New York | London Edition | Paris

THE STARS AND STRIPES

Daily Newspaper of U.S. Armed Forces in the European Theater of Operations

VOL. 5 No. 49—1d. SATURDAY, Dec. 30, 1944

Daily German Lesson

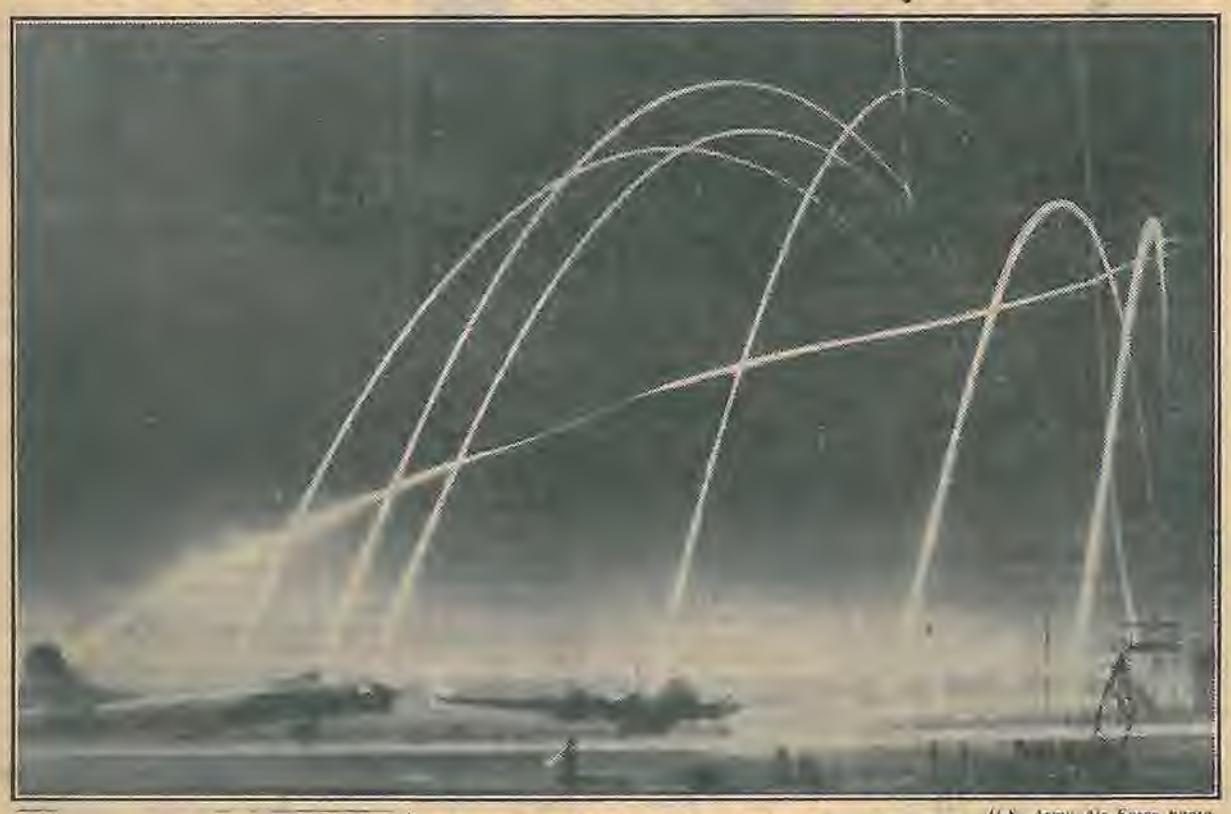
Holen sie Ihre kameraden
Hohlen zee eera komerrahden
Go get your comrades

Daily French Lesson

Je vous remercie
Juh voo remairSEE
Thanks

Nazis, Back 10 Miles, Digging In

U.S. Fog Lights Bring RAF Down at 8th AF Base



U.S. Army Air Force Photo

These geysers of light spraying the fog-obscured morning sky at an Eighth Air Force bomber base helped to bring in safely a flight of RAF Lancasters which were unable to land at their own fields after a raid deep into Germany. The flares and field lights illuminate the control tower and two dispersed Fortresses.

House-to-House Battle Raging In Budapest

As the besieged German garrison in Budapest systematically destroyed the Hungarian capital in house-to-house battles with the Russians, other Red Army forces, striking more than 50 miles northwest and southwest of the city, continued yesterday to press on toward Austria, according to Moscow reports.

Two columns of the Third Ukrainian Army were within ten miles of the rail junction town of Komarom—50 miles from Austria—one force driving along the Danube from Esztergom and the second advancing down the slopes of the Vertes Mountains from Banhida.

North of these groups, Marshal Rodion Malinowsky was said to have troops massed for 25 miles along the east bank of the Hron River, which flows into the Danube at Esztergom. Malinowsky's objective was believed to be Ersekujvar, 15 miles north of Komarom. Both towns are in the path of the Russian sweep toward Bratislava and Vienna, 85 miles away.

Russian forces above Lake Balaton were 70 miles from the Austrian border as they probed toward Vesprem, northwest of the lake.

U.S. Planes Sweep The Philippines

Dispatches from Pacific fronts yesterday reported further mopping-up operations in the Philippines, Allied air sweeps over the islands and a Jap seven-plane attack Tuesday on the Superfort bases at Saipan and Tinian.

At Pearl Harbor, Vice-Adm. Marc A. Mitscher, who helped to whip the Japs in two naval battles in Philippine waters, predicted a major turn in the Pacific war by summer, saying, "In another year we should have their navy pretty well cleaned up." Mitscher had just returned from a six-week U.S. leave.

Butt Black Mart Swoop Nets 2 Officers, 200 GIs in France

PARIS, Dec. 29 (UP)—A widespread black market in Army-issue cigarettes by U.S. soldiers was disclosed yesterday with the arrest of two officers and 200 soldiers in France.

The men were arrested in raids by the U.S. Army CID, it was revealed by an Army spokesman here.

They were said to have confessed that they had received more than $200,000 from the sale of stolen cigarettes on the black market.

The U.S. Provost Marshal described their activities as "arrant sabotage and disloyalty." They will get stiff sentences, he said.

The soldiers used ingenious devices to get the cigarettes, according to the Provost Marshal. Once they threw gasoline on the axle of a freight car loaded with cigarettes, it was alleged. This caused smoke to rise, so the car was detached from the train and put on a siding, where black marketeers robbed it. Cigarettes were sold on the black market at 20 for $2.

Some of the soldiers include former small-time Chicago racketeers, it was said.

The men arrested are only a few of the total allegedly involved. Heavy sentences already imposed have greatly reduced black market operations, it was stated.

Proposes Million Men For Post-War Army

WASHINGTON, Dec. 29—A post-war military organization, including a regular Army of 200,000 to 300,000, a National Guard of the same size and organized reserves of at least 400,000, was proposed by Brig. Gen. John McAulet Palmer, of the War Department's Special Planning Division, in the current Army and Navy Journal.

Maggie Jams 34 Nazis Into Her Red Drawers

WITH THE SEVENTH ARMY, Dec. 29 (AP)—Lt. James Tower, of Grand Island, N.Y., hurled several hand grenades into a German machine-gun nest. Before he could use his rifle, 34 Germans came out in single file from a hidden culvert and surrendered.

As Tower herded the Germans down a road, he was joined by another officer, who said, "Don't look now, Jim, but you've no magazine in your rifle."

Open Big Push Against ELAS

ATHENS, Dec. 29 (UP)—British and Greek government troops opened a new three-pronged drive against ELAS (resistance) forces today to clear the southeastern part of Athens. The political situation appeared unchanged.

(Prime Minister Winston Churchill and Foreign Secretary Anthony Eden returned to London yesterday, and they were expected to urge King George of the Hellenes to accept the proposed plan for an interim regency government until general elections can be held in Greece.)

