

Smashing Blow Dealt Nazi Plane Output

FDR Insists Congress OK Troop Vote

He Calls Immediate Action Necessary; Says States Can't Do the Job

WASHINGTON, Jan. 12—Congress today was faced with a stern warning from President Roosevelt that unless it took action immediately most of the men in the nation's armed services would be deprived of their right to vote in the coming election.

A bill to provide federal machinery to handle the soldier vote was rejected by the Senate in December as a violation of states' rights, and a substitute bill was passed leaving the job to each individual state, with the federal government assuming the task of distributing and collecting the ballots. The bill is being considered now by the House Elections Committee. In most states special legislation would be necessary to make the absentee ballot possible.

President Roosevelt, in his annual message to Congress yesterday, asserted flatly that there was little likelihood the state laws would be changed in time. Furthermore, he declared, the Army and Navy considered it "impossible to administer 48 different soldier-voting laws."

Cool and Hot Reception

The President's plea got individual cheers in Congress, but a completely unresponsive committee reception.

The House Elections Committee sidestepped the proposal and took up the Senate-approved measure which would leave the problem in the laps of the states. Rep. John E. Rankin (D., Miss.) predicted the committee would bring out a bill within a week "leaving the election machinery in the hands of the states."

Rep. Eugene Worley (D., Tex.) chairman of the Elections Committee, made public a letter from Secretary of War Henry L. Stimson, which outlined some of the problems which the Army felt would stand in the way of arranging soldier voting on the basis of compliance with election laws and requirements of states.

"No procedure for offering the vote to the servicemen can effectively be administered by the War and Navy Departments in time of war unless it is uniform and as simple as possible," Stimson wrote. "It wouldn't be possible to carry out voting predicated upon daily uninterrupted air carriage overseas and back by the Army of masses of state absentee-balloting material."

'Prerogative of Citizenship'

In his message to Congress the President said:

"Several alleged reasons have prevented the enactment of legislation which would preserve for our soldiers and sailors and marines the fundamental prerogative of citizenship—the right to vote.

"No amount of legislative argument can becloud this issue in the eyes of those 10,000,000 American citizens. Surely the signers of the Constitution did not intend a document which, even in wartime, would be construed to take away the franchise of any of those who are fighting to preserve the Constitution itself.

"Our soldiers and sailors and marines know that the overwhelming majority of them will be deprived of the opportunity to vote, if the voting machinery is left exclusively to the states under existing state laws, and that there is no likelihood of these laws being changed in time to enable them to vote at the next election.

"The Army and Navy have reported that it will be impossible effectively to administer 48 different soldier-voting laws. It is the duty of Congress to remove this unjustifiable discrimination against the men and women in our armed forces, and to do it as quickly as possible."

Democrats Lose Margin In House After 13 Years

WASHINGTON, Jan. 12 (AP)—For the first time since 1931 the Democrats have no majority in the House of Representatives. It vanished yesterday when Joseph A. Gavagan, a Democrat, resigned to take a seat on the New York Supreme Court to which he was elected last November.

The House lineup now consists of 217 Democrats, 208 Republicans, four minor-party members and six vacancies.

\$300 Upon Discharge Urged For Men in Service 60 Days

Special to The Stars and Stripes

WASHINGTON, Jan. 12—Legislation providing mustering-out pay of \$300 for service men and women who have served more than 60 days in the armed services was approved yesterday by the House Military Affairs Committee.

The committee recommended payment of \$100 for all servicemen with less than 60 days' service. Payment in both cases would be irrespective of whether service was in this country or abroad, and would not be payable to any person whose pay exceeded \$2,400 annually.

Rep. Andrew May (D., Ky.), committee chairman, said that he would seek House action on the measure this week.

The committee's program provided that men and women eligible to receive only \$100 would receive the full amount immediately upon discharge, while those entitled to \$300 would be paid \$100 upon discharge, a second \$100 30 days later and the third \$100 60 days after discharge.

Those discharged at their own request to take civilian jobs would receive nothing; neither would servicemen attending colleges or other schools as students.

The Senate has passed a mustering-out pay bill providing for sums ranging up to \$500 for 18 or more months' service overseas.

Sarny Falls; Nazis Battle To Halt Rumania Drive

Sarny, key to Nazi supply lines inside the 1939 Polish border, was taken by storm by the Russians yesterday as German forces to the south, in a desperate effort to stem a steady Soviet advance toward Rumania, hurled strong reserves of tanks and men into the battle to protect Vinnitsa and the vital Odessa-Lwow rail artery.

Fall of Sarny, a large railway junction from which lines radiate to Berdichev, Lwow, Brest-Litovsk and Vilna, was announced last night by Marshal Stalin in a special order of the day.

Capture of the German stronghold, first important town in Poland to fall to the Red Army, came after the Russians had brought under control in that sector a 30-mile stretch of the north-south Lwow-Vilna railroad, connecting link between the Warsaw-Minsk and Warsaw-Kiev lines, and had begun fanning out north and south.

Fateful 48 Hours Coming

Moscow dispatches meanwhile forecast that the next 48 hours might tell the fate of the German armies in the southern Ukraine.

The German high command threw as many as 400 tanks at a time into desperate counter-attacks to check powerful Russian tank and infantry forces moving relentlessly down to the Bug River and Rumania in the southwest on a 100-mile front.

Advanced Red Army units, outflanking Vinnitsa by the capture of Nemirov, 26 miles to the southeast, were only a few miles east of the Bug and little more than 20 miles from the Odessa-Lwow railway. News from Moscow suggested that the battle for the first crossing of the Bug might already have begun.

Progress was made difficult by a thaw which turned snow to slush and forced the Russians to discard heavy felt boots in favor of leather.

The Red Army's push west into Poland, where fresh masses of troops, tanks and artillery poured across the border, and the steady drive southwest toward Rumania dominated Moscow dispatches, but Axis reports revealed Russian pressure was continuing on other fronts.

Sen. Warren R. Austin (R., Vt.), co-author with Rep. James W. Wadsworth (D., N.Y.) of identical bills which would translate the President's national service proposals into law, told the Senate Military Affairs Committee, at its first meeting to consider the scheme, that he would not press for enactment "if any considerable portion of the nation does not want it."

He told the committee, which Reynolds heads, that polls, letters and other evidence showed many segments of the population for it.

Five of ten other Democrats on the committee either have announced opposition to the plan or announced they would not support it unless other measures recommended by the President—on taxes, (Continued on page 4)

FDR Proposes Building 34,000 Miles of Roads

WASHINGTON, Jan. 12 (AP)—President Roosevelt has submitted to Congress a proposal for the development of a national highway system of more than 34,000 miles to provide a network of modern roads "essential to the future economic welfare and defense of the nation."

It is estimated that the program will cost \$750,000,000 annually over a period of years.

3 Plants Pulverized At Cost of 59 Heavies In Greatest Air Battle

U.S. Aircraft Shoot Down More Than 100 Enemy Ships in Raging Dogfight With Swarms of Germans

American bombers dealt Germany's fighter-plane production a major blow Tuesday afternoon as what probably was the greatest air battle in history raged over the heart of Germany.

Smashing through Nazi fighter defenses desperate with the need for stopping the white-starred bombers at any cost, Flying Fortresses and Liberators, escorted by U.S. fighters, shattered three principal factories producing German fighters and showered bombs on other plants.

Fifty-nine American bombers were reported missing from the vast assault, which spread from central Germany to the northwestern approaches of the Reich. It was the second highest U.S. bomber loss ever recorded, tying the

joint figure for the Regensburg-Schweinfurt attack last Aug. 17, and one under the record high of 60 at Schweinfurt last Oct. 14. Germany claimed 136 U.S. planes had been shot down, 124 of them heavy bombers.

Five Fighters Lost

Five American fighter planes also were reported lost out of the swarms of P38s, P47s and new long-range craft (presumably new versions of the P51 Mustang).

Incomplete reports put the number of German planes destroyed by bombers and fighters at more than 100. Fighter planes claimed a better than five-to-one ratio.

Prime targets for the day, which also saw lone U.S. bombers over Berlin,

U.S. Crewmen Speak in Awe Of Giant Battle

Fought 'Whole Damned Luftwaffe,' Some Say; Yet Others Saw None

American bomber crews—from wing-leading generals to tail-end Charlies—yesterday told their stories of what Germans and Yanks alike described as the greatest dogfight of the war.

Of the vast air battle which sprawled across hundreds of miles of German sky, some Fortress and Liberator crews could speak only in awed terms such as "the whole damned Luftwaffe," or "they never stopped coming," or "planes were going down everywhere you looked."

Yet at the same time, other crews who came back to base unscathed and unsighted by the Nazi interceptors described a comparatively quiet tour through thick cloud as they searched for targets of opportunity in almost fantastic contrast to the bitter combats over central Germany.

Came In 'in Bunches'

Brig. Gen. Robert F. Travis, of Savannah, Ga., who led one formation in the Fort Eight Ball, piloted by Lt. Col. William R. Calhoun, of Birmingham, Ala., said: "The fighters started to attack at the Zuider Zee, in spite of our escort, and came in at us in bunches.

"Our first attack was from four FW190s, the next from 30 FW190s, then 12, and then they just kept on coming. They attacked straight through the formation and from all angles without even rolling over. They seemed to let up just a little when we started our bombing run.

"There was a period of three minutes only, from the time the fighters first started to make their attack until they left us, when they were not around."

Testimony that the Germans used everything they had in an effort to bring down the bombers was given by many airmen. A gunner from Brooklyn said that

(Continued on page 4)

P51 in Action Here, Washington Reveals

WASHINGTON, Jan. 12 (AP)—The newest P51 Mustang, believed to be a new type of U.S. long-range fighter plane, made its first combat appearance in the European theater yesterday. It is regarded as the U.S. air force's latest bid for first place in the single-engine field.

