



THE STARS AND STRIPES

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in the European Theater of Operations



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Appian Way Is Reported Cut by Allies

Reds Drive For Estonia; Enter Kerch

Hit Nazis From Armored Trains in North; Enemy Renews Vinnitsa Push

Russian tanks and infantry on the northern front seized a dozen miles of the escape railway leading to Estonia yesterday as Red infantry forced its way into the streets of Kerch in the Crimea and the Germans launched a redoubled counter-offensive east of Vinnitsa in the Ukraine.

While German sources reported renewed fighting north of Nevel and southeast of Vitebsk and admitted a penetration of their lines northwest of Kirovograd, in the Dnieper Bend, Russian ski-borne tomy-gunners advancing from Novgorod pushed retreating Nazis within 14 miles of the rail junction of Shimska, at the westernmost end of Lake Ilmen, at the southern end of the Far-north front.

German military experts, quoted by the Nazi-controlled Scandinavian Telegraph Bureau, suggested that the new Kirovograd offensive was intended to link up Gen. Koniev's forces with those of Gen. Tolbukhin south of the lower Dnieper.

Armored Trains in Use

South of Leningrad the Russians brought great armored trains into use, rolling along newly laid lines southwest of Krasnoye Selo and pouring salvos into the retreating Germans. The Soviet drive here was aimed at the two remaining north-south railways held by the enemy—from Leningrad to Vitebsk and Pskov, the nearest 50 miles away.

Two key rail junctions were menaced by the advance—Krasnovardeysk, 22 miles southwest of Leningrad, now ringed by troops to north, west and south, and Tosno, on the trunk line to Moscow, 30 miles southeast of Leningrad, half encircled.

West of Krasnovardeysk the Russians pushed along the lateral railway to the Estonian city of Narva, 60 miles away.

Moscow dispatches said the German counter-attack in the Ukraine, apparently an effort to draw Russian strength from the north, was being pushed up to a tempo even greater than that of their attacks in that area two weeks ago. Tanks and motorized infantry were thrown into the battle, but there was no sign they were having any effect on the Russian lines.

Heavy Fighting at Kerch

At Kerch, in the Crimea, the enemy reported fresh fighting of great violence. "The Soviets are flinging in reinforcements and supporting their infantry with tanks and planes," the German Overseas Agency said, conceding that the Reds had "succeeded in widening their foothold in the harbor."

Meanwhile, Moscow accounts told of the German devastation in Pushkin, former summer home of the Czars, 16 miles south of Leningrad. Not a single house of the once splendid show city was intact when Russian gunners worked their way into its center after wading knee-deep through the marshes.

The palace of Catherine the Great had been burned to the ground, the Alexandrevsky palace wrecked and most of the other principal buildings left so damaged that rebuilding would be necessary.

Cunningham Named to Lead 'Invasion Force' of RAF

Air Marshal Sir Arthur Cunningham, former chief of the No. 1 Tactical Air Force in the Mediterranean, last night was named to command the Tactical Air Force of the RAF based in Great Britain which probably will be the RAF's first-line weapon at invasion time.

N.Y. World-Telegram Has Got Nothing on Us

NEW YORK, Jan. 25 (AP)—Under a front-page headline, "We Print Everything," the New York World-Telegram yesterday carried an announcement by Tommy Manville of his engagement to 18-year-old Barbara Allison, of Los Angeles. If the marriage takes place Miss Allison will be the asbestos heir's eighth wife.

The Bridgehead Broadens



Americans and British reinforce Anzio-Nettuno bridgehead, move inland to capture Littoria and Aprilia. On southern front, Germans continue counter-attacks, but on a smaller scale. U.S. troops re-cross Rapido river below Cassino. British and French stand fast on other Fifth Army sectors. Eighth Army patrols in eastern Italy probe enemy defenses.

Invasion Coast Pounded For 20th Time in Month

The secret targets along the northern coast of France were pounded in daylight yesterday for the 20th time this month.

RAF and Allied medium bombers hit the installations which may be emplacements for Hitler's rocket guns while USAAF Thunderbolt fighter-bombers were striking Nazi airfields and Thunderbolt fighters were staging the day's only losses were two Allied fighters escorting the bombers in their third day in a row of attacks in the Pas de Calais area.

The Thunderbolt bombers hit Luftwaffe airdromes at Gilze-Rijen and Leeuwarden, in Holland. The P47 fighters swept the Zuyder Zee area.

Monday's Losses 12 Planes

Meanwhile, a recapitulation of Monday's daylight attacks on western Germany, from which some USAAF heavy bomber formations were recalled because of bad weather, showed a loss of two heavy bombers and ten of the U.S. and Allied fighters which escorted them. Twenty-one enemy aircraft were destroyed in the heavies' operations, two by bomber gunners and 19 by the fighters.

Monday's daylight penetration of industrial zones in western Germany was marked chiefly by bitter dogfights between escorting U.S. fighters and Nazi interceptors.

As the big U.S. air armada ran into what officially was described as "unfavorable weather," a recall was sent out and part of the force returned to base. Some bomber units went on and hammered targets of opportunity through breaks in the weather.