3rd, Pounding Flank, Cuts Gap to 17 Mi. but Yields 1 Saar Salient

Front dispatches reported yesterday that the German spearhead which had thrust deepest into Belgium had been pushed back ten miles, while reports from SHAEF said that in the 48 hours up to noon Thursday the enemy had been unable to advance on any part of his salient and at some points was digging in, apparently for a defense against Allied threats to pinch off the bulge. There still was a 36-hour time lag in all dispatches.

Greatest progress was made by Lt. Gen. George S. Patton's Third Army along the Germans' left flank as the doughboys pushed ahead three miles on a seven-mile front across the Sure River. Patton was said to be directing operations from an advanced command post.

Patton's push, gouging into the bulge in the south, had narrowed the escape gap of the advanced German forces to within 17 miles, reckoned between Bastogne and Marche, on the northern flank, which was without major changes.

By throwing in 3rd Army forces against Field Marshal Gerd von Rundstedt's southern lines the American command had to withdraw from its bridgehead over the Saar at Dillingen on Dec. 21, one day after the town had been cleaned up after two weeks' fighting. However, the 3rd had gained several bridgeheads along the Saar prior to the opening of the German drive.

Though one Reuter front dispatch said the German withdrawal at some points in the Ardennes salient had developed into a rout, SHAEF reports by the same agency were considerably more restrained, admitting that much heavy fighting still was ahead.

The situation appeared to be that the Germans had put the bulk of their strength along the north flank, where the Allies had held, but were not so powerful along the southern sector, which Patton was squeezing. Reports spoke of the enemy breaking contact along the north and pulling back out of artillery range to regroup after counter-attacks had failed.

German attempts to break the corridor running into Bastogne from the south were reported beaten off, and it was indicated that Patton's troops may be north of the town. Several towns on both flanks to the south were taken by the Americans.

The enemy pocket between Celles and Rochefort, at the western end of the German prong into Belgium, yielded more than 1,000 prisoners, SHAEF said.

It was estimated that Rundstedt had lost the use of perhaps 1,000 tanks during his drive and many times that number of motor vehicles.

Patton's forces hitting the southern flank, according to United Press, included elements of eight divisions—the 101st Airborne, the 4th, 9th and 10th Armored and the 4th, 5th, 18th and 26th Infantry.

Capt. Ludwig Sertorius, German military commentator, declared last night that the bulk of the U.S. 9th Army's tank forces were massed in the Laroche sector, northwest of Bastogne. However, Allied reports spoke of enemy tank concentrations in the same area.

Bomb Deluge On the Supply Lines Goes on

More than 800 Fortresses and Liberators, escorted by upward of 700 Mustangs and Thunderbolts, yesterday carried the Eighth Air Force assault on rail facilities, bridges and other supply channels feeding Rundstedt's forces into its seventh straight day.

Some of the heavies, which have dropped 14,750 tons of bombs in the seven-day period, struck at Frankfurt and Bingen, to the southeast, and Aschaffenburg, to the southeast. The weather was favorable, and returning crews reported good results.

Most of the formations attacking small communications targets near the battle area released their bombs through solid cloud with the aid of instruments.

There was no enemy fighter opposition for the second straight day and the only days of the seven in which the Eighth has not encountered the Luftwaffe. Yesterday's losses were ten heavies and three pursuits.

Thursday's account of Eighth activity erroneously stated that it was the third instead of the sixth successive day in which the heavies had slashed at enemy supply and communication lines linking Germany with the attacking Nazis.

Hammer at Communications

Meanwhile, 15th Air Force heavy bombers hammered communications in Germany and Austria and bombed the Brenner Pass railway for the fourth straight day, while 12th Air Force Thunderbolts battered bridges behind the German Army between Laspezia and Massa on the west coast of Italy.

An AP dispatch reported the Allied Air Command disclosed yesterday that Mosquito night-fighters had been operating in northern Italy in recent weeks.

RAF Second Tactical Air Force pilots shot down 19 German planes yesterday during more than 700 sorties over Germany, between the Rhine and Munster, carried out in fog.

Separate forces of RAF Halifaxes and Lancasters attacked two marshalling yards at Coblenz in daylight, while other Lancasters loosed 12,000-pound bombs on the E and R-boat pens at Rotterdam.

On the U.S. Third Army Front, Ninth Air Force Thunderbolts and Lightnings attacked two railyards and a communications sector, flying about 90 sorties up to noon yesterday in adverse weather. No enemy fighters were encountered and all planes returned safely.

Even GI Accents

Nazis in ODs A Picked Lot

The Germans who masqueraded as Americans in the Western Front push had undergone a month of special training, Luxemburg Radio reported yesterday.

Men who were able to speak English, preferably with an American accent, were recruited in November. They were sent to a special training center where they were given instruction in American Army organization, identification and physical exercises.

Some groups were taught how to issue faked radio instructions.

At the beginning of December the men received American arms and uniforms and the unit was equipped with 30 jeeps, bearing American markings.

Nazi Paratroop Ace Captured by Yanks

WITH THE AMERICANS AT MONSCHAU, Germany, Dec. 29 (AP)—Lt. Col. Friedick von der Heydte, paratroop commander whose men fought the Allies in Africa and Normandy, was captured in the recent enemy drive.

Von der Heydte was dropped on his most important mission Dec. 17 as leader of 600 Nazi paratroopers who landed in the Eupen-Malmedy area of Belgium with orders to disrupt Allied communications systems.

He was captured at Monschau, where he had found shelter at the home of a Belgian civilian, who informed authorities.

Chutists Down—but Definitely Not Out

101st Airborne Had Star Role In Drama That Was Bastogne

BASTOGNE, Dec. 29—The 101st (Screaming Eagle) Airborne Division, which bathed in blood and glory in Normandy and Holland, was one of the outfits which made the heroic nine-day stand against overwhelming German opposition at Bastogne, it was revealed today.

Brig. Gen. Anthony C. McCauliffe, acting commander of the 101st, was the man who flung back the enemy surrender ultimatum with the word: "Nuts!" McCauliffe commanded the veteran airborne fighters until Maj. Gen. Maxwell B. Taylor, the "old man," flew in from Washington, jeeping through the German lines and arriving Dec. 27 with advanced patrols of the 3rd Army's Fourth Armored Division, which made the first contact.

Alongside the 101st was the 10th Armored Division, which helped beat off the relentless German tank thrusts at the city.

Truckloads of 101st men were rushed into Bastogne just before the German encirclement was completed. McCauliffe took command, mustering armored units and infantry stragglers into a valiant fighting team.

The Americans manned a 14-mile perimeter. The crisis came on Christmas after days and nights of incessant enemy assaults.

At 3 AM on Christmas the Germans struck with four divisions. The enemy tried to sneak through the U.S. lines in the darkness, but the doughboys were ready. American field guns held their fire until the Nazi tanks were at point-blank range. They had to, for there was only enough ammunition for 11 rounds per gun.

Hand-picked German assault troops

(*Continued on page 4*)

Evidently Nazis Don't Read the Papers

U.S. Army Signal Corps Photo

American field artillerymen somewhere in Germany, bitterly contesting the revived Wehrmacht, take time to open Christmas packages from home and to stare in disbelief at the optimistic headlines of a New York newspaper.

THE STARS AND STRIPES

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Vol. 5, No. 49, December 30, 1944

Unconditional Surrender

Dec. 18, 1944

To the B-Bag:

I feel it my duty to write in polite protest to our Allied policy of "unconditional surrender." Also I would say that the entire "propaganda warfare" in general is poorly phrased, timed, and ill-thought. Various editorials in "Newsweek" and other widely read publications support the belief of us combat men.

