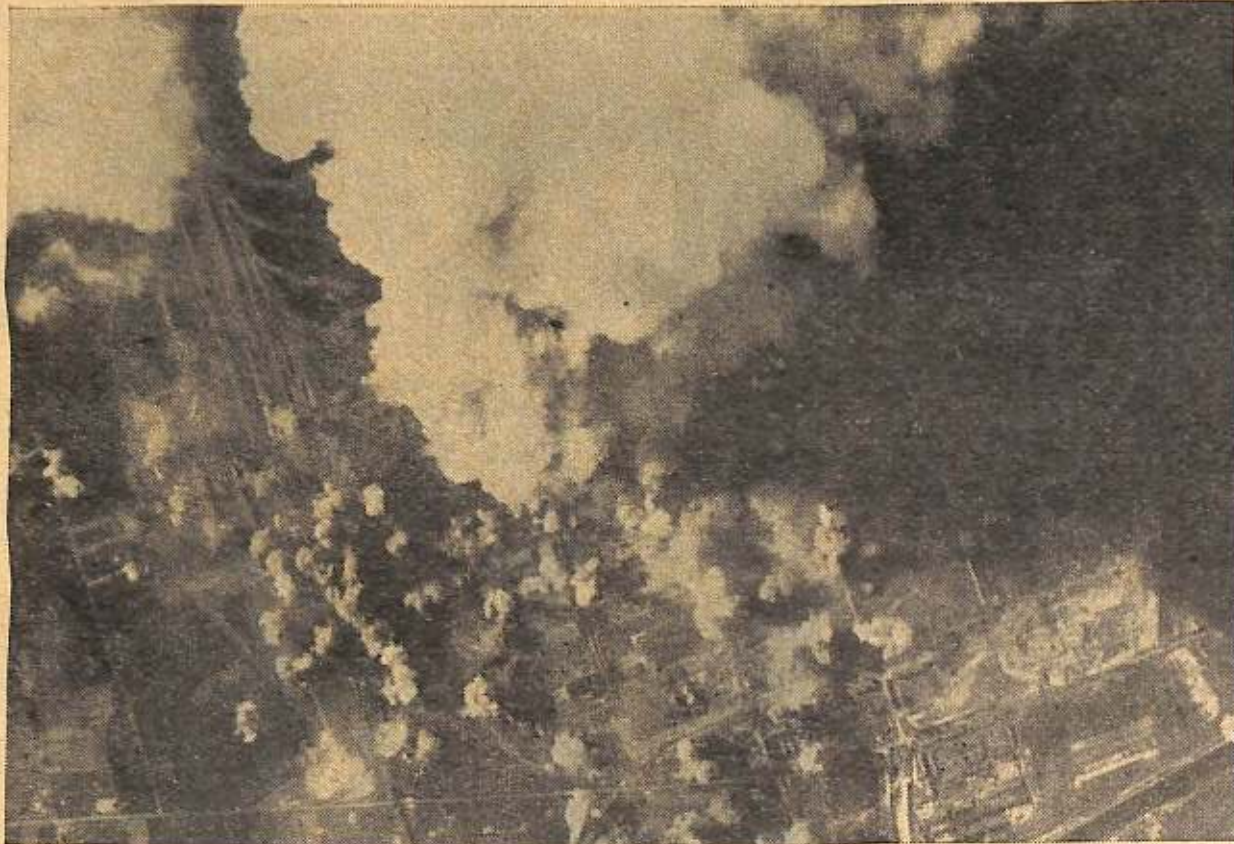
Connecticut
T/Sgts. Raymond L. Simons, James H. Thornton and Robert G. Robel, New Haven, and Joseph G. Marcolonis, Naugatuck; S/Sgts. Allerton F. Meddaugh, New Milford, and William J. McDonald, Bridgeport; Sgts. Gilbert Simkiss, Redding, and Andrew Maiko, Ansonia.

Delaware
S/Sgt. Joseph J. Conley, Wilmington.

Florida
T/Sgt. Frank W. Gavin, Tampa; S/Sgts. Samuel O. Snipes, Tampa; John G. Dauber, Miami, and Malcolm B. Johns, Kissimmee; Sgts. Selden M. Wentworth, Panama City; Dennis Weiskopf, Miami, and Robert E. Morce, Rivera.

Georgia
2/Lts. Douglas R. Venables, Columbus; John S. Lucas and Harold W. Whiteman, Atlanta;

B17s Start a Blast Furnace in the Ruhr



"A new synthetic rubber factory will have to be built at Huls" was the comment of one Eighth Air Force airman after Flying Fortresses had completed their initial raid on the Ruhr. Highly inflammable chemicals in the factory, second largest of its kind in Germany, burst into great sheets of flames after a few hits from the B17s. Many explosions can be seen on railway tracks and siding installations near the plant.

War's Tide Flowing for Allies, Gen. Devers Tells Conference

"The tide of the war has turned," according to Lt. Gen. Jacob L. Devers, ETO commanding general, and now is flowing toward a final victory that will be followed by "an intelligent and sternerly just peace."

"Addressing representatives of the American, British and Canadian armed forces at the opening session Thursday night of a three-day advanced course in international affairs at the Royal Institute of Foreign Affairs, the General declared that Americans have learned the folly of isolation and must face the post-war period with "even more fortitude" than the war years.

