

## U.S. Troops Now 10 Miles From Bizerta

### Gen. Andrews Killed in Crash

Dies in Plane Crash



Lt. Gen. Frank M. Andrews

### Head of ETO Perishes On Iceland Trip

Bishop Leonard Is Killed; Key, Provost Marshal, Takes Command

Lt. Gen. Frank Maxwell Andrews, 59-year-old West Pointer, who succeeded Gen. Dwight D. Eisenhower as commanding general in the European Theater of Operations, was killed in a plane crash in Iceland on Monday, it was announced early yesterday at Headquarters, ETOUSA.

The announcement said the accident occurred "in an isolated locality of Iceland," and that full information concerning the crash "was not available."

Bishop Adna Wright Leonard, 68, chairman of the General Commission of U.S. Army and Navy Chaplains, also was a passenger on the plane and was among those killed, according to an announcement made in Pittsburgh, where he lived.

A Pittsburgh dispatch quoted Bishop Leonard's son as saying: "We were informed by the War Department that the plane crashed on a trip to Iceland, and that only one enlisted man survived."

Officers familiar with Gen. Andrews' passion for flying and his habit of piloting his own ship said he probably was at the controls when the B24, in which he was flying, cracked up.

The Iceland trip was one of a series Gen. Andrews had been making to installations under his command since he was ordered from Cairo to the ETO last Feb. 5.

Gen. Andrews was one of the Army's earliest proponents of a separate air force, the idea of Gen. Billy Mitchell. In 1937 he risked his Army career by appearing before the House Committee on Military Affairs with a report favoring the Air Corps Reorganization Bill, which proposed to carry out Mitchell's plan. As a result, Gen. Andrews was relegated to important, but unimportant, duties until President Roosevelt personally picked him

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### Kuban Fighting Rages as Nazis Lose Vital Base

Great Soviet Air Force Of U.S.-Built Planes Now Operating

Krymskaya, main German advanced strongpoint in the Kuban, has fallen into Russian hands, Berlin radio has admitted, but no confirmation of the capture of the town had been made by Moscow late yesterday.

The Russian official communique stated that fierce fighting was raging northeast of Novorossisk. Krymskaya is an important rail junction 20 miles northeast of Novorossisk, on the main railway line north of the port. It is separated from Novorossisk by a chain of rugged hills through which there are only a few roads.

Meanwhile, Russian seaborne troops which landed south of Novorossisk are threatening the German rear by increasing their pressure. Attacks on more Russian landing craft attempting to land on the Kuban coast were claimed by Berlin.

The Germans have tried to break the Russian threat to the Black Sea port of Novorossisk by launching six large attacks in the past few days. More than 7,000 Germans were killed in the attacks.

From Moscow came the announcement that thousands of planes, forming part of the greatest air armada Russia has controlled since her war with Germany began, are now massed behind the front ready to strike out at any new Axis thrust.

Thousands of U.S. and British bombers and fighters have been added to the great numbers of planes which have been rolling off the Russian production lines during the last year.

Hurricanes, P40 Tomahawks, and P39 Aircobras already number many thousands, while the Russians now have at their disposal a formidable force of the twin-engine U.S. bombers which have proved so effective in the Pacific and North African campaigns.

This massive force, now poised ready to smash any new German offensive, has already struck two series of heavy blows at the enemy's rear areas.

The first was the whole string of attacks made last month on the strategic railway centers of Koenigberg, Tilsit and Insterburg, all of them clearing points through which both men and supplies would be flowing to the Russian front.

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### Allies Strike At Antwerp And In Ruhr

USAAF Hits Auto Plants, RAF Makes One of Heaviest Raids

The former Ford and General Motors plants at Antwerp, Belgium, now manufacturing motorized equipment for the German Army, and the steel and oil plants at Dortmund, a transportation center in the Ruhr Valley, smoldered yesterday following heavy raids by the USAAF and RAF.

Heavy bombers of the Eighth Air Force dumped their loads on the truck production plants on the outskirts of Antwerp in late afternoon. All the bombers, protected by a large force of American, British and Dominion fighters, returned, and their pilots reported direct hits on the targets.