Our "psychological warfare" services are only putting sausage into the Nazi propaganda mill. They are creating in the minds of all Germans a deadly fear of what may happen to the German nation. This only makes resistance all the more bitter and determined, reduces the number of prisoners who would ordinarily give up, and strengthens the home front in the Reich. It makes the fighting bitter for our Infantrymen, and makes it dangerous for our pilots who are forced down in Germany. . .

Let us relax our hard words and dire threats; then the fighting men can forge ahead with renewed success. . . . Why tell the Germans what our plans are? That is certainly poor strategic warfare, as we are doing. . . . The lives and limbs of thousands of Infantry and Air Corps men depend on a little *tact. . .—An Infantry Lt.*

Tagging the V2

Dec. 6, 1944

To the B-Bag:

In the Dec. 2nd issue of your paper I read where two fliers saw the V2. Lt. Crane said he saw the vapor trail, while S/Sgt. John M. McDowell claims he saw it and (paging Mr. Ripley) describes it. Well, a gunner in our barracks saw it from his tail turret and all he saw was vapor trails. Did McDowell check the Made in Germany plate? Did he check the serial number? He must have "Radar" or "Mickey" eyes. Boy, it's a crock of malarkey when anyone can describe one. So, if he still claims he saw it itself, I'll let him argue it out with the gunner in the barrack who saw—the vapor trail—and if I'm still wrong I'll clean all of the latrines in our group at midnight by candle light and with a tooth brush.—*"Rupy" Bomb Sq.*

Anglo-American Talks

Nov. 19, 1944

To the B-Bag:

That editorial on *Parochial Xenophobes* in your issue of Nov. 17 hit the spot for us in a timely way. We read it at the first session of our Red Cross discussion group, made up of GIs and Tommies from a nearby camp. The subject for the evening was "Anglo-American Soldier Relationships." We think you're right. The "loud mouths" don't speak for us. But they have the floor far too much to themselves. Most of us felt that more opportunities were needed for us and our Tommy neighbors to get together and talk things over frankly.

It was amazing how much agreement there was between the English fellows and us. We enjoyed the discussion enough to decide on the spot to make a regular weekly thing of it. We'd like to pass on the suggestion as a good thing anywhere.—*Pfc Sam Neuschatz and two dozen Infantry Replacements.*

For a Chaplains' Corner

Dec. 15, 1944

To the B-Bag:

We saw the article the lieutenant sent in asking for the chaplains to have a half-column in your paper. We are 100 per cent for it. Religion not only goes a little way with front-line men, but all of the way.—*Three Frozen Feet GIs, Pvt. George C. Tucker, Pvt. William H. Campbell, Pfc Guy Six.*

Dec. 2, 1944

To the B-Bag:

I am sure there are many chaplains more than willing to help with the column, and more than one GI would be overjoyed to read something that is really worth reading. Namely, the works and words of our God.—*Pvt. Wendell Laurents, — Hospital, Eng.*

Trench Feet

Dec. 15, 1944

To the B-Bag:

In regards to Cpl. Cutik's advice about trench foot patients, I'm sorry to inform him we're not in Pennsylvania, only in the ETO. If we were ZId, transported to Pennsylvania, we gladly appreciate his suggestion on trench feet.

We are also interested in knowing just how long toilet paper and wax paper will last with wet shoes. As an experiment, we'd gladly appreciate it if Cpl. Cutik volunteers for combat duty and finds out how good his suggestion is.—*Trench Foot Patients.*

Hash Marks

Boy, it's really crowded in Paris over the holiday season. Pvt. Joe Lipsman sez he was in a night club that was so crowded that when a GI bent over to tie his shoe a waiter threw a tablecloth over him and seated three more customers.

* * *

GI Comment on Civilian Life: "Long Ago and Far Away."

* * *

Speaking of going home someday, we know a bunch of soldiers in Belgium who feel they have enough points to get back to England—at least.

* * *

And then there was the poetic wake-up orderly who used to shake his mates out

of bed with these words, "Come—arise—the sun is shining and the lark is on the wing."

* * *

In keeping with the holiday, or Calvados season, we quote this little jingle:

Roses are blue,
Violets are pink,
Immediately after
The thirteenth drink.

* * *

Peace Rumor. A maid in Atlanta, Ga., told a friend, "The war must be coming to an end. When I turned up at my house-cleaning job an hour late I was fired."

* * *

The guys who call themselves the "Civil Affairs Seven" are at it again. They have a translator who knows French and English well, but the other day she slipped up. Not knowing the word "dump truck" she innocently type, "truck with a moving behind."

* * *

Simile of the Week. As rare as a guy with a cigarette cough.

* * *

GI Philosophy. A good way to pay off the national debt would be to raffle off a trip to the States every pay-day.

* * *

An ensign once remarked about the Waves, "You never know if they're squaring their hats, fixing their girdles or returning your salute."

* * *

And we can't help but worry about the supply sergeant who had insomnia so bad that he couldn't even sleep when it was time to get up.

* * *

After all, a gold-digger is only a woman—after all.

* * *

A wise GI once said, "By the way, if you attempt to kiss a girl and she slaps

you more than four times, it is a sign that she does not want to kiss you."

* * *

The $64 question on the Home Front. What did women do before there was war work—and who does what they used to do?

J. C. W.

Briton Lauds U.S. Stand Against Rundstedt

Reporter Explains Why Nazis Could Break Through, Tells How They Were Stopped

This is the story of Von Rundstedt's breakthrough and the manner in which GI Joe met it, as observed by John Hall, London Daily Mail correspondent who was with the American forces when the Germans struck.

By John Hall

I have come back to the Bewildered Isles.

Two stock questions have been flung at me—"How did it happen?" and "What went wrong?"

I cannot give a simple answer; because of security I cannot make a completely full explanation. But I *can* explain a number of points which may help you get a better perspective of Von Rundstedt's giant offensive.

And I hope I can do something to correct the doubters who are making use of this American reverse to question the fighting qualities of those very gallant soldiers, the GI Joes.

No thinly-strung army could have held against the weight of men, armor and explosives which Rundstedt hurled into the Ardennes.

When the full story can be told, the world will learn how many Americans stood there and died rather than retreat or surrender.

Cling to Illusions

Many here still cling to two dangerous illusions—one that American military power is limitless, the other that Germany has been left with very little of anything.

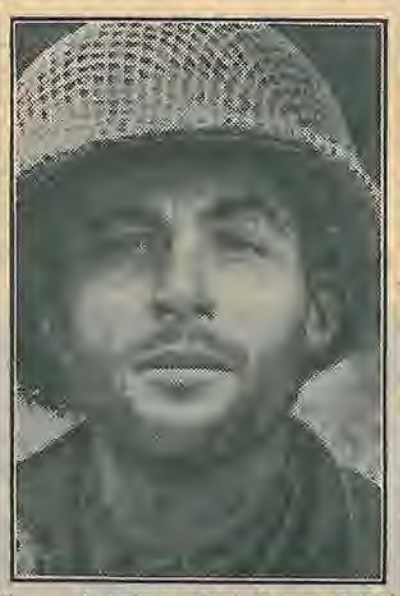
These are the evils of propaganda and shiftless thinking.

Rundstedt looked for the sector he thought weakest. It had been quiet for weeks on that front. Measured against vital spots like the Ruhr and the Saar, nothing in front of us there was worth fighting for.

Anyone who has spent time "out in front" in this war knows that in quiet sectors it is the easiest thing in the world to drive into the other fellow's lines—yes, the German lines—and, if you're lucky, to go a long way without a shot being fired at you.

Well it was on that sort of a front that Rundstedt struck.

Paratroops had already been dropped



". . . Americans stood there and died rather than retreat or surrender. . . ."

behind our lines and had been at work several hours, cutting telephone lines, attacking command posts, and doing everything possible to create confusion and prevent the American leaders from fighting an orderly defence.