Good bombing was reported from some groups, which were well protected by a screen of USAAF P51s, P38s and P47s. Flak was spotty, crews reported, and ground defenses apparently were confused by the cruising bombers until it was too late to go into action.

The fighter versus fighter combats were (Continued on page 4)

Bennett Escapes, Gets the Story Out

One of the most graphic stories of the war, written "inside Nazi Europe," was published in newspapers of America and in London's Daily Express yesterday when INS Correspondent Lowell Bennett recounted his experiences of parachuting from a stricken Lancaster bomber over Berlin and his ultimate capture and escape from a prisoner-of-war camp in Germany.

Bennett, 24 years old, was reported missing following the Dec. 2 RAF raid on Berlin, but last Saturday the International News Service bureau in London received from him a letter written apparently from a German P/W camp before his escape.

The arrival of his spectacular story was the first indication that Bennett had escaped. His present whereabouts are unknown, and the channel through which his dispatch was sent was not revealed. In his story Bennett said that "for the moment it is impossible to leave my hiding place, but it is relatively safe. At least I can get some food, some warmth and some rest, which are the only essentials."

Using the dateline, "Inside Nazi Europe," Bennett told of his take-off from a Lancaster base in Britain, of encountering flak from Nazi defenses off the Dutch coast

and of "searchlights by the hundreds" near Hanover. Going into the bomb run over Berlin "right through the center of a shield of a hundred shell and rocket explosions, scores of weaving, fingering searchlights and dozens of fighter flares," Bennett told how one of the bomber's gunners called off an enemy fighter "climbing toward us from starboard."

Despite violent evasive action by the pilot the night fighter pressed home his attack, Bennett related. "Disaster came to us with terrifying suddenness," he wrote. "The world seemed to burst into an inferno of flame. Our plane shuddered and rocked violently. Cannon shells had ripped into the starboard wing, and both engines exploded into furious fire."

After the engineer switched off the motors, Bennett wrote, the fires continued to spread, flashed to the wing fuel tanks and enveloped the fliers in flames.

The pilot said: "OK boys—bale out—sorry." Then later, after the crew buckled their parachutes: "Hurry up, boys, can't hold it much longer." The crew followed each other into the bombardier's compartment, tore away their oxygen masks and spilled out into the cold air. "I dived out clumsily," Bennett said. "I pulled the (Continued on page 4)

Advance Is Believed 1 1/2 Miles From Main Rome-Naples Railway

Kesselring Moving Forces North to Meet Threat; Nazis Say Town 20 Mi. From Capital Has Fallen to Invaders

Allied troops pushing inland from their bridgehead south of Rome were reported last night to have cut the Appian Way, captured the villages of Aprilia and Littoria and advanced within 1 1/2 miles of the main Rome-Naples railroad in their drive to isolate the Italian capital and sever the lifelines of 100,000 Germans on the main Fifth Army front to the south along the Gustav Line.

Late dispatches last night indicated unofficially that American and British units were standing astride the Appian Way itself, awaiting the expected return of part or all of three panzer grenadier divisions sent from Rome to the south only last week to bolster Kesselring's Gustav defenses.

However, since the landings Saturday, the Allies have encountered little opposition, and yesterday's communique reported that they still had met no formidable force.

The Allies announced officially that the bridgehead was at least 12 miles deep and several miles long north and south of Anzio, captured port two miles north of Nettuno. The German Overseas News Agency, quoted by Reuter, said that Velletri, "the first town in the vicinity of Rome to fall victim to the war," also had been taken.

Men and supplies are now going into the Nettuno beachhead by air as well as by sea, United Press reported. Since there is no need for further airfields in the vicinity—the Allies have blanketed the air opposition to north of Rome—it is presumed that Allied transport planes are bringing in the supplies onto landing strips on the beachhead.

Capture Is Unconfirmed

Capture of Velletri, only 20 miles south of Rome and about 12 miles north of Aprilia, was not confirmed by any Allied source.

Accompanying the brief Allied announcement that German units were being withdrawn from the Gustav line to meet the Allied threat in their rear, an Algiers radio report said that attacks against French positions in the Mount Croce sector were becoming less intense—a sign that Kesselring might be dangerously weakening his Cassino defenses to marshal a force for the defense of Rome.

Although German counter-attacks slackened in most sectors along the Gustav front, a desperate, fruitless attempt to drive the British out of Minturno was announced yesterday. A World War I veteran in the Minturno sector, describing the savagery of the fighting, said that he saw more dead Germans than he did at the Battle of the Somme.

Yanks Recross Rapido

Germans massed along the Gustav line were confronted with three serious threats as the French took Mount Croce, the British expanded their bridgeheads in the lower Garigliano salient and American patrols recrossed the Rapido River.

Wild air battles over the Anzio-Nettuno area took place Monday as the Germans sent Focke Wulfs and Messerschmitts to attack troops and shipping. Warhawks, although outnumbered, drove off 30 Me109s and FW190s. Two German planes were probably destroyed and two damaged for the loss of no Allied planes.

Bari radio, quoted by Reuter, said Allied air forces were bombing airfields around Rome without a break and attacking roads and communications in the area to prevent the Germans from organizing a counter-offensive.