Earlier versions of the Mustang have been found excellent in combat. Unlike earlier models, the new P51 is capable of "going upstairs," thanks to a two-stage supercharger. The Mustang is equipped with a Packard Rolls Royce Merlin engine of some 1,500 hp.

(There was no official confirmation in the ETO of this story from Washington. Air Force headquarters referred only to a "new long-range fighter" in addition to escorts of P47s and P38s.)

according to neutral reports, were fighter aircraft plants at Oeserschleben, Halberstadt and Brunswick. Neutral sources also said Magdeburg was attacked.

All of the targets lie in the Saxony area approximately 100 miles west of Berlin, and it was obviously a feinting move by the bomber fleets toward the German capital that set sirens there waiting in a panicking daytime alert.

Fog Causes a Delay

Eighth Air Force officials announced that the delay in assessing results was caused by the fact that fog unexpectedly had settled over U.S. fields before the planes returned and that the bombers had been compelled to land at distant airbases.

It was believed that some of the 59 missing bombers may have landed at distant points in the British Isles and would still be reported safe.

Tuesday's operation was a multi-pronged attack, with some task forces of the large formations using the secret bombing technique, attacking their targets through clouds.

All buildings at the Oeserschleben plant, believed to be the greatest producer of FW190s, were severely damaged or destroyed. It is believed that almost one half the total of FWs produced come out of the Oeserschleben plant. The factory does assembly work and also produces the major portion of the plane components, such as wings, tail assemblies and fuselages.

Tuesday's attack, which left the main machine and assembly shop blazing, was the second time U.S. Eighth Air Force bombers hit the plant. The previous attack was on July 28, when severe damage

(Continued on page 4)

'Series Buzzer' Brings Fort Back With 2 Engines, No Crew

By Earl Mazo

Stars and Stripes Staff Writer

AN EIGHTH BOMBER STATION, Jan. 12—Lt. Jack W. Watson, of Indianapolis, Ind., the pilot who "buzzed" a World Series game in New York last fall, brought his badly battered Fortress Meat Hound home on two engines from Germany yesterday after his entire crew had bailed out on the way home.

It was Watson's sixth mission, the target deep in Germany. The 21-year-old pilot tonight told how his troubles began when he had to feather the prop on No. 3 engine just before hitting the target.

"I stayed in formation," he said. "About 50 Me109s and FW190s jumped us just as we came in for the bomb run. A 20mm. blew up in the No. 2 engine, which started burning like hell. We got the fire out, somehow, and were heading home when rockets started exploding all around."

Watson said his tail gunner had shot down an FW190 when the No. 2 engine started blazing again.

"The fire became so intense that I feared we might blow up, so I headed the ship back for land and gave the order for the crew to jump. By the time all of them were gone I was afraid the ship was over water again, so I thought I might as well try for home."

With the two engines still blazing, the left elevator shot off and a shattered connection between one wing section and the fuselage, where a 20mm. had exploded, the Indianapolis pilot brought his ship down through the overcast to a forced landing at a fighter airfield. He made what Thunderbolt pilots there called a "beautiful landing."

After the engine fire had been put out by ground crews and the excitement had died down, Watson went back to his B17 and found an unexploded 20mm. shell just behind his seat in the cockpit.

The identification of Watson as the pilot of the Fort which flew low over a World Series game in New York last fall was revealed only a few days ago.

Notes from the Air Force

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Hash Marks

Our nomination for the shortest poem
 in the world:
 Spam,
 Damn!
 * * * * *
 Another member of the "Spell-Your-
 Name-Backwards Club"—Cpl. A. R.
 Staats. Any more?
 * * * * *
 Even Ripley might doubt this one. The
 Camp Kilmer provost marshal almost
 dropped his telephone when a voice on



the other end of the line said, "Please,
 sir, will you send us another guard? This
 one can no longer do his job." Investiga-
 tion showed the voice belonged to a
 prisoner who had been policing the area
 with another prisoner under the watchful
 eye of an MP with a rifle. The MP sud-
 denly fainted. The prisoners took the
 MP and rifle to the dispensary and called
 the PM. A new guard was sent out,
 but when the camp commander heard
 about the incident he commuted the
 GI's sentences and sent them back to
 their outfits.

Somehow above the plains of Kansas
 a lieutenant, lost on a flight, spotted a
 water tower, thought he saw a town name
 painted on it and swooped low to investi-
 gate. When he finally reached his destina-
 tion the suggestible pilot obeyed what he
 had read: "Go to Church Sunday."

Overheard in the blackout. "Golf is
 easy, girlie. All you do is smack the
 pill and then walk." "How interesting—
 just like some auto rides I've been on."

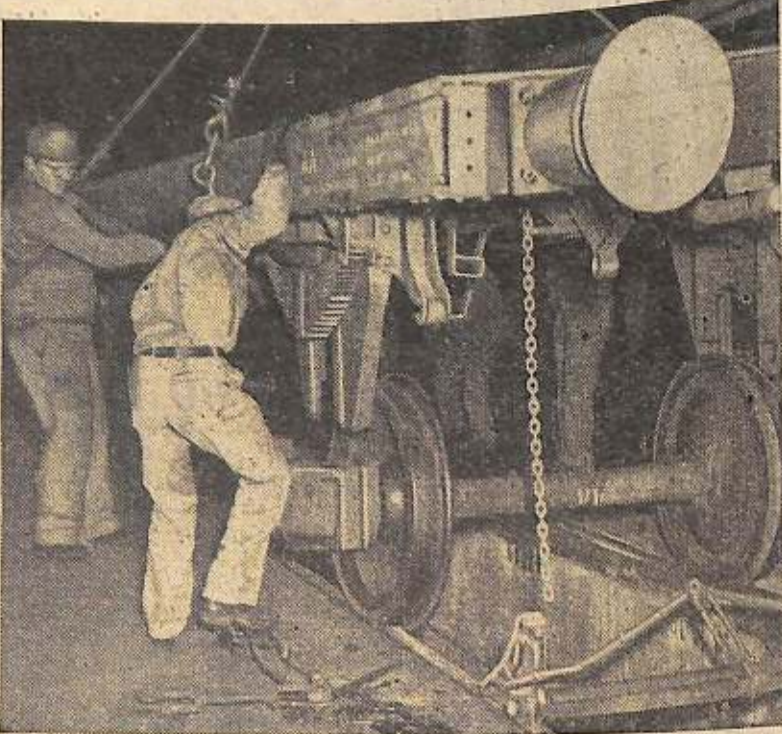
GI Philosophy. You can tell a city
 girl from a country girl when it's windy.
 The country lass will grab her skirts—
 the city babe grabs her hat.

The silver beer mug for the wisecrack
 of the week goes to Sgt. Charles J.
 Flang of a bomber command station.



The scene was one of those sack-time
 poker games. It was old-fashioned draw
 with nothing wild. Flang opened the pot
 and stood pat with a full house. The
 next man stood pat and so did the next.
 It looked like a battle of the giants com-
 ing up. Then the last man around
 ostentatiously discarded two cards and
 called for two replacements, obviously
 holding a kicker. "Aha," mused
 Flang, shifting his cigar to the other
 corner of his mouth, "coming in
 on a wing and a pair, eh?" J. C. W.

Allied Invaders to Take Their Own Railway Along



Wheels to roll across Europe are fitted on a prefabricated army box car by soldiers of an ETO railway unit, during part of the 60-minute process of turning out a car.

By Richard Wilbur
 Stars and Stripes Staff Writer

A U.S. TRANSPORTATION DEPOT, Jan. 11—Soldiers of a railway unit, working on night-and-day invasion schedules to turn out 50 miles of rolling stock for use when Allied forces roll across western Europe, were praised yesterday by Brig. Gen. Frank S. Ross, ETO chief of transportation.

"They're damn good, first-class soldiers," Gen. Ross said. "You don't have to stand over them with a baseball bat every five minutes to make them work. They take responsibility and get the jobs done on their own."

Many of the soldiers are former key men with the Pennsylvania Railroad. Boxcars, prefabricated in the U.S., are assembled by these soldiers at the rate of a car an hour, 24 hours a day. When they roll out the last car, the men will have assembled many thousands of tons of new rolling stock.

"Any kind of rolling stock we intend to use can be erected here," Gen. Ross said. Troop cars carrying 24 men, 40-ton refrigerator cars, 20-ton and 40-ton gondola cars, 55-ton flat cars, 20-ton boxcars and cabooses, 10,000-gallon tank cars and hospital trains are put together by this unit. All rolling stock sent out of the shop is the standard 56 1/2-inch gauge used in Europe, England and the United States.

Manufacturing, as well as assembly, is part of the work done by the railway soldiers, because they use hot metal to put the cars together, according to Col. Norman A. Ryan, of Seattle, assistant ETO chief of transportation. Eleven stages are involved in the 60-

minute building of a prefabricated boxcar here. Briefly, they consist of: 1—fitting basic gear on underframe; 2—riveting underframe complete; 3—applying brake gear; 4—fitting wheels to underframe and completing brake gear; 5—fitting ends and sides; 6 and 7 (combined)—setting roof and riveting side and end sills; 8—riveting side and end sills complete; 9—riveting roof complete; 10—fitting doors, latches and label holders; 11—stenciling "Transportation Corps, U.S. Army," car number and capacity, painting touch-up, inspection of car and final report.

Six railroad tracks, considered as assembly lines, run through the assembling shop. A crew of 155 men work on the line, with one officer in charge, and one noncom in charge of each section of the line.

During the 24 hours soldiers of this railway unit work in eight-hour shifts. They take only one spell off the assembly line on their shift—20 minutes off for lunch.

The unit is commanded by Lt. Col. H. U. Bates, of Canton, Ohio.

AFTER bombing a German port during the second USAAF raid of 1944, the crew of the Fortress Damndino got home by means of two combat tricks—one of them brand new, the other a variation on the old fake gun gag. Crippled with engine trouble, Damndino turned back before reaching its assigned target. Twelve of the ship's .50 cal. guns and most of the ammunition went overboard to lighten the load. Then they found a target of opportunity—a small German port—and took them over it on a bombing run.