Several hours later the RAF struck at Dortmund, a city of 500,000 at the eastern end of the Ruhr. The raid, aimed at the steel works, synthetic oil plants and transportation facilities, was described by the Air Ministry as "very heavy." Thirty bombers failed to return. Preliminary reports from the crews indicated the bombing was well concentrated on the target area.

One of Biggest Raids

Four 4,000-pound bombs were dropped every minute in the raid on Dortmund. It was one of the biggest raids ever carried out by Bomber Command. The weight of bombs dropped was not far short of the greatest tonnage ever dropped on Germany in a single raid. The maximum tonnage was 1,500 on Cologne during the 1,000-bomber raid.

Halifaxes, Lancasters, Stirlings and Wellingtons took part in last night's attack, and the number of four-engine bombers was the greatest yet used in a raid on Germany.

Their load included 8,000-pound bombs as well as tens of thousands of incendiaries.

Abbeville Also Hit

Earlier in the afternoon Venturas of the Royal New Zealand Air Force struck at the railroad yards at Abbeville. RAF Spitfires and Typhoons gave support to the light bomber attacks.

Pilots and crews of the American bombers were enthusiastic in their praise of the fighter support provided by RAF Spitfires and USAAF fighter planes. Three fighters failed to return from the combat, in which two enemy fighters were destroyed over Antwerp.

Crews reported that the enemy fighters kept out of range of the fighter support. In the raid on the Erla Aero Engine works at Antwerp just a month ago many combat men reported that fighter opposition was the most severe encountered up to that time.

S/Sgt. Henry J. Walloch, of Milwaukee, was in the last bomber over the target.

"The factories aren't right in Ant-

(Continued on page 4)

### Axis Defense Seems Shattered in North; Ferryville Menaced

French and Americans Establish Positions North of Lake Achkel, Near Coast; First Army Repulses Attack

ALLIED HQ, North Africa, May 5 (AP)—French and American forces in the extreme north of Tunisia have reached a point ten miles from Bizerta and have beaten back a German counter-attack, while other American units, closing in from the Mateur area, are five miles from Ferryville.

Farther south, in the Medjez-El-Bab sector, the Germans made a counter-attack in the area of the First Army. It was repulsed with the destruction of 12 out of 17 tanks. Two of those destroyed were Mark Six Tiger tanks.

Still farther south the French are reported to be quickening their pace in an attack which opened at dawn yesterday from the Pont du Fahs area in the direction of Zaghouan, a communication center, which is dominated by Jebel Zaghouan, the highest point in Tunisia (about 4,000 feet high).

(Winston Burdett, broadcasting for CBS over Algiers radio, said the whole northern flank of the Axis bridgehead had collapsed, and the enemy had fallen back on the prepared position of Bizerta itself.

"American and French forces are closing in from west and south. The strategic implications of the fall of Mateur are enormous. The Axis troops have gone back on the last line. Apparently they had not enough men or guns to send up against the terrific pounding they got.

"The most serious thing for the Germans is that valuable airfields in the north are denied to them. Sidi Ahmed, near Bizerta, is within reach of American guns.

"German prisoners who come in by hundreds are demoralized by the terrific American artillery fire and they are feeling that the end is near."

Passing Lake Achkel

The French and American sweep in the extreme north was between Lake Achkel and the coast. A German counter-attack there yesterday was somewhat feeble and was quickly repulsed. Allied units were last reported to have reached the western slopes of Jebel Khemti.

The Americans pushing up from Mateur to the northeast have advanced five miles, which means that their forward units are halfway between Nefsa and Ferryville.

Other American units which advanced east and southeast from Mateur also scored a five-mile gain yesterday against light enemy counter-attacks, launched from Jebel Makna, a ridge on the eastern side of the River Tine. The enemy bombed Mateur several times yesterday.

American patrols took Eddekhila, six miles west of Tebourba. No other activity of any importance was reported in the Mateur area as troops finished their consolidation of the newly-won territory and dug into new positions.

The Americans pursued cleaning-up operations in the regions west of Mateur today, rounding up prisoners and taking up 750 mines at the enemy's former center positions on Hills 609 and 394 alone.

How long the enemy can hold out in Africa is now almost entirely a question of how successful he is in getting in supplies and reinforcements. The Germans have suffered heavily in the fighting of the last two weeks, while the Allies have also borne heavy losses. French and American troops have been thrown in and other fresh Allied troops are waiting.