Although bad weather hindered extensive air operations, fighters and fighter-bombers maintained a constant umbrella (Continued on page 4)

Gen. Alexander Directed Italian Landing Personally

ALGIERS, Jan. 25 (AP)—Allied headquarters disclosed today that Gen. Sir Harold Alexander, commander of Allied troops in Italy, personally directed landing operations at Nettuno and then went ashore himself to supervise early attacks farther inland.

New Casualty List

WASHINGTON, Jan. 25 (AP)—OWI announced today that the number of U.S. casualties since Pearl Harbor total 142,289. Of these, 32,662 were killed, 47,123 wounded, 32,699 missing and 29,805 prisoners.

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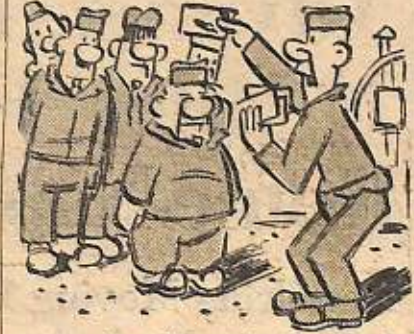
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Hash Marks

Signs of the Times. A Frankfort, Ky., butcher hung this sign on his shop window: "Unless it's bologna, we ain't got it!"

Hitler's Secret Weapon? 'Tis reported in various squared circles that in checking the vast amount of booty the Russians have taken as they push the Germans back they found in one village three crates of Iron Crosses.

Scene at Mail Call. The mail orderly stepped up and shouted, "A letter for Cdadwinskiendonzy." There was no



answer; he called again, "A letter for Cdadwinskiendonzy." Finally a voice from the rear asked, "What are the initials?"

Stand up, Lt. Bill Davidson, and take a bow! One of our spies on the ETO front reports that Davidson, now over here, received the following clipping from his high school newspaper. The clipping, from the "Lebanon Lantern," read: "Lt. Bill Davidson, one of our school directors, has recently been promoted to Officer of the Day at Cecil Field, Florida."

Overheard at a pub near an Eighth AF Service Command Depot: Waitress: "A glass of water, please." Bartender: "Who's it for?" Waitress: "A Yank." Bartender: "Is he sick?"

Cause for Divorce? After sweating out OCS over here, a newly-commissioned shavetail got a letter from his dearly

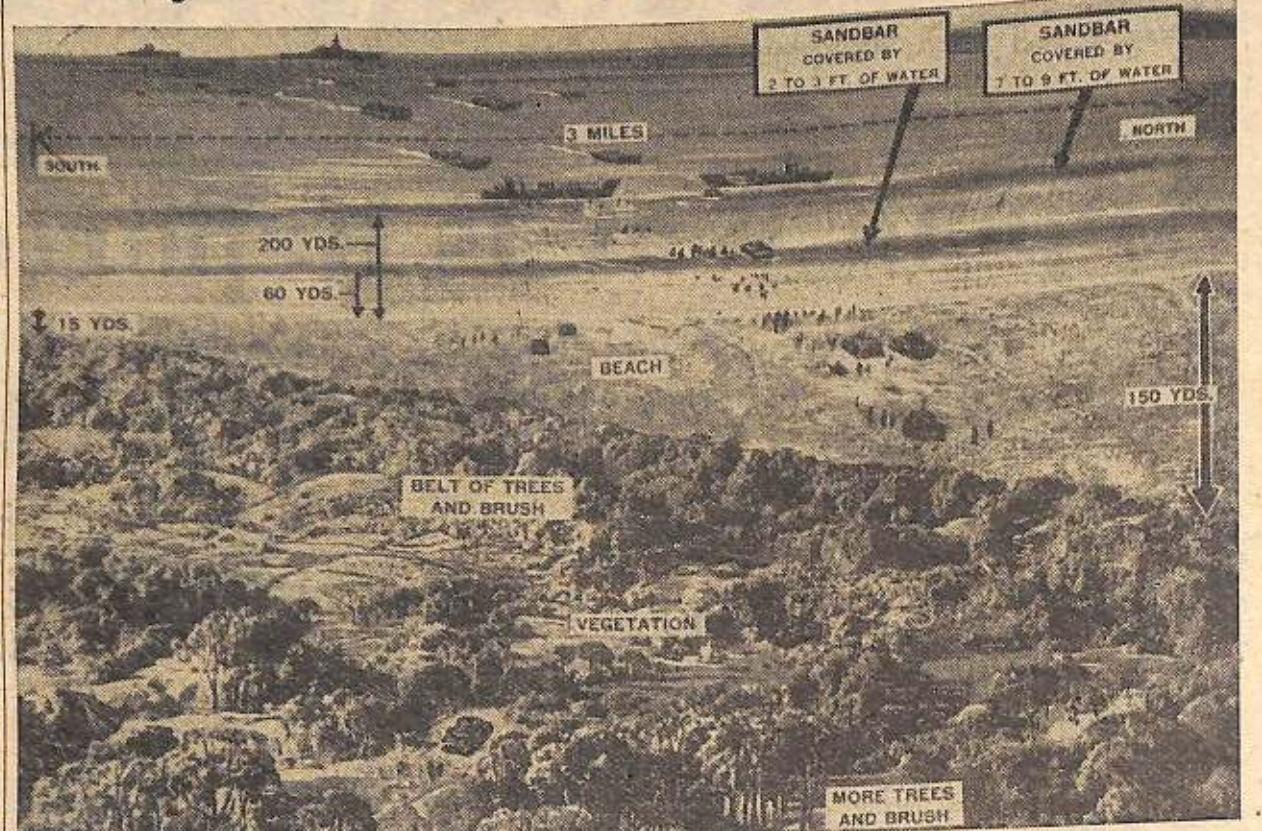


beloved wife asking, "Now that you've won your gold bars, darling, does that make you a gold brick?" (She wasn't kidding either.)