As they headed out over the sea, they emerged from clouds to find three Ju 88s. The Ju 88s made a half-hearted attack which would have succeeded except that Sgt. Jake Rowton, Oroville, Wash., top turret gunner, raked the fighters from the turret still working, while other gunners faked with their 12 empty gun receivers.

The Fort dodged the fighters in-clouds although one engine was blazing brightly with an uncontrollable fire. Just as they lost the fighters, they went into a rain cloud and a heavy downpour extinguished the engine fire.

Capt. Karl Bergener, 32-year-old Dubuque, Iowa, flight surgeon, figured the best way to get on the "inside" of his flying patients' troubles was to go along and see for himself. After missions to Wilhelmshaven, Flushing (Holland), Stuttgart and Bremen, he decided that Fortress bombing over here is "tough." Reporting on one job, he said the crew had to "throw everything overboard but me" to lighten the ship enough to bring it home. The Doc says, "Sure, I'm going on more raids."

LT. Charles W. Reed, fighter pilot from Corpus Christi, Tex., took off on a combat mission in a Thunderbolt but returned to his base in a jeep. In the interim he had been jumped by three Me109s, lost from his flight, run out of gas, made a belly landing on an RAF field, had tea with a couple of WAAFs, been reported "missing in action," and found fellow pilots packing his belongings for shipment to Corpus Christi.

Col. Jim Thompson, of San Antonio, Tex., 36-year-old commander of a "Liberator group, plans to fly at least one mission in each of the ten crew positions on a B24. He made his first haul as a co-pilot, his second as a waist gunner. The colonel flies just as if he were a regular member of the replacement pool, filling in for crewmen who are grounded.

TWO Hollywood extras are missing in action with the Eighth Air Force. They are the Flying Fortresses Tinker Toy and Whale Tail II.

The two B17s posed on the Vega plant assembly line in Burbank, Cal., during filming of the Deanna Durbin picture "Her's to Hold." In June they went to work over Germany, and Tinker Toy completed 25 missions, averaging just short of two tons per trip, while Whale Tail II averaged 2.2 tons on 21 missions.

The two Forts went down together after helping pound Bremen out of operation.

This Is The Army

MAKING canned salmon look like hamburger sandwiches is a job that Cpl. William Rys, 22, of Utica, N.Y., considers essential to the morale of the soldiers for whom he cooks. Cpl. Rys takes pride in his "salmonburgers" and wants the world—and its mess sergeants—to know how he makes 'em.

Taking the salmon out of the can, he removes all the bones and adds salt, pepper, diced bread, dried cereal and a little shortening. Dehydrated onions supply additional flavor. After mixing the concoction thoroughly, he places the individual fish-cakes on a hot griddle. Each one is then painted with a dissolved powdered-egg mixture.

"In most cases even soldiers who don't like fish will eat it fixed this way," Cpl. Rys said.

As assistant Red Cross field director at General Hospital, Mrs. Margaret H. Hahn, of Columbus, Ohio, has met a lot of "boys." The other day she met the boy who means the most to her—her son, Jimmy, an aerial gunner.

It was their first meeting in 15 months. Mrs. Hahn, a social worker before joining the ARC, has been in the ETO for over a year, while Jimmy didn't arrive until recently. While sweating out a two-day pass to see his mom, Jimmy participated in two missions over occupied Europe.

A FEW more of S/Sgt. Robert L. Hachtel's time and men-saving innovations and maybe the Army can free the draft boards for combat. Twice recently, the sergeant, who hails from Alvord, Tex., has come up with schemes to speed the completion of work projects with fewer men than ordinarily needed.

He hooked a nozzle of a gas decontamination set to a British flame thrower and an American air compressor and painted an air-drome building in two hours with four men. Generally it takes a crew of ten working two weeks to handle the same job.

Another time he cooked up a new method of pulling concrete form on construction sites to shorten the time element and cut down on materials. The latter procedure has become standard with three other engineering groups in addition to Hachtel's.

Pigeons of War Helping Pave Way for the Dove of Peace

By Tom Hoge
 Stars and Stripes Unit Correspondent
 A U.S. INFANTRY DIVISION HQ,
 Jan. 12—When a division is spread out

over a 50-mile area the problem of sending messages from headquarters to units can become acute, but the commanding general of this outfit has by-passed the difficulty by availing himself of one of the oldest and fastest messenger services in the world—carrier pigeon.

A detachment of 120 trained birds operates from headquarters, carrying messages to outlying units in a continual flow. Cpl. Jerry Haley, of Solvay, N.Y., trains the birds and acquaints them with their routes before sending them on actual flights. A bird can, Haley explained, find his way back if he has never seen the route before, but with a little practice his speed increases greatly.

As proof, one of Haley's racers made a 64-mile run recently in a shade under a mile a minute.

In addition, the pigeons have served as "paratroopers." Taken aloft in one of the division's small fleet of cub planes, they are thrown out with messages giving pertinent data as to position.

"You have to take care of the birds," explained Haley. "Give them the right diet and the proper amount of sleep and they'll do 50 miles in the worst weather without batting an eye."

And no romance. The birds are about equally divided between the male and female gender, but other than strictly business relations are frowned upon.

"Time enough to let them breed after their carrier career is over," said Haley. "While they're members of the detachment they've got to follow the straight and narrow. Of course, a few of them play around on the quiet. We find a couple of eggs on the floor of the cage now and then, but there's very little of that sort of thing going on."

Occasionally the birds carry messages of an informal nature. Lt. Col. Dick Vidmer, former New York sports columnist, recently visited the division. When he left, the general asked him to take one of the birds and release it at Bristol. Vidmer complied and, while traveling towards the designated spot, he discovered that he'd left his swagger stick behind. So when he released his charge he included a note regarding the stick. A couple of days later he received it in the mail.

The Five-Point Plan

President Roosevelt has laid before Congress the most drastic program in American history.

In presenting his plan the President said: "Millions of people in the United States are not yet in the war at all." Then he proposed five measures to bring the country down to earth and brace it for the final effort needed to secure victory at the earliest moment.

To do this he asked Congress for legislation that would provide a realistic tax law on all unreasonable profits, laws to prevent exorbitant profits on war contracts, legislation that would control food prices, stabilization to maintain the dollar, and then he presented his most challenging proposal—conscription of every able-bodied man and woman under a National Service Law similar to the one now in operation in Great Britain.

Speaking on his five-point program, the President said: "The overwhelming majority of our people have met the demands of this war with magnificent courage and understanding. And they are ready and eager to make whatever further contributions are needed to win the war as quickly as possible—if only they are given the chance to know what is required of them. However, while the majority go about their great work without complaint, a noisy minority maintain an uproar of demands for special favors for special groups. They have come to look upon the war primarily as a chance to make profits for themselves at the expense of their neighbors, profits in money or in terms of political or social preferment. Such selfish agitation can be highly dangerous in war-time. It creates confusion. It damages morale. It hampers our national effort."

With those words most of us will agree, for we have seen selfish actions in America produce just such results in the European Theater of Operations. Nothing destroys morale faster in this theater than reports of strikes and political bickering at home. A program designed to curb weaknesses in the American war effort is not only desirable—it is mandatory.

HUBERT by SGT. DICK WINGERT



"I want to transfer to your army, Sir, and volunteer for Foreign Service—in the U.S."



Thursday, Jan. 13, 1944

The Five Came Back

By Bud Hutton

Stars and Stripes Staff Writer

THE Marauder crews contend that an airman hasn't seen flak until he's been to a target called Amsterdam-Schipol by Intelligence and Operations, and something more than that by the fliers themselves.

Back in the peacetime days of European aviation, the methodical aeronautical engineers of Holland surveyed the flat lands southwest of Amsterdam and around the place called Schipol (*Skeeepaw*) built one of the finest airdromes in all Europe. Its concrete runways radiated like the spokes of a wagon, and approaches and takeoffs were over the neat, flat fields and the ribboned canals of the country just west of the Zuyder Zee.

When blitzkrieg came to the Low Countries the Luftwaffe's Focke-Wulfs and Messerschmitts and Dorniers set in where big Douglas liners of KLM airlines had been. Goering's construction men went to work, and in place of the spoked-wheel runways they built a military airdrome from which the bombers could fly against England.

Guns Sprouted There

The Marauder crews will swear to you, in all seriousness, that after that the Luftwaffe construction people planted seeds as close as grah around the airdrome and when the seeds sprouted and grew they turned into anti-aircraft batteries. The intelligence people on the Marauder bases, who have very little dealings with seeds, say this is a slightly exaggerated view. They say simply, "At Amsterdam-Schipol there is a great deal of light, medium and heavy flak." The fliers say that if their view is an exaggerated one, that of Intelligence is a gross understatement.

Story of Five Planes

Last month the Marauders went to Amsterdam-Schipol, delivered some 400 tons of bombs accurately on to the runways, the administration buildings, the workshops and the fuel dumps, and came home. The attack was enough to cripple for some time the most important Nazi base in the Low Countries, and it cleared that much more of the path to Germany for the heavies. The attack cost Medium Bomber Command two airplanes over enemy territory, and a lot more that were badly shot up.