The enemy has had the advantage of

(Continued on page 4)

(Continued on page 4)

### The Curtain Closing on Tunisia Stage



French and U.S. forces in far north advance to within ten miles of Bizerta, as U.S. units close in from Mateur area. First Army drives through German counter-attacks for Tebourba. Eighth Army shelling Axis positions north of Enfidaville.

### Axis May Quit Bizerta For Tunis Final Stand

ALLIED HQ, North Africa, May 5 (UP)—There are signs that Von Arnim may give up Bizerta and fight his "Dunkirk battle" around Tunis.

While the Allies are steadily driving forwards in the north, it is on the central sector, where thrusts point directly at Tunis that the Axis is still putting up its real opposition.

The next few days should show whether Von Arnim intends to fight one or two battles—for Tunis alone or for Tunis and Bizerta. Following big advances on the northern sector, the Allies are now only five miles from Ferryville, the big base on Lake Bizerta, only ten miles from Bizerta itself and, farther south, only 20 miles from Tunis.

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Carry On

In the death of Lt. Gen. Frank Maxwell Andrews every soldier in the European Theater of Operations lost a friend—for Gen. Andrews was that kind of a soldier . . . a friend to all who served under him.

Gen. Andrews had served in the air arm for the past 26 years and held many flying records. He believed in military aviation and he fought courageously for its development. He lived long enough to see his dreams come true . . . long enough to be sure the era of aviation was just beginning.

With his passing those who knew him best will suffer most, and to his family and close associates goes our sincere sympathy. But somehow we cannot help but feel that our Commanding General died as he would have wished . . . on flying duty.

A real soldier at heart, Gen. Andrews died a soldier's death, surrounded by faithful comrades, all of whom we shall sadly miss.

Had he known that death lay waiting for him at the end of his last flight we are sure he would have gone forward without faltering . . . leaving to us . . . just one command: "Carry On!"

Youth Speaks

The Spring issue of the "Bulletin," publication of the Association of Belgian Students in Great Britain, contains an article by M. J. Hoste, Under-Secretary of State at the Belgian Ministry of Education.

In this article, "The Rights of Youth," M. Hoste states: "The wish of Belgium is: maintenance of the co-operation between the United States and the British Commonwealth; a lasting understanding between England and Russia such as will promote the free development of countries like Poland and Czechoslovakia; a more intimate cooperation between Belgium, the Netherlands, Norway and a resuscitated France in accordance with the Atlantic Charter—that is to say, with the United States and Great Britain; and the complete disarmament of Germany; followed by an international policy designed to counteract the strategic economy of Germany."

With peace, the nations in Europe will face a period of economic readjustment. At that time the task of untying the strings of their economic life carefully woven into the German pattern during this war will begin. To untangle this deliberately snarled Nazi economic structure will be difficult and will call for full cooperation on the part of all the United Nations. This fact is recognized by the youth of Belgium, who stand ready to play their part in the hard task that lies ahead.

New Buttons

The great news is out. Get set to give three rousing cheers. GI Joes will soon be cutting those beautiful brass buttons off blouse and overcoat and will substitute buttons moulded from plastic.

According to a War Department announcement, the "move" will add another 350,000 pounds of brass to the nation's metal pile over the course of one year, and that's a real saving.

By now the full impact of this world-shattering announcement has had time to circulate through each thick skull. Think of it . . . no more buttons to shine.

Already envied by the fighting men of every Allied nation over a little matter of pay, GI Joes from the good old U.S.A. will soon have the additional privilege of explaining why U.S. soldiers get the breaks when it comes to eliminating another unnecessary task. Yes, sir, Joe can sit back in his chair in every pub in the land, with a cigar in one hand and a "soft drink" in the other, and claim another important contribution to the war effort . . . his personal gift of all brass buttons.

Those who disbelieve these really cold, hard facts are urged to take a snappy peek at the uniform worn by the British girls who drive for the U.S. Army. Buttons worn by these lassies are every bit as numerous as those on the uniform of an AT, WAAF or WREN; but all proudly display the "eagle" insignia and are finished in a nice dull plastic brown.