A bunch of the boys at a Liberator base gathered around the fire in their Nissen hut the other day to play a little poker. Just as the game was getting in full swing, the hut was sprayed with bullets from a runaway "Fifty." All concerned hit the deck—that is, all except one brave GI who casually remained at the table and nonchalantly remarked, "If a bullet has your name on it there's no use moving around; it will find you." From the far corner a dusty head poked up and a weak voice was heard to utter, "That may be—but I feel a helluva lot safer when I make a quick change of address!"

J. C. W.

Story Behind the Invasion Story



A Brilliant Maneuver Rich in Anecdote Is Reviewed

Saturday morning's Allied landing on Italy's Tyrrhenian coast south of Rome looked more and more like a routine maneuver operation yesterday—instead of the suicide mission the troops expected.

The complete surprise, the non-appearance of the Luftwaffe until nearly seven hours after the invasion, and the next-to-nothing ground opposition stamped it as one of the most brilliantly successful amphibious operations of this war—if not in history.

But the emphasis yesterday was not on the strategy but on the human element—the little men on the transports, the landing boats and on the beaches who jumped ashore eagerly in the dead of night because they knew that at last they had a chance to finish the slow, slogging, inch-by-inch crawl to Rome.

He Lost a Rifle

There was a good deal of fun about it, in retrospect, as correspondents made clear yesterday in delayed dispatches. There was, for instance, the American who took an unmerciful kidding because he lost his rifle on the eve of invasion . . . the Army nurse who gave strict orders she wanted no professional dealings with any landing troops after the operation began . . . the Navy commissary officer who insisted on collecting an overdue mess bill even as the transports were moving in to the beaches . . . the four drunken Germans who wandered into the American lines in a staff car . . . the Nazis caught with their pants down who fled in their underwear.

To some extent, the success of the landings probably was attributable to the Allied strategy in drawing three German divisions south to the main front to seal off an anticipated attack. The Fifth Army had given indications it was planning a big push. The Germans rushed down, were promptly pinned down by



the Fifth Army, and the amphibious troops floundered onto an unresisting shore.

The operation had been cooking for weeks. Troop movements and ship movements and other preparations could mean only one thing. Then, on Thursday, 36 hours before the assault, Fifth Army correspondents were called in and told what was coming. "We are going to smash Jerry with a left hook and knock him dizzy," the briefing officer said. Conditions were just right. There had been 15 days of mostly fine weather. The ground had hardened; trucks and tanks no longer mired down. The air force was able to operate again.

The troops were in shape too. One unit commander, talking things over with his colonel, said everybody was ready except two officers who were "a little off their feed." It turned out one had a broken leg and the other a temperature of 106 deg. In mock seriousness, the colonel said anybody with a broken leg or a fever over 103 deg. couldn't go.

The battalion commander, Lt. Col. E. S. Adams, of San Francisco, a West Pointer, class of 1940, warned everybody to be careful getting off the landing ships. "There's a two-foot drop when we leave," he said, "that's a pretty big drop." Somebody wanted to know if it would be a dry or wet landing. "Wet, probably," he said, "about three feet of water, cold water."

Navy Gives the Orders

Adams said the Navy would give the orders so long as the troops were aboard. "The Navy will tell us what to do in any emergency. If there is air or sea or submarine attack they'll issue lifebelts and give instructions for abandoning ship." The troops got up before daylight Friday to embark. They sang and whistled as they rolled their blankets. That was the time Pvt. James Parham, of Wisconsin, couldn't find his rifle. Nobody seemed excited. Capt. Fordyce Gorham, of Muncy, Pa., was full of pep. When correspondent Clark Lee wandered in looking for a bedroll, Gorham turned on his best hill-billy accent, and inquired: "Goin' afeudin' this mornin', neighbor?"

Later, aboard one of the destroyers going northward through the Tyrrhenian Sea, the Navy outdid itself at dinner. A double ration of chicken, white rice, fresh peas, and peach cobbler for dessert. Everybody knew it might be the last good meal for days. That didn't keep Lt. Robert Stanley's mind off his commissary books, however. "That reminds me, suh," he said in a soft Richmond (Va.) drawl to Lt. Gordon Smith, of Darien, Conn., "there's a mess bill for you on my books."

Smith said he had no money but that he'd give Stanley a check. "On any bank

you want," he explained. "I haven't any bank accounts, either."

There was the usual small talk. The gunnery officers belittled "the guys on the bridge" and the engineer officer maintained that ships were only engines with a gun stuck here and there.