The reports on five planes from one Marauder group—commanded by Lt. Col. Wilson Wood, of Chico, Tex.—tell the story of Schipol flak. All five were hit hard by bursts of flak, all five just barely limped home to England. Here is why the air crews have other names for the place Intelligence and Operations call Amsterdam-Schipol:

We Dropped Our Bombs

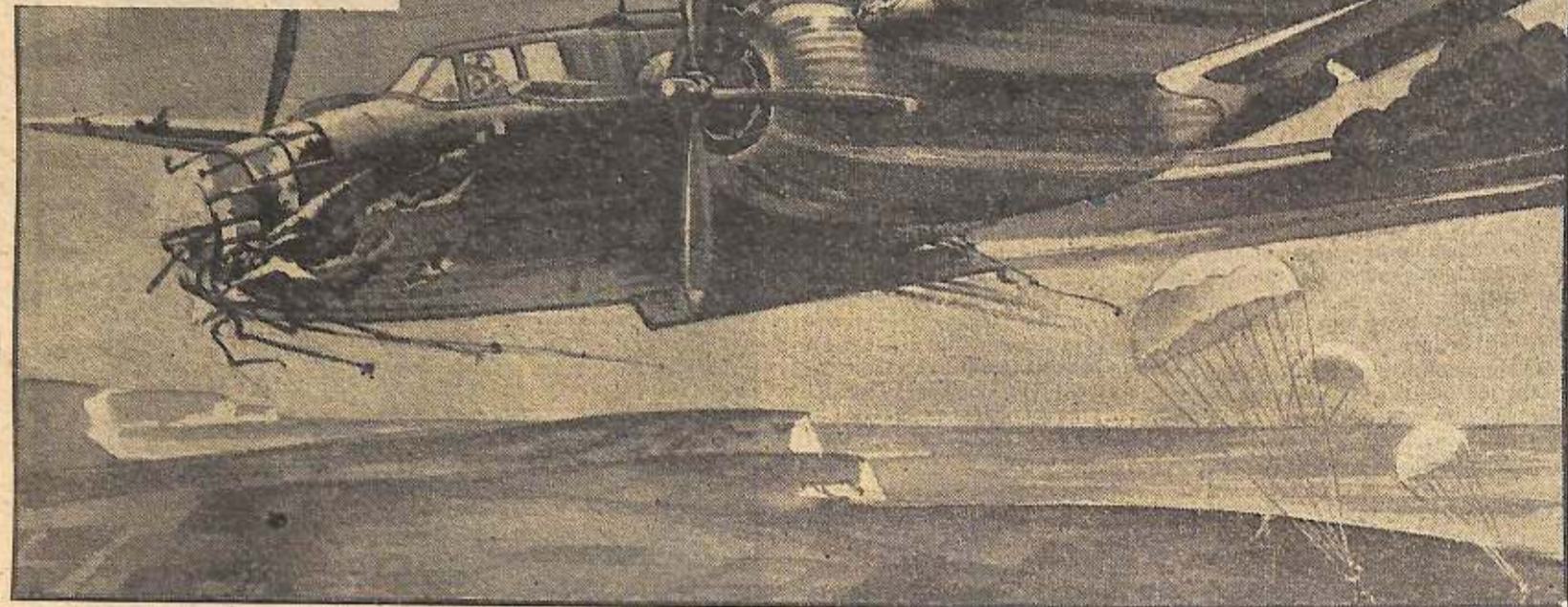
From the report of F/O Richard E. Robinson, of Pittsfield, Ill., pilot of *Liberty Lady*—

"As we started our bomb run, the plane was hit by flak bursts which riddled the fuselage. The nose was shattered by pieces of flak. The plexiglass was shredded and a fragment struck the bombardier, wounding him slightly. Two direct hits on our right wing knocked out the right motor and pierced the right gasoline tank.

"About this time, other flak bursts bracketed us and the left engine was hit. There were four holes in the nacelle. The left engine began smoking. It was our only power. It continued to smoke but kept working.

"Despite his wounds the bombardier stayed at his post to release the bombs, and we managed to hold the plane on a steady bombing run, although all the time it seemed just on the point of rolling over. With the bombs away we headed home with the right prop feathered, the left bomb bay door jammed open by flak. The left engine was still working, but smoking, too.

"We had to leave formation. Jerry could see we were a cripple, and we were singled out as an individual target. The flak began to come up right on our track as we headed toward the coast. We got more hits on the fuselage and the right wing was struck several times. The left



Drawing by Clark Fay

engine suffered more damage as we started the trip across the North Sea, and it could not be operated under full power.

Prepare to Bail Out

"Some 15 miles off the English coast the left engine cut, too. I told the crew to prepare to bail out, and I put the ship in a glide. We worked to get the left engine going again and finally it caught.

"We were down to 2,000 feet as we crossed the English coast. We were losing altitude steadily. At 1,500 feet, about four miles from where we hit the coastline, the left engine let go entirely. Meanwhile, everything had become soaked in gasoline from the gas that was sloshing out of the punctured tank. If we had tried a crash landing the first spark would have meant an explosion.

"I ordered the crew to bail out. The co-pilot hesitated at the open bomb bays. He came back to ask me was I going to jump or try to set it down. I told him to get going, that I was coming, too. I tried to set a course well away from a town and buildings. Then I hurried back and went out, too. We were pretty low, somewhere around 500 feet or less.

"I remember pulling the ring and it

hunks around us and one chunk came through my seat, through my flak suit and stopped at my parachute. One nicked my left hand as I hauled to keep the ship in formation to drop our bombs. We were leading the group, you see.

"Another flak burst holed our right wing gas tank and set the right engine smoking. I feathered the left prop and we bombed on one engine, and that one smoking.

"Then we began to slip away in a steep bank, almost in a spiral, and as I tried to correct it I realized that my rudder controls were gone, too. We came out of it with our trim tabs. I don't know just how. Then we faced a tough one: Ordinarily when you lose an engine you take very good care to see that you make your turns away from the dead engine; otherwise you're apt to go into a spin.

It Was Touch and Go

"But with no rudder to do that with, I had to make my turns into the dead, left engine. It was touch and go as we headed back toward the Dutch coast. We'd lost the formation; they were on

straight in. But with no rudder it was tough going. As we headed in I put the landing gear controls down. They had to come, and with the last pressure in the line they did.

"We were skidding from side to side in 40 degree arcs. At the bottom of one such pendulum swing we were next to the runway, so I slapped her down. Hard. We started down that runway to beat hell, with no flaps, and then I found our right tire had been slashed by flak. We slewed to one side, ploughed off the runway into soft, deep sand and the nose wheel gear let go. We wound up on our nose, but we were stopped and we all walked away from it and there was no fire.

A One-Engine Landing

It was the second one-engine landing for Maj. Gould and his group-leading crew, which includes:

1/Lt. Glenn Green, Minneapolis, co-pilot; Capt. James E. Wood, Memphis, navigator, and Walter J. Wilson, Sea Cliff, L.I., N.Y., bombardier; T/Sgt. Omer M. Lindeberg, Minneapolis, radio-gunner, and S/Sgt. Peter E. Gasper, Robinson, N.D., tail gunner. All have

"The crew was checked out okay at a hospital."

Flying Dutchman's crew included T/Sgt. Eugene C. Duffy, Mauch Chunk, Pa., bombardier navigator; T/Sgt. William Diel, Montrose, Ill., engineer gunner; S/Sgt. William P. Zipperling, Adams, Mass., radio gunner; S/Sgt. Crandall L. Harris, Nashua, N.H., gunner, and Sgt. Richard E. Findley, Kansas City, Mo., photographer.

They provided another reason for the names Amsterdam-Schipol gets called, and they have been recommended for awards.

Bomb Bay Doors Open

From the combat report on *Flounder Gus*, piloted by 2/Lt. Z. H. Sobczynski, of Chicago:

On the bombing run, over the target, flak hit the plane heavily, knocking out the hydraulic system. The elevator controls were shot away. After the bombs were dropped it was impossible to close the bomb bay doors, creating a stuff drag.

Using only his trim tabs to control ascent and descent, the pilot managed to reach England and cut straight in on a crash landing at a diversionary field. The landing was accomplished almost entirely without controls and with the bomb bay doors creating an additional hazard. None of the crew was injured and the plane, although badly shot up, was so handled that it is under repairs and almost ready for operations.

Flounder Gus' crew includes Sgt. Joseph D. Marks, engineer gunner, Pittsburgh; 2/Lt. Andreas Stolen, bombardier-navigator, Cottage Grove, Wis.; S/Sgt. George Bauer, radio gunner, South Milwaukee, Wis., and Sgt. Charles E. Archer, gunner, Ennis, Tex. The crew has been recommended for awards.

Another Good Reason

From the combat report of the *Rock Hill Special*, piloted by 1/Lt. Thomas J. Steenson, Staatsburg, N.Y.:

Heavy flak was encountered over the target, and just as the bombs were away a burst caught the left engine. The engine quit. The aircraft was flown straight home and made a landing on one engine.

The *Rock Hill Special*'s crew included 1/Lt. Norman Rosner, bombardier-navigator, Baltimore; S/Sgt. John Amber, radio gunner, Pittock, Pa.; S/Sgt. Ira Baisfen, engineer gunner, Delbarton, W. Va., and S/Sgt. Myrl W. McKenzie, tail gunner, Little Rock, Ark.

In the very brevity of the report on the *Rock Hill Special*, in the commonplace attitude they took toward coming home on one engine—which was considered just about impossible seven or eight months ago—the Marauder people on Col. Wood's station say is another reason for the names they call Amsterdam-Schipol; you expect trouble there. The crew has been recommended for awards.

Those are five of the reasons for the things the combat crews call the place which is named Amsterdam-Schipol by Intelligence and Operations, and something else again by the fliers themselves.

Marauder crews have a few choice names for Amsterdam-Schipol that Official Intelligence and Operations reports don't list. Here are five more convincing reasons why.

came away in my hand with the wires dangling. I looked at it and thought it had torn loose, so I said, "You dirty . . ." and just about that time the chute opened. I looked toward the plane, which had lost altitude rapidly and was swinging around in a descending turn to the left. The plane hit about the same time I hit the ground. It was in the next field. It burned completely."