Hash Marks

Sgt. Herb Schneider, of Council Bluffs, Iowa, tells us the one about the cannibal's daughter who liked the boys best when they were stewed.

A captain inspecting his company the other afternoon stopped before a GI whose face wasn't as clean-shaven as it



might have been. "When did you shave last?" he asked. "This morning," the dogface answered. The CO looked dubious; so the unlucky GI hastened to explain, "You see, sir, since they pushed the time up two hours, that five o'clock shadow shows up much sooner."

This little story of Japanese thoroughness comes via the Hollywood reporter. A young movie star who became a success overnight went ritzy, bought a big estate and hired a number of Japanese workers, including a polished butler. Even after Pearl Harbor she was still confident, but perhaps a little dubious about her help. To ease her fears she casually asked, "Yamoko, you wouldn't cut my throat, would you?" "No, missy," replied the little yellow man, bowing. "That's gardener's job—me burn the house."

A Massachusetts hubby—who is more than 6 feet tall and weight 200 pounds—is seeking a divorce on the grounds of cruel and abusive treatment. He said his wife threw a clock at him, doused him with water and socked him. The "abusive" missus is five feet tall and weighs 86 pounds.

Two pigeons, who resided on a N.Y. library ledge, were sitting discussing whatever peejins talk about when a strange pigeon alighted and minced toward them. "Get a load of that," exclaimed one of the natives to the other, "that pigeon is walking people-toed!"

A lieutenant over here just received a letter from his wife saying that she was somewhat perturbed over the progress of



their three-year-old youngster. She was showing off the youngster before some guests and asked sonny to show how well he could imitate a robin, a cat, a sheep and a wolf. The precocious kiddy obediently went, "Tweet-tweet . . . meow . . . and baa-baa . . ." then looked around, winked and said, "Hi, babe!"

PRIVATE BREGER



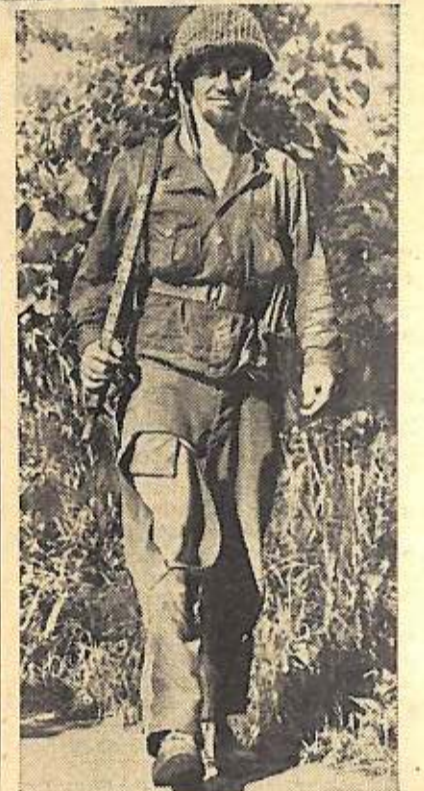
"When I don't feel like writing I send one of these!"

They Eat In New Guinea Nowadays



Keystone Photos

U.S. Infantrymen with tommy-guns keep close watch (above) for Jap snipers during chow time in the heart of a New Guinea jungle. Weary and bedraggled after 11 days of fighting near Buna (right), this Yankee soldier leaves his fox-hole and heads for the rest zone.



Army Has Jungle War Cleaned Up And Organized

By Tom Yarbrough

Associated Press War Correspondent

SOMEWHERE IN NEW GUINEA, May 5 (AP)—Astonishing changes have come over New Guinea in the last ten months.

Military bases have sprung up like mining and oil boom towns, and now, instead of being a military stepchild just plugging along in the face of an acute Japanese invasion possibility, New Guinea is a busy, much more respectable forward bastion, growing stronger every day.

It is a revelation to see how big a small-scale war can be.

These changes are all the more remarkable because they have occurred so fast, and because of that factor care should be taken not to overestimate the Allied strength in this area. There is a long haul ahead, and nobody should be foolish enough to invest New Guinea with the myth of impregnability that enveloped Pearl Harbor and Singapore before war came to the Pacific.