"Wait'll these Ju88s start chasing you and the bombs start popping," he chortled happily at the executive officer. "You'll holler for knots then."

Put On Clean 'Drawers'

Lt. Archie Boswell, of Norfolk, Va., was trying on a new-type life preserver, big and bulky like Boswell. Somebody told him he should wear it all the time, "it improves your figure." Somebody else started a point-by-point comparison of Boswell and Mae West. The argument that resulted was interrupted by the ship's loudspeaker. It ordered everybody to take a shower and put on clean underwear.

This, an officer explained, is just an old Navy custom before action. It reduces the danger of infection from wounds. Just then the loudspeaker squealed again. "Battle stations," it said.

The most surprising thing about the landing, of course, was the lack of opposition. On some beaches not a shot was fired. On others there was only scattered fire from what seemed to be two 88s.

The silence of the German guns worried a photographer who landed with Don Whitehead, Associated Press correspondent.

"This isn't right," he said, "I don't like it."

A near by doughboy had a ready answer. "It ain't right all right," he said, "but I like it."

Unlike Salerno, there was no high ground from which the Germans could dominate the beaches. Floating mines were the biggest menace to the landing boats, but the Navy just eased through them and made the beaches safely.

Some of the enemy were caught so flat-footed they were found in their underwear. One group hot-footed it across 50 yards of beach, through low brushwood, across a field and then inland a mile to a farmhouse. Inside, the beds were still warm. Three Nazis had made a run for it in the nick of time. One was caught, but two scooted off in an armored car toward their own lines.

A young German lieutenant in command of the detail guarding the stretch of beach where the Americans entered was caught in an ignominious situation. He had been sent down from Rome two days earlier to command the company and almost before he knew what happened he and three others in his command post had been taken prisoner. They hadn't even had time to place machine-guns along the beaches,

American Gossip

Our "All-American Spy," sweet little thing too, sends us the following low-down on the home front.

The Hit Parade which is supposed to reach us short wave on the "B-Kit" radio we left back in the States is now featuring "My Heart Tells Me," "Paper Doll" and "People Will Say We're in Love." Irving Berlin's "White Christmas," first place for ten weeks, is sliding down the music scale but hopes to make another comeback when Santa calls in December.

And speaking of Song Hits brings us to Frank Sinatra, still crooning to the accompaniment of ecstatic moans from his female audience. Some of the boys are willing to bet the moans are supplied by the sound effects branch of the broadcasting company; but unquestionably Sinatra is still very much the rage with the gentle sex.

And speaking of girls brings up the danger of dish-pan hands. Some advertisers at home, of both soaps and lotions, now display frequent illustrations of "the hands HE loved to touch" with dire warnings of the changed affections which will result when HE returns to the raw red-handed "Girl-be-left-behind-him." The prospects of a 30-day leave are becoming truly horrible.

Movies from the female point of view have hit a new low, masculinely speaking. The girls it seems have difficulty reacting romantically to heroes who, in all probability, have ten children or a 4F rating. Ever since Errol Flynn popped up in the latter category disillusionment has reigned supreme. Hollywood glamor on the other hand has helped level the ship, and topping the glamor list is mad Betty Hutton, while our old friend Dottie Lamour, minus sarong plus soldier husband, has managed to sell more war bonds than any living creature in the memory of man.

Winter snows and sleet have hit most states together with the sniffles. Everybody it is claimed now has the flu or a reasonable facsimile thereof and doctors rate high on the social register.

And speaking of the social register, the family cook now sits smack on top. Today she rates more consideration than any other member of the family and is given more time off with no questions asked.

That's America today, claims our female spy. Soldier, you've had it.

Post-War Employment

Peoria, Kansas, has led off with a study of ways by which its industry can be converted to post-war operation without throwing thousands out of employment.

The result of its study has uncovered a number of interesting facts. Each firm in Peoria now has a concrete plan for the post-war change over, and in many cases contracts for products to be manufactured after conversion. Each is able to estimate to within a reasonable margin the number of employees it will require to carry out its proposed program.

Forty-five of Peoria's industries employ about 97 per cent of all the city's workers, and these firms thought they could keep 29,000 workers in jobs after the Armistice and, more important still, during the conversion period. This was a drop of only 1,000 workers from the war-time peak of 30,000 job-holders, many of them married women. This estimate looks good aside the employment figure for the same industries of 22,000 in January, 1940, the best pre-war employment period.

The 45 firms surveyed, however, included only those employing more than 50 persons; so Peoria continued the study and surveyed the 77 small industries also operating there. Of these, several already have completed plans for post-war activity and others were at work on their plans. Only a few were found to be reluctant to put in extra time at this date to plan for the future.

Eventually 74 firms reported and combined they indicate a need for 600 more men and women workers after the war than they now employ. This increase, set against the loss of 1,000 workers estimated by the larger companies in the first survey, gives a pretty good chance of Peoria going into the readjustment period with its employment levels high.

As a result of Peoria's experimental survey, hundreds of other American cities are planning post-war conversion plans. There are some 1,500 cities in America with a population of more than 10,000 persons, and already 1,200 of these have appointed post-war planning committees. Some of their findings will prove optimistic, some impossible of execution when the time comes; but America is planning for the great day when you'll be looking for a job, and that is important to every GI Joe. May success attend the effort.