For one of the five reasons the people at Col. Wood's group give for calling Schipol names *Liberty Lady*'s crew has been recommended for awards. They include 2/Lt. Ross Oakley, co-pilot, Westwood Village, Cal.; 2/Lt. Lloyd Kisner, bombardier-navigator, Frank, W. Va.; S/Sgt. Lloyd Arthur, radio gunner, Saratago, In.; Sgt. Martin Dishong, tail gunner, Everett, Pa., and S/Sgt. Woodrow Laubey, engineer gunner, St. Joseph, Mo.

From the report of Maj. George P. Gould, of Minneapolis, pilot:

"We were caught in the flak on the way in to the target. We made our bomb run and the left engine was hit and caught on fire. Then the right engine got it and the flak began to rip up the bottom of the ship.

"Three direct bursts scattered flak

up ahead of us and we were losing altitude, too. We couldn't tell what our speed was, nor the actual condition of the smoking good engine because all our instruments were shot away.

"Flak kept hammering at us until we crossed the coast, trailing our formation. By this time gas was pouring out of the big hole in the right main tank and it was going to be close whether we'd get home at all or not, even if the right engine didn't catch fire. The left engine fire had gone out. Gas began to stream back into the bomb bay, sloshing around inside and filling the place with fumes so that one spark would have touched it off.

Our Rudder Was Gone

"We figured that if we caught fire I could hold it level long enough for everyone to bail out, and that started me thinking about our hydraulic system. The gauge was still working, but it showed no pressure except what was in the line itself. I wouldn't be able to make a crash belly landing because the minute we touched there'd be sparks and up we'd go.

"About then we hit the English coast and there wasn't enough gas left to wash your handkerchief as we saw a big bomber dispersal runway strip. I nursed her around against the bad engine and headed

been recommended for awards for getting home from Schipol and giving Col. Wood's group another reason for what they call that place.

Flak Hit Us Solid

From the report of 1/Lt. Anthony Van Antwerp, of Detroit, pilot of the *Flying Dutchman*:

"Flak hit us pretty solid over the target. The air speed indicator was knocked out, and so was the hydraulic system. Both wings were pretty badly shot up. So we started home.

"Over the channel I told them to prepare to bail out, because the plane tended to go into uncontrollable spins. It was tough going to keep it level, but finally we reached land. We headed for a diversionary field.

"As we set down we found the nose wheel was pretty well useless. Since our hydraulics were gone we just headed down that runway at takeoff speed. We went off the runway and ploughed through a lot of stumps. We bounced through them all right, banged into a wooden fence and finally crashed into a concrete platform.

"Part of the plane stopped there; the engines and prop props and various other bits kept going.

America Produces The Goods

Conversion Trend looms as Nazi war machine falters; vast changes to follow allied military successes in Europe

By Thomas D. Hagenbuch
AP Financial Editor

THE United States goes into 1944 with its industrial might roaring at the highest level in all history.

We have achieved almost undreamed of heights of production in planes, ships, munitions and other vital materials needed for victory, and now we begin to see the defeat of Germany this year and of Japan possibly in 1945.

But the very fact that we have come so far in producing the mass of weapons which has set us definitely on the road to victory brings up the question of what will happen to our economy if Germany is knocked out of the war early in 1944. For that reason alone some uncertainty attaches to the new year.

At the turn of the year, we have about reached the rate of production we set ourselves at the start of the war. Raw materials are no longer a problem, the manpower situation is less critical. We are prepared to continue our great output of war goods as long as they are needed.

The War Production Board, which cannot afford to bet on the chance Germany will be defeated in 1944, is calling on American industry for continued top production in the new year.

Nevertheless, there seems to be little question that if Hitler is licked in 1944, there will be some far-reaching changes made in the production picture.

Japan Will Get It

For one thing, it will not be necessary to supply so vast an army of ground troops as we now need. Then again, we will mass our fighting ships and planes in the Pacific for an all-out war on Japan, instead of spreading them over

turned out approximately 86,000 planes, and as the year drew to a close production was at the rate of 100,000 planes a year. In 1939 we made only 2,600 planes.

Merchant ships estimated at 19,000,000 tons left the nation's shipyards, and naval construction was on such a vast scale it was forecast that by July, 1944, the U.S. Navy would have more than 41,000 vessels, representing almost 20 times the 2,136 it had in July, 1941.

Production of steel, aluminum, copper and other vital necessities of war was on the same high level; in spite of four strikes in the coal industry which temporarily slowed industrial operations. In the long run, the output of bituminous coal, vital to industry, was not too far under the goal set by Solid Fuels Administrator Ickes. The bituminous Coal Institute estimated 1943 production at 583,000,000 tons; Ickes had asked for 600,000,000.

A Tremendous Reservoir

Payment for all this torrent of war materials boosted the national income over the \$150 billion mark. The aggregate of corporate and private savings bulged toward \$100 billions, a tremendous reservoir of buying power for post-war years.

Taxes, boosted five and six or more times pre-war levels, siphoned off something like \$40 billions, but this was still below the government's original goal of paying at least half the war cost in taxes.

The nation went on a pay-as-you-go tax basis and millions of new taxpayers were added to the rolls. Secretary Morgenthau asked for \$104 billions in additional taxes, but Congress chopped this down to around \$2 billions.

To help pay the cost of the war, the government borrowed nearly \$40 billions in the second and third war loan drives and announced a fourth for January, 1944. The national debt passed \$170 billions.

Despite a sharply curtailed civilian economy, buyers with war-fattened pocketbooks sent retail sales to the historical peak of \$63 billions. Manufacturers, although plagued by shortages in manpower and raw materials, produced an almost unbelievable amount of merchandise for the nation's storekeepers.

The New York Stock Market, riding the crest of the mounting production wave, was on the upgrade most of the year, until "peace psychology" brought prices downward in the closing months of the year after they had reached their peak in mid-July.

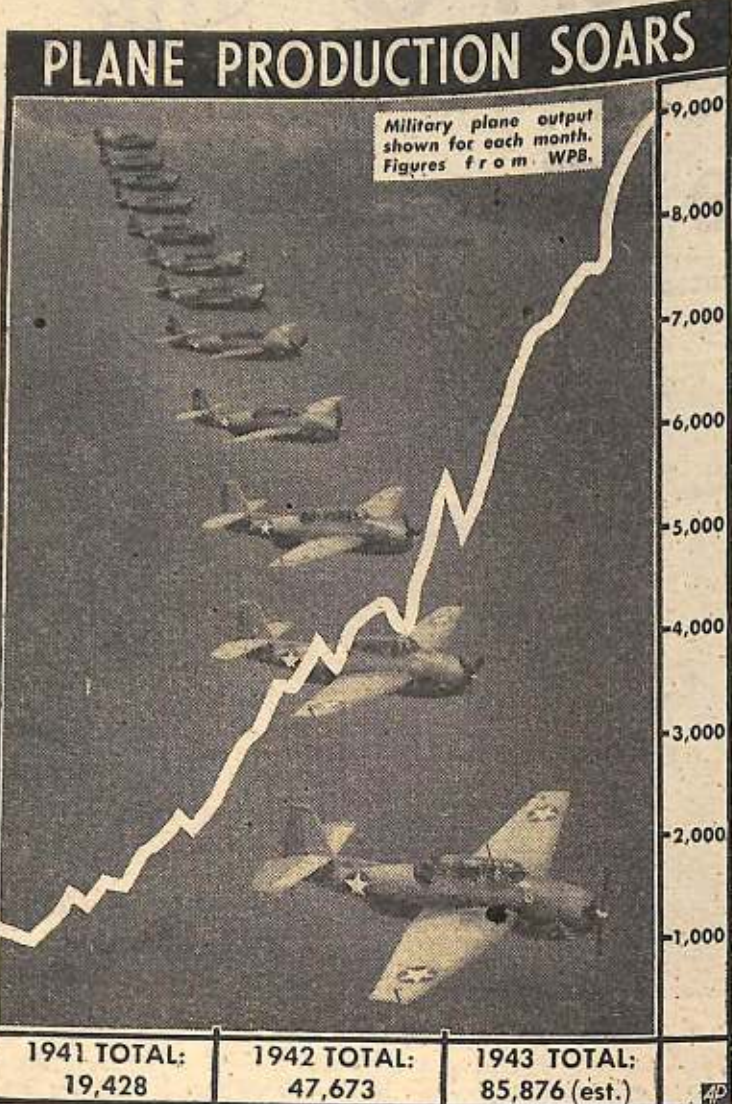
Inflation Biggest Problem

As the year drew to a close the biggest problem confronting the government was that of inflation. The OWI issued a report saying the cost of living index, which reached its wartime high of 125.1 in May, 1943, had started rising again, and by Nov. 1 was only 0.6 per cent below the May figure.

The OWI report estimated there was a gap of \$35 billions between the national income and payment of taxes and purchase of available goods and services. Much of this money, of course, went into savings of various kinds—insurance, savings deposits, war bonds and the like.

But Secretary Morgenthau warned of the "tremendous pressures which will set in motion further forces in the spiral of inflation."

As part of its fight against rising living costs, the government fought for continued subsidies to producers in some branches of food production, to prevent retail price rises. But Congress displayed no disposition to go along with the administration, and the question of sub-



sidies in 1944 was far from settled as the old year drew to a finish.

Further pressure on the government's stabilization program developed on the labor front. The coal strikes finally resulted in increased mine wages which the War Labor Board approved as within the "Little Steel" formula, but soon afterward the price of coal went up.

Another development came from the nation's railroad employees who put in a bid for more money and talked strike. Along with them, steel workers also served notice they would seek higher wages.