Stealing U.S. Equipment

Added to that was the enemy's new "weapon"—the trick of using vehicles and armor exactly like American equipment and putting German soldiers into American uniforms.

They got through—tanks, men, and self-propelled guns. They rode west, pulled off the highway or lane into a forest covert and fired, say, a dozen rounds at American battery positions.

Then, before counter-battery attack was possible, they packed up and hared to another covert.

Part of Rundstedt's plan—an important part—was to paralyse the direction of defense measures. He ordered some of his American-dressed and civilian-clothed "infiltrators" to attack headquarters, to kill full colonels and upwards, with special directives to kill generals. They were "brass-hat killer squads"—and they were a failure.

Some of the enemy's self-propelled gun units had orders to shell headquarters in the hope of disrupting the battle direction at high level. They, too, failed.

Then the Luftwaffe took up the same task.

Once the enemy had got his mobile units roaming behind our lines it became a war of hide-and-seek on roads, lanes, and in narrow forest paths.

Then there was the weather. German meteorological experts "gave" Rundstedt perfect weather—fog and mist so thick that aircraft could not move. And it stayed like that long enough for the Hun "wildcat columns" to scatter within call of the Meuse and give the enemy time to pour exploiting troops through the gap.

It gave the enemy so much help that when the weather did clear and the combined Allied Air Forces went in he could afford to stay in those forest coverts—out of sight.

Can't Praise Fliers Enough

I cannot praise enough the brave young American fliers who went into the Battle of the Ardennes. I watched them actually scraping the tree-tops to search out hiding enemy tank units. They were superb.

And those "wildcat columns" brought their own ack-ack with them. Rundstedt forgot nothing.

In spite of everything that has been said to the contrary, I have seen no evidence that the Nazis are short of men or materials.

The German dead and prisoners I saw were all men of good physique, and most of those alive were full of pep and convinced of Germany's final victory.

The enemy's artillery barrages show no marks of shell rationing, and he appears to be well supplied with fuel for tanks and transport.

I talked with a captured German officer who claimed that while we were fighting in the Falaise pocket, all the best German motor transport was busy evacuating food, ammunition, and fuel supplies that had been cached in France and the Low Countries.

He claimed that they had enough material cached to fight a full-scale war for 12 months.

One powerful factor which induced the Germans to begin the Battle of the Ardennes was the knowledge that every hour we were able to use the port of Antwerp made Germany's doom more certain.

Fought, Died Bravely

I have seen enough to justify that the great majority of the young Americans fought and died bravely. It was a curious experience to be with the Americans these last ten days and to see, when they realized what had happened, the stunned "it can't happen to us" look on their faces.

In a way, since the Normandy breakthrough, the Western Front war had been too one-sided.

They had been a winning team too long.

None of this affects my admiration for the combat GIs, the way they fight and the way they are led. In my view the strength of the American front-line troops lies in the middle senior officers—the majors and lieutenant-colonels. They are magnificent.

Nothing of what has happened these last two weeks can be blamed on the American combat troops. They did, and are still doing, their duty, and are fighting well.

I referred to the "it can't happen to us" bewilderment that struck many Americans. But now I must point out they very quickly snapped out of it.

We saw remarkable feats of swift American organization. The Hun captured very little that was of immediate use to him.

American supply columns were ordered to make certain evacuations. Hundreds of motor trucks appeared as if from nowhere. In a few hours thousands of tons of ammunition, food and fuel were on their way back to safer areas.

In half a dozen ways American mobility outsmarted the Hun blitz in this affair—but the telling of those stories will have to wait.

Where It's 'If You're Alive, You Win'

Wounded Come Out of Bastogne, Their Bodies—and Minds—Seared

By Jimmy Cannon

Stars and Stripes Staff Writer

WITH AMERICAN FORCES, Dec. 29—Detroit shouted, but all you could hear was a smeared whisper through the bandages. "I'll never forget that town," he muttered. "I left a piece of my nose in it."

The convoy of the wounded came out of Bastogne in a slow trickle. The day was beautiful, if you like Belgium in the winter time. The snow on the hills glittered in the sun and the planes towed vapor trails across the big clean sky. The wounded sat stiffly in the trucks and they rose tautly when they came to a rut in the frozen road. The dust of the road had made their hair gray, but it did not look strange, because their faces were old with suffering and fatigue.

"We're all 4Fs in here," said Chicago, to the guy who had climbed into the truck. "A healthy guy like you better look out, you'll get drafted."

Detroit's neck was swollen as he yelled, but his voice was still small and remote. "We were standing around a mess truck," he said, "waiting for some hot cakes, when they let go with everything they had. We were in a field and they were up above us and all around us and what a going over they gave us."

"Who won the Christmas football games?" asked New York.

"We did," said another Detroit, who had a slab of shrapnel in his back. "Any one who is alive is a big winner."

Pocono Mountains, who sat curved over with a blanket over his head, said these hills reminded him of home.

"There was an outfit getting an awful going over in a little village," he said. "We went across an open field and exposed ourselves to keep Jerry busy. He got so interested in us, those other guys got away." "Give me Paris," Brooklyn shouted. "Give me Paris and a nice mommer who'll wash and shave me and tuck me to sleep for nine million years."

They all laughed, but you couldn't tell they were laughing by looking at their faces. Anyway, they make the sounds of laughter.

"Find me a girl like that," said Illinois, "and I'll marry her myself." "We are good in the hospital," said New Mexico, who is a full-blooded Indian, "but those poor bastards in the line didn't have nothing to eat for four days, some of them."

The convoy slowed down in the street of the town and a girl came out and gave them hot coffee. St. Louis gave her a crumpled deck of Camels, which she didn't want to take, but he insisted. The convoy moved again, rocking slowly through the beautiful day. St. Louis bummed a cigarette because he had given away the last one he had.

PRIVATE BREGER

"How often do I gotta tell you your mail won't have no trouble findin' you!"

American Forces Network

On Your Dial

1375 kc. 218.1m. | 1402 kc. 213.9m. | 1411 kc. 212.6m. | 1420 kc. 211.3m. | 1447 kc. 207.3m.

Saturday, Dec. 30

1200—World News.
1205—Duffle Bag.
1300—Headlines—Sports News.
1305—Grand Old Opry.
1330—Yanks Radio Edition.
1400—Headlines—Downbeat with Jimmy Dorsey.
1430—Kollege of Musical Knowledge
1500—Headlines—American Dance Band.
1530—On the Record.
1630—Strike up the Band.
1700—Headlines—Melody Roundup.
1715—Miss Parade.
1745—Hawaiian Serenade.
1755—American Sports Roundup.
1800—World News.
1805—Mark up the Map.
1810—Your State.
1815—Glenn Miller Sextette.
1830—Chamber Music Society
1900—Headlines—Top of the Evening.
1915—Music from the Movies.
2000—Headlines—Combat Diary.
2015—At Ease.
2030—Frank Morgan.
2100—World News.
2105—Saturday Night Serenade.
2130—All Time Hit Parade.
2200—Headlines—Home News from the U.S.A.
2205—Xavier Cugat.
2230—Jubilee.