HUBERT by SGT. DICK WINGERT



"You're the kind of guy that gives the rest of us a bad name!"

Wingert

German Planes Sent from East May Hit Britain

Last Week's London Raids Said to Be First of Revenge Attacks

STOCKHOLM, Jan. 25 (AP)—German bomber squadrons transferred from the Russian front to improved bases in northern France carried the weight of the attack against Great Britain on the night of Jan. 21-22 in the opening of the "new tune the Luftwaffe is going to play over England."

A war reporter of the Volkischer Beobachter, describing the scene as the bombers took off from one field, gave the impression that the attack was on the scale of the Battle of Britain days.

"Our thoughts wandered back over three years ago when we were established at this field," he wrote. "We flew against England and then came the battle in the East. Now we stand here again, armed as once before."

New Airfields in France

The reporter spoke of new airfields now ready after "weeks and months of preparation." They are provided with long runways from which aircraft carrying the "heaviest bombs" departed.

A Berlin dispatch to the Stockholm newspaper Svenska Dagbladet quoted a German military source as saying that the raid was the first made by the specially formed Luftwaffe command charged with a reprisal campaign against England and particularly London.

Cold, wet weather covered the field from which the Volkischer Beobachter reporter described the scene, indicating that the Germans may have adopted the new Anglo-American tactic of using poor weather as cover for raids.

'Skirts,' Soldier Musical, Makes Its Bow in London

"Skirts," two-hour, all-soldier musical show in 15 scenes, produced by Eighth Air Force Special Service, made its official bow in London last night at the Cambridge Theater, Cambridge Circus. It is scheduled to run in London through Saturday, with matinees at 2.30 PM today, tomorrow and Saturday, as well as evening performances every day at 6.30.

Tickets, obtainable from Special Service officers and Rainbow Corner, are free to officers and E.M.s of the U.S. and Allied forces. Allied forces get theirs from the Trafalgar Sq. ticket pool. Following the London run, "Skirts" is scheduled to play at Bourne-mouth and Norwich.

Italy - - - -

(Continued from page 1)

over Allied convoys putting more men and equipment ashore.

Fifteen German planes were destroyed for the loss of 11 Allied craft in aerial fighting in all areas.

Although yesterday's Allied communique said only that patrols pushing out from the bridgehead were only a few miles from the Apennine Way, reports from other sources stated that Fifth Army units already had severed the vital German supply line.

The first indication that the Germans had organized defensive measures appeared Monday afternoon when long-range guns shelled Anzio. Further evidence that the Nazis were recovering from the surprise blow was given by prisoners captured by Allied patrols. The prisoners hinted that several battle groups were planning a counter-attack.

Sen. Van Nuys, Indiana, Dies in Washington

WASHINGTON, Jan. 25—Sen. Frederick Van Nuys (D-Ind.), chairman of the Senate Judiciary committee, died today at the age of 69. He had served in the upper house since 1933. His death reduced the number of seats held by Democrats to 57.

Van Nuys sponsored the controversial anti-lynching bill in the Senate and also began a sweeping investigation of the liquor industry.

AFN Radio Program

On Your Dial
1375 kc. 1402 kc. 1411 kc. 1420 kc. 1447 kc.
218.1m. 213.9m. 212.6m. 211.3m. 207.3m.

Thursday, Jan. 27
1100—GI Jive.
1115—Showtime.
1130—Rhapsody in Khaki.
1200—Little Orchestra, directed by Jack Hardy (BBC).
1230—Music from America.
1255—Quiet Moment.
1300—World News (BBC).
1310—Barracks Bag—A grab-bag of entertainment.
1400—Visiting Hour.
1430—Sign off until 1745 hours.

1745—Spotlight Band and Program Resume.
1800—World News (BBC).
1810—GI Supper Club.
1900—Seven O'Clock Sports—Latest Sports News by Corporal Johnny Vrotsos.
1905—Symphony Hall.
2000—News from Home—Nightly roundup of news from the U.S.A.
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.
2155—Truth or Consequences.
2225—Final Edition.
2230—Sign off until 1100 hours Friday, Jan. 28.

It's Two Years Today for Some of Us

50 Days After Pearl Harbor, First GI Reached U.K.

By Carl Larsen

Stars and Stripes Belfast Bureau
BELFAST, N.I., Jan. 25—Just two years ago tomorrow a lanky infantryman from Hutchinson, Minn.—Pfc Milburn Henke—stepped ashore from a camouflaged troop transport at a Northern Ireland port and became the first U.S. soldier of World War II American Expeditionary force to touch British soil.

It was a dark January morning on which the first contingent of American troops to be sent to the European Theater of Operations landed in Ulster. Only a few quayside workers and British Army officials were at the docks to greet them. And the newspapers which had told of the Pearl Harbor incident only 50 days before were headlining a 150-mile advance in Libya by Rommel's Afrika Korps.

Without fanfare, the troops, wearing leggings, old-style helmets and bearing arms, marched through the rain to waiting vehicles which took them to camps throughout Northern Ireland. Infantrymen, engineers, signal corps men, artillerymen, medics and QMs made up the vanguard of the ETO's AEF.