Some of the Twinges

For industry, 1944 appeared likely to be a year in which post-war problems would come increasing to the fore, rising sharply if the war with Germany ends. Some of the twinges we are already beginning to feel are:

Contract Termination.—On the speed in settling up with the government for work finished, under way or contracted for, depends, manufacturers say, industry's ability to meet post-war demands for jobs and products without a transitional slump. This will be accompanied by

Renegotiation.—Too stringent a view on recapture of profits could wreck a businessman's ability to build enough reserve capital to finance

Reconversion.—Switching assembly lines from tanks to autos, from machine-guns to refrigerators, in itself will be almost as big a job as the original creation of today's mammoth war production machines. Business hopes to complete the shift without running into competition from

What Warehouses Will Contain

Government Plants.—Something like \$20 billions worth of machinery and production facilities will be held by the Government. From these plants and from private sources the Government will have warehouses full of

Surplus Commodities.—Government stockpiles of clothing, machine tools, basic metals and hundreds of other products could glut the potential post-war market and discourage manufacturers from hiring thousands of workmen who would then be added to the vast labor pool swollen by returning servicemen freed by

Demobilization.—With the end of hostilities the great majority of our fighting men can come home, possibly with fair-sized discharge paychecks and a promise of unemployment compensation where needed.

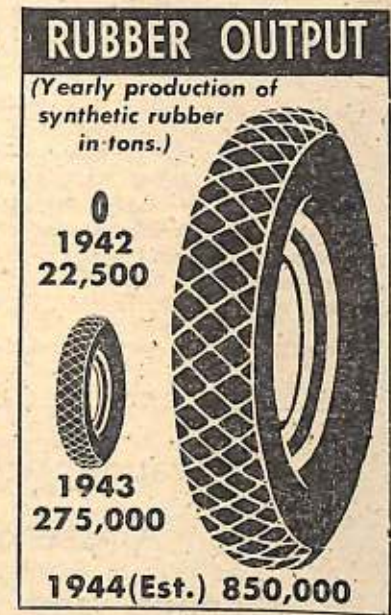
We already have had samples of all. More contracts have been terminated than were left to worry over at the end of the first World War. Renegotiation is a continuing process and, while the foretaste is bitter in spots, at least business afterward knows where it stands.

Some Government plants probably will

be closed before 1944 ends, regardless of whether or not Germany has fallen, because of stockpile growth and strategy changes.

Surplus may turn out to be the wrong word for unused commodities when the needs of the stricken nations of the world are fully measured.

All these questions are being discussed and planned for, and a start along the road toward a solution at least has been made.



GI Joe Is Busy Making His Own Security Plan

By Lt. H. D. Steinmetz

AN EIGHTH AAF BOMBER COMMAND STATION, England—While the home front bandies plans for the secure future of America's fighting men, John J. Doughboy is doing some concrete planning of his own.

That's an important observation by the men who handle the money of soldiers at this Flying Fortress station. They are confident that their findings compose a picture of the average soldier and what he is doing to assure a sound future.

The picture is made up of hard, fast official figures, which show that the average Yank is salting most of his money away for the days when he'll be readjusting himself as a civilian.

Gone are the days when a Yank, like the proverbial fool, was soon parted from his money. "Take it first hand from 1/Lt. Oscar E. Schlammersdorf, of Tell City, Indiana, finance officer here, Mr. Doughboy has his financial feet firmly planted on terra firma.

"If anyone has an illusion of the average soldier as a spendthrift, squandering his wages wildly, we can set him straight in a hurry," Lt. Schlammersdorf declares.

Schlammersdorf's figures show that the average GI sends more than half his earnings home in allotments. In addition, he does more than uphold his share in the war bond department, investing a good 10 per cent of his wages toward the light-

Designers Plan Eye-Appeal For Post-war Goods

By Anthony G. De Lorenzo
U.P. Staff Correspondent

INDUSTRY'S assembly lines are producing for war in record volumes, but its designers and planners already are striving to create automobiles, refrigerators and other consumer's goods with greater utility and eye-appeal for post-war buyers.

The job of reconverting war plants to peacetime production and providing employment for thousands of workers and returning servicemen often begins on the drawing boards of designers, whose ability and ingenuity may determine success of the product.

Acquisition of new skills and techniques by large and small manufacturers during the war has enabled designers to extend the post-war product possibilities of American industry. There will be new products as well as old ones with enhanced "eye-appeal."

War Increases Skills

George W. Walker, noted Detroit designer, believes manufacturers have increased their knowledge and potentialities "three to ten times" during the war. These new manufacturing skills, he said, will cause revolutionary changes in our homes, radios, automobiles and refrigerators after the war.

Walker foresees:
1—Homes with more glass, more sunlight; air-conditioning in every room; cooling and heating by electricity, with heat diffused through walls.

2—A refrigerator combining the features of deep freeze with regular refrigeration.

3—Television sets at a price virtually every home can afford.

4—Automobiles utilizing lighter metals and more plastics, and designed to operate more economically.

Women Have Influence

Walker said the post-war market in consumer's goods will be keyed to fill the "eye-appeal" requirements of youth and women. Since women previously purchased 92 per cent of all merchandise sold in the United States, designers concentrate on catering to their wishes on everything from kitchen implements to automobiles, he added.

Walker said designers have learned that "when choice rests between any two articles of equal utility, the public will always veer toward the most attractive."

"Beauty of form and color is more and more demanded by the purchasing public," he said. "A product lacking 'eye-appeal' will become increasingly harder to sell, regardless of its intrinsic value."

The designer's job, Walker said, is to explore new products now so that manufacturers will be able to utilize their expanded production facilities and the services of hundreds of thousands of workers after the war. Unless industry charts its post-war course now, he added, it will be plagued with dislocation and unemployment in the post-war period.



the globe, and it is probable we may be able to ease production in many lines.

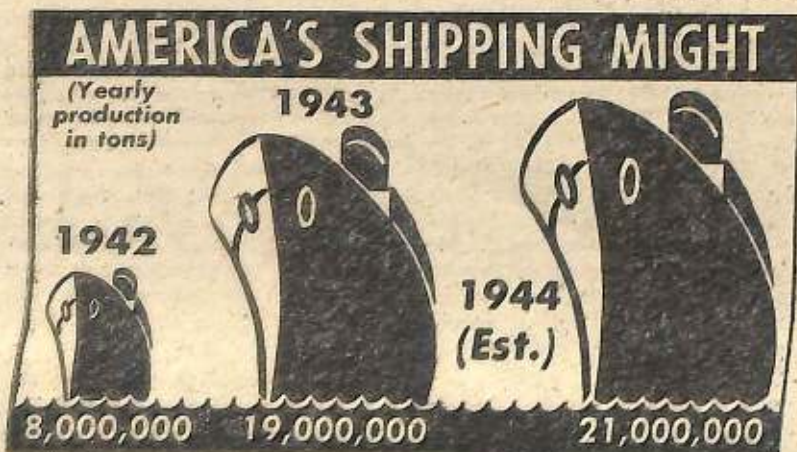
Even as the fighting in Europe intensifies, there is some indication of a leveling-off in a few branches of war industry, such as the recent decision of the Maritime Commission to end Sunday work on cargo ships and discontinuance by several plants of the manufacture of small arms and ammunition.

Cutback in War Production

Estimates of the cutback in war production which would follow Germany's defeat vary. One economist puts it at 80 per cent. Others say it would be nearer 25 per cent.

In 1943 the nation produced approximately \$60 billions worth of war goods. Over all industrial production was climbing toward three times as much as the country's output average for 1935-39.

The aircraft industry, for instance,



Through 'E-Boat Alley'

The hazards of the North Sea described from the deck of a British destroyer

By Don Hewitt

Merchant Marine War Correspondent

ABOARD H.M. DESTROYER FERNIE—This is a story of the North Sea, of the most heavily mined waters in the world known to American seamen as "E-boat Alley."

We are just coming off patrol. For the last three nights we have been on watch against German E-boats. Last night we escorted an allied convoy down the coast. It is in these bleak, barren, sleet-swept waters off the east coast of England and Scotland that E-boats, operating out of ports along the Dutch coast, attack allied shipping.

E-boats are similar to American P.T. boats which have been so successful against Japanese shipping in the Pacific. They are, however, larger than both P.T.s and British M.T.B.s.

Even after they have run the North Atlantic submarine gauntlet, American seamen aboard ships destined for British east coast ports have little respite from the torpedo attacks which have proved to be the German Navy's ace weapon. The ships lie at anchor maybe a day or two in a sheltered harbor and then, double file, make the run through "E-boat Alley."

35-Knot Torpedo Boats

This is a different type of warfare than that of the Atlantic. Out on the ocean it is a silent lurking enemy which dogs the columns of ships. Here in the North Sea 35-knot torpedo boats dart out of the night, fire their torpedoes and then scoot back to bases along the coast of occupied Europe.

We left the flotilla base at 1300 hours in order to be at our patrol area by 1700 hours. The sleek bow of the Fernie cut the choppy harbor waters as the shrill blast of the bosun's whistle piped a salute to the flotilla leader bobbing at anchor to starboard. A pack of gulls hovered over the ship and warmed themselves around the galley stack.

Once past the mouth of the harbor the men settled down to routine ship-board life. Very little happens in the North Sea during the day. "Matinees are scarce out here," said the First Lieutenant, "but the evening performances usually turn out to be jolly good shows." He looked out towards the Dutch coast and said, "Going to be a foggy night. Wouldn't be surprised if we had a bit of a do with the buggers tonight."

Battle Stations Manned

At dusk all hands turned to. A few minutes later the First Lieutenant reported to the skipper, "All men at their battle stations, sir." Battle stations are maintained from dusk to dawn and the skipper gets what little sleep he can in a canvas hammock-like affair on the bridge. Other officers, who are relieved during the night, catch a few winks on the couch in the wardroom or stretched out on a couple of chairs. Nobody really turns in. "Jerry is fast and he is clever and the North Sea at night is no place to drop your guard even for a minute," said the gunnery officer.

The first night was uneventful, as was the second, and the trip was taking on the aspects of a pleasure cruise. During the day those not on watch lolled around the wardroom, slept and read. Out on deck the biting wind drove the sleet against the turrets and whined and whistled as it stung the faces of the lookouts.