Sunday, Dec. 31

0800—Headlines—Music for Sunday.
0830—Hour of Charm
0900—World News.
0905—Music by Lenny Conn Orchestra.
0925—Family Hour.
1000—Headlines—Radio Chapel.
1030—AEF Radio Weekly.
1100—Headlines—Home News from the U.S.A.
1105—Morning After (Jubilee).
1135—Combined Orchestrations.
1200—News.
1210—WAC's Works.
1225—Sportstime.
1230—Canadian Navy Show.
1300—Headlines—Atlantic Spotlight.
1330—Sammy Kaye's Sunday Serenade.
1400—Headlines—Music from the Pacific.
1425—Anne Shelton.
1455—Basketball Scores.
1500—Headlines—National Barn Dance.
1530—Carnival of Music.
1600—Headlines—New York Philharmonic
1700—Headlines—Melody Roundup.
1715—AEF Special.
1800—World News.
1805—Mark up the Map.
1810—American Sports Roundup.
1815—Andre Kostelanetz.
1845—Raymond Scott.
1900—Headlines—Jack Benny Show.
1930—Hit Parade
2000—Headlines—Battle Report.
2015—At Ease.
2030—Front Line Theater.
2100—World News.
2105—Mail Call.
2135—Guy Lombardo.
2200—Headlines—Home News from the U.S.A.
2205—Melody Hour.
2230—Suspense.
2300—World News—Sneeial Show (American band of the AEF).
2340—New Year's Eve Feature.
2400—Big Ben—Chaplain Weaver.
2403—Swinging Round the Clock.

Monday, Jan. 1

0800—Headlines—Combat Diary.
0815—Personal Album, with Martha Mears.
0830—Music by Russ Morgan.
0900—Headlines—Songs by the Kaydettes.
0925—Music from America.
1000—Headlines—Morning After (Mail Call).
1030—Strike up the Band.
1100—Headlines—Home News from the U.S.A.
1105—Duffle Bag

Warweek

Saving Tires Means Saving Lives
Luftwaffe Comeback — Bloody Metz
GI Postmen Don't Have to Ring TWICE

Saturday, Dec. 30, 1944

Ike Reveals Shortage of Tires Here

Gen. Eisenhower revealed yesterday that American armies fighting along the German border are faced with a critical tire shortage and warned that "unless drastic conservation steps are taken" ten percent of all Army vehicles in the ETO will be tied up by the first week of February.

The Supreme Commander brought [illegible] in a statement

THE MEN UP FRONT SAY:

...Treat 'em Like You Owned 'em!

By Joe Weston
Warweek Staff Writer

TO the sweating GIs of a field artillery outfit on the Third Army front near Sarreguemines the tire shortage was no joke.

They were jacking up a trailer load of ammunition on blocks and removing the tires. The same tires would be shipped back to the rear and put on the wheels of another jacked-up load of ammo so that it could roll up to the lines.

"We've been doing this for a few weeks now," S/Sgt. Art Jackson, New York, said. "It's the only way we can keep from deadlining these trailers. The Joe who is wasting his tires is sure beating the hell out of us."

Japs Grabbed Rubber

The reasons for the present critical tire situation which, if continued, may result in Joe Doughfoot spending a few extra days, or weeks, as a foxhole tenant, are pretty simple.

When the Japs latched on to the Dutch East Indies and British Malaya in the early part of 1942 it was a solar-plexus punch that hurt as much as Pearl Harbor.

Ninety-three per cent of our natural rubber supply ended—as of that day. Not only did Mary's two-way stretch girdle become as extinct as the Indianapolis Speedway race, but the most mobile and tire-conscious nation in the world found itself behind the biggest eight ball in its history.

Outside of a small rubber stockpile built up during the early part of 1941 and a dribble of natural rubber from South America, the United States had to start from scratch in putting our Army on the road.

Ersatz Rubber Inadequate

Synthetic rubber processors and manufacturers got the red ball. Combined with about 30 per cent natural rubber the synthetic stuff made a tire. It wasn't too hot a tire for the rugged going of a round-the-clock supply route—but it was the best we could do. On it a 6 x 6 and a jeep could roll and a tank transporter or 240mm. howitzer could get up to the front.

The "ersatz" boys went to town. Rubber was made from oil. Your whisky supply was cut and tires made from alcohol. The Russians had brought out a dandelion rubber-making scheme.

But even with the folks back home knocking out tires 24 hours a day it still was only possible to supply immediate needs. Synthetic tires still were wearing short pants.

This was the situation on June 6, 1944, when Joe put both feet on Adolph's aching back.

The Red Ball highway was operating night and day. Rail facilities had been knocked out by our own bombers and Jerry demolition, so everything had to go on rubber. As the lines extended the round trip from the beaches to the front grew from 800 to 1,000 miles. When red ball was discontinued recently the round trip had lengthened to 1,400 miles.

Before D-Day rolled around most of the tires on the vehicles had already been half used up in U.K. But now the pinch was on. Trucks, trailers, jeeps, tank transporters, howitzers—they rolled to the fighting lines—come hell come high water. Rubber didn't matter. The stuff must be kept moving.

"We had but one mission at that time," said Maj. Gen. Henry B. Saylor, chief ordnance officer of the ETO, "and that was to keep up with the advance. The advance out-ran our rubber."

In the Third Army alone, according to Col. T. H. Nixon, Third Army Ordnance officer, truck transport under Army Ordnance covered about 270,000 miles in one week during the sweep through France.

Fast Starts, Stops Fatal

The net result of the terrific tire drain of the past six months is that thousands of vehicles are now rolling in France, Belgium and Germany on tires which should have been replaced a long time ago so that the worn-out rubber could be reclaimed by retreading.

"The synthetic stuff just didn't hold up," Col. Nixon said, "and now the answer is simple. The tires are falling apart and we don't have sufficient replacements."

A 600 × 16 tire was recently trailed from First Echelon maintenance—the 134th Infantry Regiment of the 35th Division, currently blasting Jerry out of his "Lebensraum" near Saarbrucken—through forward intermediate and rear Ordnance depots of the Third Army's 69th Ord. Gp.

Cpl. William Rutherford, a 134th jeep driver, was getting set to haul a trailer load of K-rations, mail and miscellaneous stuff to one of the foxhole battalions.

Somebody mentioned tires.

Rutherford spit out a good four-letter Anglo-Saxon word.

"Damn it! . . ." he exploded. "Do you know what I got on this thing? Four Kraut tires which ain't worth driving. See the back? No spare!"

"Is it always like that?" he was asked.

"No. Sometimes I get a couple of patched-up American or French tires. But I never have a spare."

"What would you suggest doing about it?"

"I'd court-martial these itchy pedal guys who start and stop their jeeps like a jitterbug jackrabbit."

Two wire drivers from the 134th Infantry Regt. Service Co. agreed with Rutherford about careless jeep and light-vehicle drivers. It was generally agreed that even under combat conditions and, certainly in the rear areas, drivers could check their rubber for correct air pressure and pick out rocks and stray pieces of large metal from the treads.

"We avoid zooming over ditches and rock piles at high speeds even out here," one of them said, "but without spares—and we usually don't have any—there isn't a lot we can do if the tires go flat."

On the way back to a forward Ordnance depot T/Sgt. Bill Wessner, Pittsburg, Pa., an Ordnance non-com., pointed out one 6 × 6 after another high-balling along with a single tire on two of the dual wheels.

Tire Repair Tips

Pvt. Joe Collins, Baton Rouge, La., of a QM outfit, was driving one of these 6 × 6s missing two tires from the duals. He said he had been driving like that for about two weeks.

"The tires were nearly shot," he said, "and I thought it would be better to turn them in before they became unrepairable.

"But driving on two less tires raises hell with the rubber I got. Ain't nothing I can do though. No replacements."

Collins seemed to think, however, that watching the tires and turning them in before they become worn through and useless would make it possible to save more tires in the long run.

At the 841st depot, which services all XII Corps units, the discussion centered about guys who drive unnecessarily with under-inflated or flat tires. All agreed that there was a terrific lack of hot and cold tire patches but that temporary expedients could be used which, at least, would eliminate the necessity of driving on a flat tire and ruining both casing and tube beyond hope of salvage.

A couple of frustrated Edisons came up with a few excellent improvizations which will probably never be found in any Ordnance TM—but they work and save rubber.