First of a Huge Army

In the two years since, hundreds of Allied convoys have transported thousands of American soldiers of all types and from all walks of life to the ETO in preparation for the great assault on Hitler's western wall.

In the first contingent were many Irish-Americans, men of Scandinavian descent, one full-blooded Sioux Indian and one Chinese. It was a cross section of America, a heterogeneous group.

From the land of the "coke," canned beer and sponsored radio programs, these Americans now were in the Ulster of mighty ships, fresh green fields, winding lanes and the land where "wee bit down the road" might mean a four-mile walk. They reached port safely after a journey which offered greater potential peril than the first AEF met less than 25 years before; they groped through their first blackout and saw for the first time the actual scars of Luftwaffe raiders.

Editorially, the Belfast Telegraph said: "It would be unnatural if we Ulster people did not feel a special pride in this historic occasion. Our ties with the United States are long established. From



Remember this picture two years ago? Most of you were civilians then back in the States. It's Pfc Milburn Henke, a Minnesota infantryman walking down the gangplank onto a Belfast dock. He was the first U.S. soldier to land in the ETO (called FBI then) on Jan. 26, 1942.

this land went the forebears of the fathers of the Republic, of 13 Presidents and down to the present day every town and hamlet here has its American links of kinship."

Memorial to Mark Spot

There will be no formal observance tomorrow of the second anniversary of the first Yank's arrival. Last year, on the first anniversary, a memorial stone was unveiled in front of the Belfast City Hall

by the Governor of Northern Ireland, the Duke of Abercorn. It bears the crests of U.S. Army, Navy and Marines and the arms of the City of Belfast. Its inscription reads:

"First U.S.A. Expeditionary force landed in this city, 26 January, 1942."

The monument will remain in front of the city hall until the war ends, when it will be moved to a permanent place at the dock where the gang plank of the first transport rested.

Air Finish Fight Is Sought in Italy

Bennett Escapes the Germans, Gets His Fantastic Story Out

WITH THE FIFTH ARMY, Italy, Jan. 25—Maj. Gen. J. K. Cannon told war correspondents today that the Mediterranean area's tactical air force, of which he is the newly appointed commander, was pursuing the defeated Luftwaffe in an effort to bring it to battle and "finish it off."

Although granting that the German air force, particularly its fighter strength, still packed a wallop, Gen. Cannon asserted that the quality of Nazi pilots had deteriorated, adding that the consensus from all fighting fronts was that the Germans were using more and more inexperienced airmen.

Declaring that total German fighter might had not decreased, Gen. Cannon pointed out that the Reich had ceased production of bombers to concentrate on turning out fighters to defend Germany from the massive Anglo-American air attacks.

AFL Rejects Invitation To Attend Labor Talks

MIAMI, Jan. 25 (AP)—Announcing that the American federation of labor had refused an invitation to attend the international labor conference in London on June 5, the executive committee of the federation said that the meeting was untimely, embraced too many discordant elements, and lacked the sponsorship of the international federation of trade unions.

The statement added that international "delegations of some of the nations invited cannot truly represent free and democratic labor, because no free and democratic movement now exists in those countries."

The statement failed to mention specifically the Soviet trade unions with which the AFL previously declined to associate.

ripcord of my parachute almost immediately, which is the wrong thing to do at a four-mile altitude.

"Flak spangled the darkness around me. My ears rang with concussion and explosions; my head whirred with the wildness of mad nightmares. Beneath me the fires spread larger and clearer."

"I was certain I was going to drop into one of them. A nearby shell-burst rocked the parachute and for a moment I thought it had been pierced."

"A wild panorama of the Battle of Death—crazed symphony of bombs, planes, guns. A tumultuous jig-saw of color, sound, consuming fear, bewilderment, wonder."

"The bag strapped to me was twisted around my throat, and with frozen fingers I could not move it, so I could not look downwards easily."

"Suddenly, however, I noticed a glint of light reflected on the water off to the side. I realized I was dropping into a lake. I tugged frantically at the parachute to sheer off landwards, but I was too cold. It had been 40 below zero at the height from which I jumped."

"Then suddenly I hit, smashing through thick reeds, and sinking waist-deep into the mud, chest deep in water."

After releasing the tangled chute and inflating his Mae West, Bennett said he tried to struggle from the mud. What happened in the next few hours was not exactly clear, he said. He thought he was temporarily out of his head and recalled shouting to himself to move, but couldn't.

Bennett was picked up by two men in a rowboat and taken to a cottage in a German village where two sergeants from a nearby searchlight battery came for him. That afternoon, he wrote, he was taken by truck to a camp near Berlin with two other members of his crew who had been picked up.

"Sometime later, during another trans-

fer, I escaped," Bennett said. "The details of that and my subsequent travels and my present location must remain secret until I have reached a safer point for dispatch."

"The bigger story from here of aerial destruction inside Germany must await a safer 'date-line.'"

Bennett, a resident of South Orange, N.J., once before was imprisoned by Germany after the occupation of Paris. He saw action in the Finnish-Russo war and with the French and British armies in France. He accompanied invading U.S. forces to North Africa in 1942 before being assigned to the INS bureau in London.