"The conviction that the United Nations will win the war is based on sound military reasons," Gen. Devers said. "We know that the tide of war is turned, and the Allies now have the initia-

tive. This has been brought about by the successes in the Pacific, upon land, on the sea and in the air; by the victory in Africa and the successes in the Mediterranean—upon land, on the sea and in the air; and by the triumphant struggle for air supremacy over Britain, the English Channel and the Continent of Europe."

The failure of Japan to breach the Chinese wall, the failure of Germany and Italy to conquer Russia and the declining power of the Axis while the Allies are gaining in military strength were further reasons given by the general for his conviction.

The joint declaration on the four freedoms, said Gen. Devers, was one of the most heartening messages ever conceived by great minds. "I believe these freedoms will be the inheritance we shall leave to the next generation," he added.

Yanks in Liverpool Rites

LIVERPOOL, June 25—Brig. Gen. LeRoy P. Collins, commanding Western Base Section, will take part in a ceremony Sunday at 11 AM honoring the Archbishop of York on his first official visit to the Liverpool cathedral. Other high-ranking U.S. officers expected to be present for the special service are Col. B. G. Wallace, commanding central district, WBS, and Col. C. C. Sibley.

Raids - - - -

(Continued from page 1)

devastated more than 1,000 acres. Thirty-three bombers were lost in each raid.

In the week beginning with last Saturday night's raid on Le Creusot the Allies have delivered concentrated attacks on Friedrichshaven, Krefeld, Huls, Mulheim, Spezia and Elberfeld, losing 153 bombers. Airmen noted this was an index of the growing Allied air power, which could not possibly have sustained losses as high as this a year ago and still come back night after night.

The attack on Elberfeld, home of the great I. G. Farbenindustrie chemical works, the Jaeger ball-bearing works and several important textile factories, rounded out six consecutive nights of concentrated bombing by the RAF.

Slight enemy activity over the southeast coast of England early yesterday caused no damage, the Air Ministry said.

Strike - - - -

(Continued from page 1)

They predicted that the men would return in their own accord—probably early next week—after their resentment against the sudden about-face of their leaders and anger at the President's draft warning had died down.

At the same time, they repeated their previous warnings that even a day's delay in the resumption of mining would interfere with the Government's long range production plans.

In support of this they cited Donald Nelson's announcement that the War Production Board had been forced to postpone plans to increase the American steel output by 1,000,000 tons in July, August and September.

Squabble in U.S. Over Price Rises

Price Boss and Labor Back FDR's Plea For Subsidies

WASHINGTON, June 25—A spokesman for labor and the nation's price administrator both came to the support of President Roosevelt today in his campaign to force Congress to adopt a program of government cash subsidies for essentials of daily life in order to stem the rising living costs.

Philip Murray, president of the CIO, said a program of price stabilization and subsidies must be in operation by July 15 if the country is to avert dangerous inflation. Price Administrator Prentiss Brown, warning that price advances must cease, urged a program of subsidies similar to those which had held Britain's price increases to a fraction of one per cent and Canada's to less than one per cent.

President Roosevelt himself, turning thumbs down on the demand for a single food administrator for the U.S., declared: "Supposing the Archangel Gabriel were given the job; how could he get food to the people at the present cost?"

The President wants the government to finance production of certain essential articles, including food; to help the producers, and still keep prices within reach of wage earners, whose income has been limited in most cases by government order.

Gen. Forrest -

(Continued from page 1)

Cal., pilot of the Fortress, Patsy Ann, which was flying directly behind Gen. Forrest's plane, said the general's bomber emerged from the initial enemy attacks at the German coast with one engine "smoking like hell."

Six Germans concentrated on the lead bomber in ferocious head-on stabs "but he flew on and led us over the bomb run," Cozens said. "As we turned off the target the general's ship was again attacked. I saw it slow down, drop out of formation. We pulled up and took over the leader's position."

Forrest, one of the United States' youngest generals, flew to England late in May to assume control of a bomber wing. He was reputed one of the Army's best pilots as well as a gunnery expert.

Besides Sturwalt, other crewmen aboard the general's bomber were:

- Maj. Allan W. Wilder, Garden City, L.I., co-pilot and squadron commander;
- 1/Lt. Walter J. Thimm, Chicago, navigator;
- 1/Lt. Willard W. Brown, Cleveland, group navigator;
- 1/Lt. Robert L. McNutt Jr., Birmingham, Ala., bombardier;
- 1/Lt. Donald V. Scavotto, former Seattle, Wash., district attorney who rode in the general's ship as tail gunner;
- Sgt. Robert F. Forest, Arlington, Mass., radio operator-gunner;
- Sgt. Angelo Triches Jr., Homer City, Pa., waist gunner;
- Charles J. Benson, Maudok, La., ball turret gunner;
- Walter P. Drotleff, New Galilee, Pa., top turret gunner;
- Odus W. Boyd, Oklahoma City, Okla., waist gunner.

LOC Technicians Celebrate

BELFAST, June 25—American Lockheed technicians celebrated their first anniversary in Ireland tonight with a party at which 4,000 buns, ham and cheese sandwiches and free cakes were dished out. Seven boxing matches featured the

WHY THIS INHOOMIN LIL ABNER IS MAH PAPPY? HE IS AT PARK AVENUE, NEW YAWK CITY!!

THANK YOU LIT ABNER!! LET'S GO, POLECAT!

A FEW HOURS LATER—

WONDER WHAR PAPPY GOT LOST, SON?

HE HAIN'T LOST, MAMMY—HE'S IN A VASE.

ANY PARTIKLAR VASE, SON?

LADY NAME OF DISGUSTINGHAM—SHE GOT TH' VASE WIF PAPPY IN IT!!