Tech/Sgt. William Gebhardt, Altoona, Pa., automotive supply sergeant of the 3447 Ord. MAM Company said that his men are using Signal Corps rubber tape and rubber cement for temporary tube patches.

"They won't last indefinitely," Gebhardt said, "but a driver can do a quick repair job and he doesn't have to run on a flat."

A 1/Lt. said, "We are using hot patches in our outfit this way. We cut the patch in quarters. Do the same thing with the heating element. And we have four patches instead of one. It's a quick repair job but it will hold for a while."

Capt. Leonard C. Fuller, Memphis, Tenn., CO of the outfit, told about using Jerry rubber as a patch.

"You slap it on to the tube," he explained, "pour gas in the circular cup which usually holds the heating element, light the gas—and presto! She's vulcanized."

'Damn Fool Drivers'

At the 838th Ordnance's forward depot a critical situation existed on 600 x 16 and 750 x 20 tires. There was no stock on hand, which seemed general at all the depots, and only about 10 per cent of the back-orders could be filled at any one time.

S/Sgt. Charles Candler, Thompson, Ga., is using off-size bastard tires to keep the peeps and 6 x 6s rolling. He also pointed out an 825 x 20 half-track tire which he had to use on a one-ton trailer in place of a 750 x 20.

"My big beef," said Candler, "are these drivers who act like they are in the front lines all the time. I know that a guy doesn't have a great deal of time to fool around with tires while under fire. But anywhere beyond ten miles of the front lines is a rear area and a GI can use common-sense maintenance. If jeep drivers particularly would rotate their tires, drive around 40 mph and generally treat the tires like they owned them we wouldn't have so much trouble."

At the 158th Ordnance Mobile Tire Repair Unit, 1/Lt. Walter Williams, of Washington, D.C., said:

"It is to this and five similar units that tires go for repair if they are too

Continued on page iv

Tire Conservation Rules

The trail of the lonesome 600 x 16 led back to Third Army Ordnance Headquarters where the following rules for tire conservation have been issued to all unit commanders:

1—Correct air pressure maintained.
2—Valve caps on all tires to finger tightness.
3—Correct valve stem positioning.
4—Correct mounting of tires.
5—Correct mounting of directional-type tires.
6—Correct rotation of spare tires (if any).
7—Correct application of chains.
8—Correction of mechanical adjustments causing irregular tire wear.
9—Timely removal of tires for retreading and prompt repair of injuries.
10—Don't speed, overload, use brakes improperly, strike curbs, rocks or roadholes. And DON'T DRIVE THEM FLAT!

"UP FRONT, NO SPARE," reads a sign on trailer (bottom) which means a bad flat is the end of the trail. The "six x six" (top) is kicking along with tires missing from rear duals. Shortages like these hamper supply lines to front.

Eighth Air Force and U.S. Official

DEATH OF FW190 (shown at right, in three stages) by Eighth AAF fighter plane, is typical of what happens to Luftwaffe craft when they tangle with Allied stuff, like P47 Thunderbolts (left) and P38 Lightnings (center).

Luftwaffe Returns to The Western Front

Wehrmacht Gets Priority Over Reich Factories as Nazi Planes Take to Sky

By Simon Bourgin
Warweek Staff Writer

THE Nazi high command put its chips on the table last week when it put its planes back in the air over the Western Front.

Many American soldiers had come to regard the Luftwaffe as a joke. Their experience with the German air force had been limited to the few and sporadic appearances of the planes bearing the black cross over the early landing operations in Normandy. Since then they had asked, "Where the hell is the Luftwaffe?" with the same half-serious, half-kidding attitude that people ask, "What ever happened to vaudeville?"

Even the weary German soldiers, despite regular needlings by propagandist Paul Goebbels, had lost faith in the Luftwaffe. They had been bombed and strafed all the way across France without support from the seldom-seen Heinkels and Messerschmitts which blazed the way for the 1940 speedy conquests in Europe.

But to the pilots and crewmen of the 8th and 9th Air Forces this appearance of hundreds of German planes along the Western Front supporting the German counter-attack against the American First Army was no surprise. They had never been the authors of the premature post-mortems on the German Air Force.

Luftwaffe versus Bombers

The ground forces seldom saw German planes, but these boys had. The Luftwaffe was in the air against them whenever they attacked industrial targets within the Reich—defending the vital oil, munitions and aircraft factories, which took priority over the lives of Hitler's soldiers.

The Germans were forced to choose between supporting their armies in the field or attempting to defend their industries against our bombers—our air superiority made it clear to them they couldn't hope to do both with their dwindling air power. The Reich bigwigs decided to use the single-engine fighters, which is almost all they have, to try to protect their factories.

Still a Potent Force

The Luftwaffe today is thought to be comprised mainly of several thousand first-line, single-engine fighters. Replacements each month amount to around a third of these active fighters, but probably seldom make up for the planes lost in the attempts to stop our bombers. As the bombings increased, the fighters were used almost only for the defense of vital synthetic oil plants, refineries and aircraft factories. Most of the available flak was regrouped around these plants, and such secondary targets as railyards were in most cases left undefended. Railyards are not unimportant, but the Luftwaffe was willing to sacrifice the important to save the essential. Without fuel the Nazi legions can't move, and without fuel and fighters the Luftwaffe can't fly.

USSTAF

HE'S HAD IT—Jerry jet plane headed for limbo after tangling with one of our fighters over Germany.

The abrupt switch from defensive fighting to offensive sorties in close support of their attacking ground troops shows that the Luftwaffe is still a potent force and the German high command had come to consider the American threat to Germany a far more important item in Germany's dark hours than even the defense of its most vital war production.

Despite endless bombings by the 8th Air Force and the RAF, which almost put them out of the airplane business last summer, the Nazis have regrouped a very big part of their former air strength. Building feverishly in below-the-ground factories, they have staged a comeback—so that today more fighter planes are available for support of the Jerries than probably ever before. If the 8th Air Force and the RAF let up on their oil attacks long enough to allow the Luftwaffe fuel to train pilots better and fly more missions the Luftwaffe might become potent in fighting quality as well as in numerical strength.

Gasoline shortage in the Reich is as critical as the cigarette problem has been to rear-echelon troops. At some preflight schools they are wheeling planes onto the runways by hand. Others have cut down on training, according to reports, and some have closed entirely. They are scraping the barrel for men to fly the Luftwaffe's fighters, and anybody who can fly is likely to become a volunteer for the defense of the Reich.

Conservation Keynote

Along with its new flock of fighters, the Luftwaffe has a new SOP on operations. Missions are seldom flown in bad weather, when there's a chance of failure, and Allied bombers—not fighters, or fighter—are the targets of attack. With this air force it's a case of, "That's all, Bud, there isn't any more," and the rule is to conserve gas, planes and pilots. The Luftwaffe lost 97 fighters in the first day of the counter-offensive. The stakes are very high when the Nazi leaders play their hand like that.

The Nazi air force has very few bombers. It lost a big part of them when it tangled with the RAF in the Battle of Britain, and even more to Russian flak and fighters on the eastern front. Then, in order to build fighters to defend its factories, it practically stopped building bombers. The few still flying indulge in the annoying but militarily-futile business of launching robot planes against England, and occasionally make high-level tactical raids against Allied installations.

'Jets' for Recon Work

Until it splurged on the First Army front the only competition the Luftwaffe gave Ninth Air Force fighters was an occasional attack in bad weather when poor visibility grounded our fighters or made interception difficult.

Another fly in the ointment in Germany is the fact that so few of the airfields in the Reich are first class. The Nazis never intended to fight from their own fields, so they improved airfields throughout France and the Low Countries. Now they are flying mostly from remote, hastily-improvized grass strips, with primitive servicing facilities, and few of the fine defenses against low-level attack built with blood in France, Belgium and Holland.