At 1700 hours of the third day we rendezvoused with a convoy passing through our patrol area—two long columns of grey ships loaded to capacity. Having exchanged signals with the convoy

commodore, we zigzagged ahead of the merchant ships. Just before dark looking astern we could see the merchantmen plodding onward, their pennants flying in the gale so common to the North Sea. A good part of this convoy was made up of American ships. Sleek Liberty ships, their lines resembling men-o'-war, new at the beginning of the war, now semi-obsolete in the face of America's vast shipbuilding program, kept pace with the newer and faster Victory ships. Tankers, with the oil for the very bombers which flew overhead on their way to Europe, sailed on defiantly, their catwalks awash in the heavy seas.

Contact Made With E-Boats

About midnight the alarm bell alerted the ship. Those men who had been relieved of their battle stations awoke immediately from their light slumber. Contact had been made with an E-boat pack. Three star shells were fired toward the Dutch shore. Nothing could be seen. The moon showed itself for a brief moment and then slipped back into the clouds.

"Three more star shells," said the skipper over the intercom. "Okay, let go with the rockets," he ordered. The horizon was lit up like daylight. The men on the bridge scanned the lit-up area. Nothing could be seen. The E-boats had decided that they were no match for the destroyer. "They've bugged off," said the petty officer on the starboard lookout.

Behind us the convoy sailed on. Once again the moon slipped out for a brief moment. The ship was relaxed. "Quite different from '39 and '40," said the skipper. "The blighters were cheeky devils in those days, but I guess old Jerry is sticking pretty close to home now."

Floating Mine Sighted

In the morning just before turning over the escort of the convoy to another destroyer we sighted a floating mine. These mines are just as dangerous as torpedoes, but lack the torpedo's notorious reputation.

"Slow ahead," said the captain. We passed about 100 yards abeam of the mine, and as we circled around it the men sharpened their target eye by firing at it with rifles from the bridge. A well-placed shot hit the mine but missed the detonator horns and the mine sank without exploding.

The Fernie was one of the first two

Royal Navy destroyers of the Hunt class to be launched. Destroyers in this class are named after the better-known hunts in Britain and were built primarily for convoy escort work, though after Dunkerque they were called upon to fill the gap in the Royal Fleet left by the sinking of larger destroyers. After the transfer of the 50 over-age destroyers from the U.S. Navy to the British, these Hunt class vessels again took up the work for which they were intended. The men aboard the Fernie were particularly lavish in their praise for the 50 "Yankees," which came in so handy during the darker days of the war.

This particular destroyer has a glorious background. She was the second headquarters ship at Dieppe, and played a capital role in the evacuation of Dunkerque. Her gun crew has shot down six German planes, the last of which was a Me109F, and has one E-boat to its credit.

E-Boat Skippers Are Crafty

Now the Fernie has the job of patrolling these waters. It is a dangerous and important assignment, as E-boat skippers are just as crafty and cunning as the U-boat commanders who raised such havoc with allied shipping. In 1939 and 1940 E-boats sunk considerable tonnage in the North Sea, and the masts of those ships can be seen sticking up over the waves as grim reminders of the days when the German Navy and Luftwaffe had almost free reign in these waters.

Many of those ships were sunk by mines. Though these waters are heavily mined by both the British and the Germans, the Royal Navy now maintains a swept channel which minesweepers keep clear for the passage of coastal shipping. The hazard, however, has not entirely passed, as under cover of darkness or fog these E-boats still try to sneak into the swept channel and sow mines in the path of an approaching convoy. Stopping the mine-laying work of the E-boats is just as important a job as stopping them from firing their torpedoes.

As dangerous as the present North Sea convoy route is now, soon American seamen and their convoy-mates along with these escort vessels will be called upon to leave the swept channel and cross these mine-infested waters.

"We're going to France again," said one of the petty officers, "but this time it won't be for an evacuation."

Highlights of Army Talks

Marshall biennial report is basis for current discussion which traces U.S. war effort from Pearl Harbor to No. Africa

"THE Japanese attack on Pearl Harbor galvanized the entire military organization of our nation into the immediate tasks of protecting the United States against surprise attack and sabotage," General Marshall states in his recent Biennial Report, which describes the long road America has traveled from Pearl Harbor and Bataan to Cape Bon in Tunisia.

This report, discussed in "Two Years of War," current issue of Army Talks, covers the critical period from July 1, 1941, to June 30, 1943. Telling of the hectic first days of war when fast convoys were organized, loaded and dispatched in record time in the Pacific, it traces America's war effort through the launching of the North African campaign.

General Marshall describes the first part of 1942 as a time of retreat and defeat in the Pacific for America and her Allies, with their inadequate armed forces being driven farther and farther southward. The threat of invasion of the Australian mainland was imminent; that the Japanese intended such an invasion was evident when a large, heavily protected convoy was detected by Allied planes proceeding southward in the Coral Sea early in May.

The decisive victories scored by the Allied naval and air forces in the ensuing Coral Sea battle and in the Battle of Midway are credited with having been the turning point in the South Pacific struggle. The ultimate re-establishment of the balance in naval and air power enabled the Allies to launch their own offensive, beginning with the attack on Guadalcanal in August of 1942.

General Marshall's report stresses the difficulties and dangers that America had to overcome in fighting a two-ocean war. American troops had to be moved to the British Isles, and in January, 1942, the first convoy arrived in Northern Ireland.

The German U-boat took heavy toll of Allied shipping for more than a year, losses in one month alone amounting to 700,000 tons. This menace was slowly overcome through the perfection of naval escort tactics, including the use of long-range patrol planes.

In July of 1942, America entered another phase of the war with the participation of six American bombers and combat crews in an attack on the European continent. Flying Fortresses and Liberators made their appearance, and the American theory of the value of

precision bombing was on the way to being proved.

"Two Years of War" points out the close planning that preceded, and the risks that were involved in, the carrying out of the North African landing, Nov. 8, 1942.

"The landings were carried out in accordance with plans and with a boldness and efficiency which secured the initial objectives, the major airfields and ports in North Africa, within a period of forty-eight hours," the official report states.

The failure of the Allies to conclude the campaign before formidable Axis resistance could be formed is shown to have been due to problems of supply. A German counter-offensive reached its climax with a break through American lines at Kasserine Pass in mid-February, 1943. Two days later re-formed American units counter-attacked successfully, and the German threat to the Allied position in Central Tunisia declined steadily thereafter.

General Eisenhower, reporting on the Kasserine battle said, "You would have been impressed could you have seen the magnificent display everywhere by the American enlisted men. I assure you that the troops that come out of this campaign are going to be battle-wise and tactically efficient."

Following are typical questions concerning the first two years of American participation in the war, with their answers as found in Army Talks:

Q—What were the principal results of the Allied victory in North Africa?

A—The Mediterranean re-opened to Allied shipping. The necessary base provided for the subsequent attack in Sicily and Italy, and for other possible assaults on the underside of Europe. A fighting French army re-created. American troops, battle-hardened.

Q—What one factor contributed most to the success of the North African landings?

A—The absolute secrecy in which preparations were carried out. Original plans for the campaign were laid nearly 11 months before it was launched. In spite of the magnitude of the preparations in Britain and the United States there was no leak of information to the enemy and consequently no counter-measures had been taken by the Axis to repel the invasion.

GI Joe

Package from Home



Lt. Dave Breger
Britain

FROM MY FOLKS—
THEY'RE EXPECTING
VICTORY ANY
DAY NOW...!



EVERY
TIME NOBODY'S
ON SPEAKIN'
TERMS WITH HIM
HE GETS THE
SWEETEST
PACKAGES!



"DEAR JOE—
HERE'S THE
SUN-GLASSES YOU
ONCE WROTE ME
TO SEND YOU..."



GEE, WHAT A
SHAME—LOOK HOW
YOUR NEW
SAXOPHONE
ARRIVED!



WHY THE HELL DON'T
YOU CABLE YOUR
MOTHER TO LEARN
HOW TO
WRAP
TAFFY!



Allied Aircraft Attack Athens Harbor Twice

RAF Wellingtons Follow Up Fort Raid; British Inch Nearer Cassino

ALLIED HQ, North Africa, Jan. 12—B17s of the 15th Air Force, crossing the Adriatic for the second successive day to blast German communications, yesterday hurled bombs on Piraeus harbor, Athens—site of the terminus of a vast network of rail lines leading into the Balkans. Meanwhile, British ground forces in Italy crept closer to the Nazi fortress of Cassino, on the Fifth Army front.

A few hours after the Forts returned to their Italy bases, RAF Wellingtons swept back across the Adriatic, in their second straight night raid, to hit the Piraeus area and carry into 48 hours the bombing offensive on the Balkans.

In the Fort raid some 30 German planes rose to defend the port, but escorting P38s moved into battle and shot down two, while B17 gunners knocked down six more. Seven U.S. planes were lost.

British troops punched their way forward on the left flank of the three-pronged Allied drive which tonight was closing around the main German defenses of Cassino.

Repulse German Counter-Blows

They repulsed enemy patrols which were thrown across the lower Garigliano and then captured another important height in the fork of land between the Garigliano and Peccia rivers, and last night were less than five miles from the center of Cassino itself.

(A NBC correspondent said today that on the Fifth Army front more German dead were counted than at any time since the Volturno fighting. The Nazis counter-attacked 26 times in 24 hours, he said.)

Fresh progress was also made by the two U.S. forces steadily pushing through the craggy country on both sides of the main Capua-Cassino road.

Stiffest fighting of all appeared to be going on in the 2,000-yard stretch of comparatively open country between Mount Porchio and Mount Trocchio which straddles the road.

U.S. troops were within a mile of the Summit of Mount Trocchio, which stands to the south of the road, between it and the loop of the Mignano-Cassino railway, and have already cleared many pockets of enemy troops from the lower slopes of the mountain.

A PX on Wheels Now Rolls Up to The Officer Huts

Mobile officers' sales stores, equipped with more than 100 items of merchandise, are selling everything from officers' raincoats and brass buttons to rayon hose and OD undergarments at the Nissen hut doors of Army and WAC officers and nurses.