The start has been made—but only a start.

Airdromes Now

Airdromes exist where they were not even dreamed of nine months ago, and on some of them traffic rivals that of LaGuardia Field in New York. Some were built in as little as two weeks. Planes are in the air all the time, and there is never a day when they aren't flying some kind of a mission. In the old days the appearance of a formation of

bombers or fighters over Port Moresby caused correspondents to ask "What's up?" but not now.

It is normal for something to be cooking all the time.

Living conditions are immeasurably better, although still, generally speaking, they are not quite up to those of most fourth-class hotels. Miles and miles of wire screen has been tacked up to keep out the flies and refrigerators are not uncommon. Civilization arrived also in the form of fly swatters, a few air mattresses and some sheets.

New roads have been built and old ones improved—with very little native labor—and where the number of vehicles used to be told in hundreds it now runs into thousands.

Jeeps in Mud

Still, New Guinea's rainfall being what it is, the jeep sometimes sinks into soft red mud over its wheels, just as ours did two days ago 30 miles from Port Moresby.

As the number of vehicles has increased, so has the number of hitch-hikers decreased. Nine months ago that was the principal means of travel.

The presence of a few American and Australian nurses has introduced a tiny bit of social activity centered chiefly around "club houses" built by American fliers. They have portable phonographs, easy chairs, a nice view and in some of them a few strips of polished plywood pass as a dance floor.

The arrival of the nurses did away with New Guinea's many wide open roadside showers which were prevalent last May. They have disappeared behind trees or canvas.

There's a dance band on the island for occasional change from recorded music. The ladies naturally are popular, and although their off duty hours don't give them time to cheer up every lonesome soul in these parts, they can be seen and the mere sight of a white woman is something.

When I first came here nine months ago, bedraggled bomber crews were sleeping under the wings of their planes in clouds of dust, with nobody around to give them a cup of coffee, a sandwich or howdydo, much less a plate of bully beef. They did well enough to get gasoline to take them on to Rabaul.

Fighter pilots lived more like dogs than men. Because they were so few in number they had to be on the alert or at standby

most of the time, doing their daily grind in the sun and grime that soon told on their faces. For each alert—and there were many—they had to get their planes off the field, and the fighters of that day were no match for the Zero at high altitudes, where Zeros were always found.

Everything's Better

The most frequent question of that time was "How long are you going to have to stay here?" Today it is different. As one pilot put it, "You can't pick out anything that hasn't been improved."

Under steadily improving conditions, men have stayed six months and longer without looking nearly so much like whipped dogs as they used to after a fortnight.

One thing that is missing is the strong undercurrent of anxiety and apprehensiveness that prevailed last May. Big raids by the Japanese were frequent and there was a high regard for tin hats and slit trenches. Nowadays the Japs hardly ever come over, and everybody here reflects in the comparative security of what a great thing it is to have air superiority.

In more advanced areas where scattered Japs still are being flushed out of bushes, our men are living in the mud, fighting insects and eating coarse food—the inevitable lot of those who forge ahead on the ground in this part of the world.

With communications and delivery of supplies as difficult as they are, places such as Buna, Port Moresby and Milne Bay must be considered islands within an island.



Prayer

Oh, God, make safe their voyage home—These men who came to fight and failed. Not theirs the glory of the fire and sword, The pride in danger faced and downed; But invaded out, perhaps because of lungs That could not stand the damp, or heart That proved itself too weak, or mind That torn so far from home could not survive. No glory theirs. But, God, they had the will to serve. The choice was not with them to stay or go. Then bless them, Lord, and on that hunted sea Protect them from the foe they have not fought. Their need of you is great. God, take them safely home. Nancy Jones, American Red Cross

But Until Then . . .

I thought of you, my Son, and was dismayed, For war and strife keep me apart from you, And I recall how, when I left, you played With leaden soldiers, painted gold and blue. A soldier now am I, a toy of Fate, On foreign soil I dwell, but not alone, For thousands, like me, came to shield from hate And hurt, the loved ones whom they left at home. Yet hope I once more to return to you, When Peace will rule, and fears be e'er allayed. But until then, there's naught that I can do Than think of you, my Son, and be dismayed. A. P. Grunberg, R.C.C.S.