The new Luftwaffe boasts, in addition to the single-engine fighters, several varieties of jet-propulsion planes. These planes, the ME163, which look like a Buck Rogers job, and the ME262, which is more orthodox in design, have been said to be capable of speeds up to 500 miles an hour on straight-away flying.

Despite their high speeds, Allied airmen say that these planes are far from being superior to ours when it comes to offensive fighting. They point out that these planes, even when throttled back, require large turning radii and their fuel supply is limited. When the fuel runs low the deadly P47s and P38s make hay with their greater fire power as the German plane begins to glide for home.

Few jets have been used so far either because few are being made or because they are being saved. The long training required for their pilots and the long runways and good servicing needed—the Luftwaffe is short on both—may be other reasons. To date the jet has been less valuable in battle than as a reconnaissance ship, flying at high speeds over our lines, virtually invulnerable to flak, to get photographs of our installations. It's the first aerial reconnaissance the German command has had since the beginning of the battle for Europe, when its other recon planes were all shot out of the air.

TWO FISTED FORTY SEVEN—Ground crew man rides wing of P47 so pilot won't go off perimeter track preparatory to takeoff "somewhere in France."

Oil is a Problem

While the jet may be the great fighter of the future, the Focke Wulfs and Messerschmitts are taking the brunt of the Eighth and RAF attacks on the oil and aircraft factories. Oil is the great problem of the Luftwaffe today, and the best defense of the oil plants is not jet fighters or even conventional fighters, but flak. These oil plants are circled by more flak batteries than probably any other war installations in the world. In many instances the Germans have tried to screen the targets with smoke, and always an army of repair workers is ready to begin clearing away the debris as soon as our planes head for home.

Pilots Aggressive

On one other occasion—the September airborne landings made in Holland by the Allies — the German commanders switched priority to support of their armies. In this attempt to salvage a bad military situation the Luftwaffe exhibited all its ailments—inexperienced pilots, fuel shortages, bad servicing, and inadequate fields—and got less than one plane in the air per day for each fighter in the area. Oddly enough, the pilots, although green, showed an aggressiveness and persistence that was a little like the old Luftwaffe. They are displaying the same do-or-die spirit in some of their encounters with Allied fighters in the new offensive.

The reappearance of the Luftwaffe in support of the Wehrmacht and Von Rundstedt's plea to give everything in "one last effort" has caused Allied airmen to believe that the Luftwaffe may be making its curtain call on the Western Front. Knowing the extent to which the Nazi air force is strapped for planes, pilots, and fuel, the persistent attacks in support of German ground forces, in the face of bad weather and heavy losses, can only be interpreted as a phase in the desperate and final effort of the Nazi command to halt the onward surge of the Allied armies now fighting on German soil.

When the remaining planes of the once-mighty Luftwaffe are destroyed the men of the Wehrmacht may realize that the promises, the secret-weapon rumors, and the reasons for fighting are gone.

Ninth Air Force

THIS WAS part of the Luftwaffe, as found by Ninth AF men in France.

U.S. Official

BELOW LIES smoking FW190 factory; above are the Fortresses.

How They Took Metz

Since the year 451 AD when Attila's Huns came roaring down from the north to pillage the Lorraine capitol, the ancient city of Metz has lain like a rare stone in a jeweler's window, secure within its twin necklace of fortresses.

Recently an era ended. The last of the Metz fortresses, Jeanne d'Arc, fell to our muddy infantrymen in the cold December twilight of this winter war. Metz, for the first time in 20 centuries of immunity to every type of warfare in history, was taken by storm.

The assault on Metz will become required study material for future students at West Point. Here, they will find, is a beautifully planned, superbly executed battle; a battle conceived by Generals who plot their victories with red and blue pins stuck in huge wall maps and speak in terms of pincers movements. They handled divisions like a fine conductor at the podium of the New York Philharmonic, expertly blending several elements to achieve a desired effect.

Most of all, however, they will be struck with the remarkable performance of the dripping, cursing GIs who beat the mud, the weather, and the enemy and wrote a bright new page in military history.

By Ed Wilcox
Warweek Staff Writer

IN the heyday of the Roman Empire it took a man with a cart a day and a half to travel from Thionville to the Gaulic commercial center of Metz. In 1944 it took the XXth Corps, packed with martial might, 72 days to traverse those 41 kilometers.

The Roman traders found the journey an enjoyable one over the broad roads lined on either side with green forests, and the crossing of the Moselle at Metz was simply a matter of walking across the bridge.

The 1944 winter march of the XXth Corps was a bitter trip over muddy thoroughfares lined on either side by dense woods which hid German snipers Innocent hillocks turned out to be formidable fortresses and the ribbon-like Moselle became a bridgeless barrier of swift-running, icy water.

The trek of the XXth Corps into Metz is the story of an army which became the first in 2,000 years to achieve a military knockout of the most extensively fortified region of Europe.

In the early days of September, after the record Third Army sweep across France which had sent the Wehrmacht reeling back against the Siegfried Line, Patton's men pulled up at the Moselle, waiting for gasoline, supplies, and plans.

Attacked Across Moselle

On the morning of September 8 a battalion of the 11th Regiment of the Fifth Division opened the drive for Metz, attacking across the Moselle south of the city at a town called Dornot. They crossed in assault boats under heavy fire from the opposite bank—small arms, automatic weapons, and artillery.

During the ensuing 48 hours the muddy infantrymen were under constant fire from every side and their only weapons were what they had been able to carry with them in the frail assault craft. The Dornot bridgehead became a miniature Anzio and the Germans launched 36 separate vicious counter-attacks in the two days, coming in with terrifically superior fire-power.

The Yanks dug in, dug deeper, and tried to fight back with what little they had—small arms and grenades. Their position was hopeless and the Germans kept coming in, wave after wave of them, spraying the narrow bridgehead with machine-gun fire, rocking the pocket with 88s mounted on Tiger tanks.

The Germans Wheeled

September 10 the Tenth Regiment, supported by elements of the Seventh Armored Division, threw another bridgehead across the river 2,000 yards to the south of Arnaville. The Germans wheeled and directed their fire upon the new threat and the Dornot men—those who were left, pulled themselves from their foxholes and got back across the Moselle—some in boats, others swimming in the icy current.

The Arnaville bridgehead expanded as the armor fanned out. The fighting was heavy, but it was not the lop-sided battle which had been fought during the abortive landing at Dornot. The Fifth was solidly across the Moselle to stay.

Because of the incomplete maps of the Metz terrain, which failed to show the true extent of the fortifications surrounding the city, losses in the division were especially great as attacks were sent against the Metz forts.

Fort Driant, probably the most heavily armed of the double chain around the city, was attacked twice. The first attempt to take Driant was thrown back before the infantrymen reached the summit of the hill. Fire from Jeanne d'Arc on a neighboring ridge supplemented the guns of Driant.

The second attack on Fort Driant came late in September. The weather was rainy and wet and the infantrymen slipped in the ankle-deep mud as they made their way up the steep, wooded hillsides and along the ridge to hit at the fortress.

Upon reaching the top of the hill they were stopped by a moat 40 feet wide and 30 feet deep. They hadn't expected that. Tanks supporting the attack moved up and blasted away at the stone and steel entrances in the hillside and tore gaping holes in the twin aprons of barbed wire along the bottom of the moat.

The infantrymen who managed to escape the lethal cross-fire of German machine guns trained from every angle around the fort swarmed over the hilltop, searching for an entrance to the fort. They dropped heavy charges down the ventilation shafts and many died trying to reach the entrance to the rabbit warren of tunnels where the garrison held out.

When Driant finally fell on December 9 bodies of American dead still lay unburied on the Driant approaches and burned-out U.S. tanks told the grim story of the failure of the major attack in force on the underground bastion.