Organized to serve commissioned personnel who in the past have had to shop while on leave or pass in large cities, the mobile stores make from two to 20 stops daily at camps and installations throughout the ETO.

A typical PX-on-wheels consists of half a dozen 14-ton trucks with trailers, one officer and 14 Quartermaster E.M.s. In addition to its stock, the traveling department store carries counters and display equipment and can set up shop within two hours after arrival at a post.

Hubby Charges Doris Duke Gave His Bedroom Away

ELIZABETH, N.J., Jan. 12 (UP)—James Cromwell, former minister to Canada, seeking to nullify the Reno divorce granted his wife, Doris Duke, charged today that his wife gave his bedroom in their New Jersey home to his "successor in her affections."

He claimed that his valet was compelled to wait four hours when he went to get Cromwell's belongings because of the new occupant of the bedroom, whom Cromwell didn't name.

AFN Radio Program

1402 kc On Your Dial 1420 kc
213.9m. Thursday, Jan. 13 211.3m.

- 1100—GI Live.
- 1115—Personal Album with The Sportsmen.
- 1130—Rhapsody in Khaki.
- 1200—Royal Military School of Music.
- 1230—California Melodies.
- 1255—Quiet Moment.
- 1300—World News (BBC).
- 1310—Barracks Buzz—A grab-bag of entertainment.
- 1400—Visiting Hour.
- 1430—Sign off until 1745 hours.

- 1745—Spotlight Band with Richard Hinder and Program Resume.
- 1800—World News (BBC).
- 1810—GI Supper Club.
- 1900—Seven O'Clock Sports—Presented by The Stars and Stripes, with Corporal Johnny Vrotos.
- 1905—Symphony Hall.
- 2000—News From Home—Nightly roundup of news from the U.S.A., presented by The Stars and Stripes.
- 2010—Fred Waring Program.
- 2025—Weekend Leave—Suggestions as to what to do on that leave that may be coming up.
- 2030—Crosby Music Hall.
- 2100—World News (BBC).
- 2110—Novelty Time.
- 2125—Mail Call.
- 2150—Intermezzo.
- 2155—Truth or Consequence.
- 2225—Final Edition.
- 2230—Sign off until 1100 hours Friday, Jan. 14.

'Four Leaf Clover' Safe—But With Battle Scars



Lt. Arthur Mack, pilot of the B17 'Four Leaf Clover' from Brooklyn, examines a 20mm. cannon shell hole in the top turret of his ship after returning from Tuesday's great Reich raid.



Lt. Mack and a crew member, Lt. Francis McCullagh, of Brooklyn, look over damage on the wing of the 'Four Leaf Clover'. All four engines were damaged and half its rudder shot away.

59 U.S. Heavies Lost Dealing Advance Slowed On New Britain

(Continued from page 1)

aircraft fire were used against the bombers as they slammed towards their targets. Airmen said they were certain the Nazis had been forced to bring out several types of defense they have been saving for extreme emergency.

Fortresses and Liberators spun down to the ground, or exploded in flames, but the other planes closed formation and pressed on, flight leaders said. Meanwhile, other combat groups had come back from the northwest of Germany after virtually negligible opposition and were startled as the German radio began to give first descriptions of the battle over the heart of the Reich.

The Nazi story of the attack began with admissions that U.S. heavy bombers had penetrated central Germany but had been beaten off in lengthy engagements. By early evening, the tone of the story had begun to shift and the Germans were claiming a "defensive victory for the Luftwaffe," and describing what they said was the rout of American forces. From that point, they went on, as the hours passed, to put in increasing claims of the number of bombers shot down. By early Wednesday the figure was at 123; by noon it was 136, including 124 heavy bombers and some fighters.

Crews Tell - -

(Continued from page 1)

"The Nazis had three of everything in the sky, including old Stuka dive-bombers and even a twin-engined jet that looked like a transport."

However, little opposition was reported by Sgt. Loy Humphreys, of Van., Tex., a waist gunner. "Our fighter escort was so good," he said, "that only two enemy fighters could get near enough to be seen, and they stayed well out of the range of our guns. A pillar of smoke came out of the overcast after 'bombs away.'"

But an hour-long attack by about 75 German fighters was reported by the crew of the Fortress Belle of the Bayou. "We thought the whole Luftwaffe was after us," they said.

"Those Messerschmitt pilots were crazy," one gunner said. "They even pressed their attacks to within 25 yards—one exploded that distance from the tail of a Fortress."

"Another one, coming down from above, was nailed by the top-turret gunner, who held his fire until the last moment, in spite of the warnings from the other members of the crew over the intercom."

"Then the FW190s—so many of them that I could not count them—came out of the haze at us. The MEs broke off at first, but came back later and, with the 190s, began hitting at us from every side. They used no tracers, but the 20 mm. shells were bursting all round like tiny stars."

Advance Slowed On New Britain

ALLIED HQ, New Guinea, Jan. 12 (UP)—The U.S. advance in western New Britain was slowed down today in the face of desperate counter-attacks by the Japanese, attempting to retain their last footholds among the rocky peaks south of Cape Gloucester.

U.S. Marines, supported by tanks and artillery units, yesterday, however, kept up their pressure along the whole front south of Cape Gloucester airfield—but only one notable advance has been reported in the past 24 hours.

Japanese made two more counter-attacks against the U.S. infantry and Marines inching their way across the difficult jungle country in this area. Both of them were smashed back with losses to the enemy.

Australian troops in New Guinea continued their new advance along the Huon peninsula today on the heels of the Japs trapped between them and the U.S. troops at Saidor, New Guinea.

Ciano, 4 Others Reported Victims of a Firing Squad

BERNE, Jan. 12—Count Galeazzo Ciano, Mussolini's son-in-law and former Italian foreign minister, was executed yesterday with four other former members of the Fascist Grand Council who forced Mussolini's resignation, according to reports from Verona.

Also shot by a firing squad were Marshal De Bono; Giuseppe Pareschi, Mussolini's minister of agriculture; Gattardi, former president of the Fascist Confederation of Industrial Workers, and Marinelli, secretary to the Transport Ministry.

Raft's Troupe Learns It Is Booked for Africa

George Raft and the three other American stage and screen stars who arrived with him in London a week ago are AWOL no longer—they're booked for Africa.

The star, who with actresses June Clyde and Louise Allbritton and singer Bob Bain left the States without travel orders through a misunderstanding, said yesterday they had received instructions from the War Department and would leave soon.

"I'll be sorry to go," Raft said, "but if we were scheduled to entertain the boys in Africa, that's good enough for me. Maybe we'll be able to take another look at the ETO later on."

NEWS FROM HOME Huge Stockpile Of Materials for Reserve Asked

Experts Say Debtors Thus Could Pay, and Shortage In Crisis Be Avoided

WASHINGTON, Jan. 12—A proposal to build up over a period of from five to six years a vast reserve of strategic raw materials has been placed before Secretary of State Cordell Hull by a group of government materials advisers and economists.

Backers of the project assert it would: 1—Guard against a shortage of vital goods in an emergency; 2—Enable America's debtors to repay in part their Lend-Lease obligations with such materials; 3—Provide a balance for the nation's large post-war export program; 4—Give America's debtors a chance to repay public loans, and 5—Utilize the merchant-shipping surplus.

Under the plan, such goods as rubber, quinine, petroleum and manganese would be stored in a huge stockpile and placed in the same category as the gold buried at Fort Knox, Ky. Only the President would be authorized to release the goods for use.

William Batt, vice chairman of the War Production Board, said the scheme would be a "novel means of approaching a balance in our foreign trade that seems to me to hold out great promise."

Too, it was pointed out, such a backlog would prevent the critical materials shortage which the nation encountered immediately after Pearl Harbor.

German Seized as Spy

WASHINGTON, Jan. 12—E. E. Conroy, assistant FBI chief, announced today that William Albrecht von Rautter, a former German nobleman who is now an American citizen, had confessed acting in behalf of the German intelligence service. Von Rautter, who was arrested in New York yesterday, was said to have sent a secret message to Germany revealing information about U.S. production of planes, ships, aluminum and explosives.

Lie Test Saves Suspect

NEW YORK, Jan. 12—A lie-detector test staged just before sentence was to be pronounced upset a jury verdict of guilty and saved 30-year-old Murray Goldman from a ten-year term in Sing Sing on a charge of attempted rape.

Freddie Bartholomew Released

WASHINGTON, Jan. 12—Freddie Bartholomew has received a medical discharge from the Army because of an old back injury. The 19-year-old actor was a mechanic at an air base.

Clare Luce's Daughter Killed

PALO ALTO, Cal., Jan. 12 (UP)—Rep. Clare Luce's daughter Anne, a student at Stanford University, was killed in an automobile accident here yesterday.

Labor Draft - -

(Continued from page 1)

war profits and the cost of living—also were adopted.

The House Military Affairs Committee, headed by Rep. Andrew J. May (D., Ky.) has called a meeting to discuss such legislation for next Tuesday. The committee held extensive hearings last year on the Austin-Wadsworth bill, strongly supported by the American Legion, but took no action.

May, who said he never was "hot" for a National Service Law, pointed out that three courses were open to the committee—to reopen hearings on its measure, to put the bill through without further hearings, or to shelve the whole subject for the present.

The labor chiefs were outspoken in opposition. Philip Murray, president of the CIO, labeled it a "quack remedy" for the failures of government agencies, and R. J. Thomas, head of the United Automobile Workers' Union (CIO), asserted that "it smacks of slave labor."

Both Murray and President William Green, of the AFL, were called to the White House today to confer with Mr. Roosevelt.

Congress meanwhile all but shrugged off the White House demand for increased taxation. The Senate voted to keep Social Security taxes at their present level, instead of doubling them this year as originally arranged.

By Milton Caniff

Terry and the Pirates