Army Lists U.S. Dead, Injured in Train Wreck

All except one of the 13 American soldiers injured in a train crash at Ilford Station, Essex, Jan. 16, have been discharged from hospitals or are well toward recovery, it was announced yesterday by ETOUSA headquarters.

The casualty list was released yesterday, except the names of one victim who remains semi-conscious and two others still receiving medical treatment.

The list follows:
Dead—Vernon L. Gaffros, Kenosha, Wis.; 2/Lt. David L. Stamper, Cincinnati, and Sgt. Richard T. McGee, Wheeling, W. Va.
Injured—Lt. Clarke G. McCarthy, Missoula, Mont.; Lt. Thomas Carson, Portland, Ore.; 2/Lt. Warren Dill, San Diego, Cal.; Cpl. Peter Martin, Lorraine, Tex.; James C. Kidd, Lexington, Ky.; Richard Smith, Milwaukee, Wis.; Dan Lionidakis, River Bank, Cal.; Harvey Broston, Birmingham, Ala.; Gilliam Blackard, Evansville, Ind.; and Nanie Black, Corning, Kan.

P47's Now in Italy

ALLIED HQ., Italy, Jan. 25 (UP)—P47 Thunderbolt fighters now are in action in Italy, it was officially announced at Allied headquarters today.

NEWS FROM HOME

Runoff Appears A Certainty in Louisiana Race

Song Writer Has a 30,000 Lead Over Candidate of Long's Old Machine

NEW ORLEANS, Jan. 25—While returns from last Tuesday's Democratic primary were still incomplete, an unofficial tabulation of ballots from all but 253 of Louisiana's 867 precincts showed that Jimmie H. Davis, of Shreveport, and former Rep. Lewis L. Morgan were the leading candidates in the eight-man contest for the gubernatorial nomination.

Song-writer Davis held a 30,000-vote lead over Morgan, candidate of the old Huey Long faction, but it appeared virtually certain that they would have to meet again in a runoff primary Feb. 29. For lieutenant governor, with 381 precincts still unreported, Earl K. Long, brother of the late Huey Long and running mate of Morgan, had 153,491 votes in the unofficial count to 94,866 for J. Emile Verret, Davis' running mate.

Banker's Term Commuted

TOPEKA, Kan., Jan. 25—Gov. Andrew Schoepel has commuted the sentence of Ronald Finney, member of a Topeka and Emporia banking family who faced a total of 600 years in prison on his conviction for participation in the Kansas bond scandals of a decade ago. The governor reduced Finney's term to a maximum of 36 years and a minimum of 18. Thus, with allowance for good behavior, Finney will become eligible for parole in February, 1945.

Shipping Line Indicted

SEATTLE, Wash., Jan. 25—The Moore-McCormack Steamship Line, of New York, and three of its officials have been indicted by a Seattle jury on a charge of conspiring "to defraud the federal government in the delivery of Lend-Lease material to Russia." The indictment charged that the line conspired to receive rebates in connection with the furnishing of terminal facilities in Seattle.

Lockout-Strike Ends

WINCHESTER, N.H., Jan. 25—The strike at the Winchester Tannery Co., where 24 executives voluntarily locked themselves in the plant and received their food through the mail, is over. The tannery's 650 workers voted to return, ending a 12-day work stoppage. The strike started over a lunch-pay dispute.

Red Skelton to Wed?

HOLLYWOOD, Jan. 25—Columnist Louella Parsons said that Red Skelton, radio and screen comedian, was planning to marry Muriel Morris, Miss Parsons said no date had been set for the wedding, as Skelton was to be inducted into the armed forces next month.

Raids - - - -

(Continued from page 1)

scrambled battles in the clouds, in which the third USAAF pilot to score a triple over Europe got three Nazis. One pilot, Capt. John B. Stratford Jr., of Montgomery, Ala., fired at an FW190 and then, coming in close, clipped it with his wing-tips and sent it crashing.

In a battle between four Thunderbolts 15 FW-190s, 2/Lt. Chester A. Vijali, of East Dedham, Mass., became the third USAAF pilot to score a triple. The three other pilots in his flight each got one German, making a total of six-to-nothing. They were Maj. Gerald Johnson, of Owenton, Ky., flight leader, who shot down his ninth; 2/Lt. Wallace G. Maxwell, of Deland, Fla., and 2/Lt. Albert Niemi, of West Yarmouth, Mass.

Lt. Col. Glen E. Duncan, of Houston, Tex., destroyed two Me110s—his seventh and eighth Germans—and, with his guns empty, dived on two FW190s to drive them from the tail of Capt. Dewey Newhart, of St. Joseph, Mo., who had also destroyed one and was heading for home on the deck.

F/O Edward J. Downey, of Oak Park, Ill., was bounced by a German, but evaded, and the enemy was destroyed by 1/Lt. Robert Knapp, of Norwich, N.Y., Downey's wing man. The German, however, had forced Downey so low that he was coming home on the deck. At one point over Belgium, as he watched people waving, he hit a tree and tore a gash 20 inches long and six inches wide in one wing.

By Milton Caniff

Terry and the Pirates