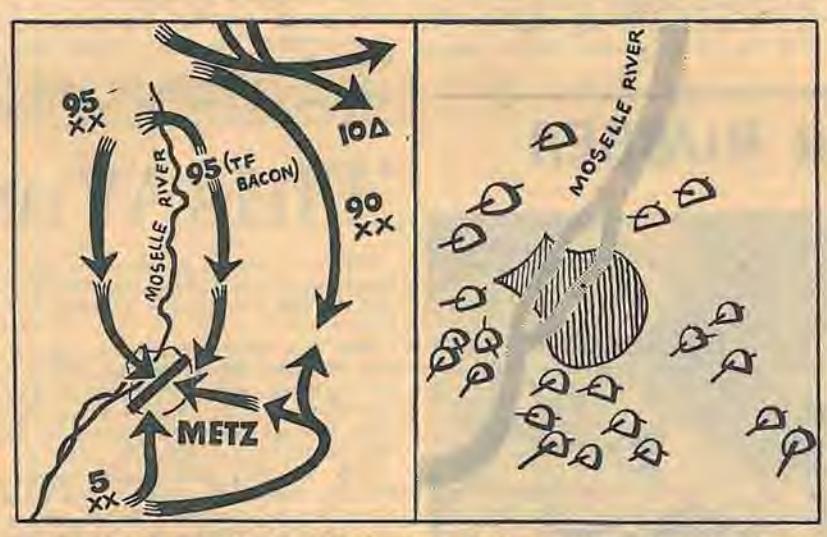
A Story of Men

That was the story of the frustrating, early unsuccessful efforts to crack the toughest nut attacked by an Allied army in Europe to date. It was a tale of bitter, uphill fighting in miserable, cold weather. A story of men who were killed in finding out how to take Metz. It was through their sweat and blood that the final plan for the Metz operation was made possible.

Acting upon a Third Army order to "take Metz and eliminate the German resistance in the Saar Valley," the XXth Corps staff conceived a historic "Field Order," which was, by means of coordinated attack, to take the fortress city.

Planned by Maj. Gen. Walton H. Walker, XXth Corps commander, and his staff, the Field Order called for the use of the Fifth, 95th and 90th Divisions, the Tenth Armored Division and the Sixth Cavalry Group.

MARCHING THROUGH METZ—Grim struggle which preceded march isn't indicated in these three shots of Fifth Infantry Division warriors in action. (Top) Lone Yank passes American anti-tank gun parked at side of road on outskirts of town. (Left) Footsloggers halt a moment before proceeding with street cleaning job. (Right) Fingers on triggers, "Diamond" Division Doughboys march captured German gun crew off to prisoner of war pen.



DIVISIONAL ROUTES (left) show how Metz was attacked, and pillboxes (right) show the defenses that ringed the fortress-city.

The job delegated to the 90th Infantry was the destruction of the Maginot Line fortifications running north to south to the east of Metz. At the same time the Fifth was to drive out of their bridgehead south of Metz, swinging northeast around the city. The 95th was strung along the Moselle in a thin line and was to make a diversionary attack across the Moselle at Uckange to force a commitment of German forces for what would appear to be the main effort.

German officers captured after the fall of Metz said that with the Moselle on the rampage, swollen to a 25-year high, they had figured that only madmen would have attempted a landing operation by assault boats. The Field Order had made provision for the German wrong-guessers, too.

A Task Force

Two landings near Uckange, north of Metz, made by the 95th Division met little enemy opposition so the two forces, consisting of men of the 377th, 378th regiments, of the 95th, the 807th TD Battalion, the 920th FA Battalion, the 320th Engineers, the 95th Recon Troop, and a company of light tanks from the 728th Tank Battalion, were combined as a task force.

This group, labeled "Task Force Bacon" was put under command of a silver-haired, mild mannered little colonel from Texas, Robert L. Bacon. He looks about like the guy who taught you algebra in high school, or the man who was treasurer of the Rotary Club back home—he looks like anything but a conquering lion, but Colonel Bacon's achievements with his task force are probably among the most colorful of the many heroic episodes which cram the days that took Metz.

Using tank destroyers to blast out snipers and firing his 155 self-propelled guns at pistol range, Colonel Bacon swept along the east bank of the Moselle directly toward Metz, riding hard on the weary Jerries like a Texas cowboy at a Madison Square Garden rodeo.

After three days of sporadic messages from the colonel, General Walker sent a lieutenant down to find out what Colonel Bacon was doing. Before the junior officer could open his mouth, Colonel Bacon had said, "Just the guy I've been looking for—get over there where those men are clearing those mines and get to work." The lieutenant was too surprised to protest. Four days later the harried lieutenant returned to Corps, older, wiser, and with a Purple Heart. "Damned good man," Colonel Bacon said, and telephoned headquarters, "Operation going well—send me a new staff."

On Nov. 19 Task Force Bacon, the 5th, 95th, and 90th entered Metz to begin the house-to-house cleanup of the city. Two Fortresses, Jeanne d'Arc and Driant, still held out, but those were simply islands of resistance. Metz had fallen.

On Sept. 22 all resistance in Metz had ended and a huge celebration was underway. The young girls of the Lorraine city came out into the streets to cheer the Yanks in brightly colored costumes and every general and colonel in the Corps became an honorary private or corporal in the French Army—a gesture of thanks from the French for the liberation of their city.

Once called la Pucelle (the "Virgin") by the French because it had never been taken by storm, Metz and her fortresses, despite the centuries of fortification and face-lifting, had fallen.

The Joes themselves had done another job. They paid little attention to the historic background of Metz. To them it had been just another hard, bitter fight on the way to Berlin.

They walked through the streets of the ancient city, guns thrown over their shoulders, and were surprised to encounter bilingual "gum chums"—kids who could beg for candy and gum in either French or German. The Yanks, as usual, laughed and gave their rations away.

Many of the doughs visited the antique Gothic cathedral in the heart of Metz. They removed their steel helmets as they entered and crossed themselves before the altar. And they knelt together and prayed silently, Catholics, Jews, Protestants alike. They all felt that it was important there.

Then they stood up and left the church, set their helmets at a rakish angle, and ambled through the narrow streets, smiling at the pretty girls, and trying to remember the things that they never learned in that French Phrase Book.

CONSOLIDATION OF BRIDGEHEAD—First bridge across Moselle insured supplies and reinforcements for troops who had established bridgehead below Metz, ancient Lorraine bastion.

Soldier's Mail

. . . It DOES Get Through

Rugged St. Nick Overcame Hell, High Water—And Frontline Woes To Reach Joe's Foxhole Chimney

By Igor Cassini
Warweek Staff Writer

A COUPLE of days ago it was St. Nick's turn to grumble about an aching back, because the old guy had quite a load to tote around the foxhole circuit this Christmas.

Half a dozen of his pet reindeers are laid up with round heels, having delivered millions of packages and letters from Eschweiler to Belfort. The white-whiskered guy and the APO worked overtime to beat the Dec. 25th deadline.

High-tailing the mail from Akron to Aachen and points east and west is a devil of a responsibility and a rugged detail for the sweating mail clerk who is doing the best he can. His mail is part of the load, too. So, if a package turns up with a little mould on it or a broken string or a faded address don't ream your company mail orderly and the APO too violently. Most of the stuff gets through in good shape—and in fast time.

More Important

At this time of the year the whole mail problem becomes more important than usual to the soldier—and to the APO. More packages are sent to and from home. More letters are written. The need for news of home is more urgent around the holidays.

Thirty million parcels were sent from the U.S. to soldiers in Europe, says Brig. Gen. R. B. Lovett, adjutant general for ETOUSA and supervisor of postal operations in this theater. Most of these are already in the hands of GIs. Train and truck loads are moving up every day.

That's a bewildering number of packages and it took a lot of shipping space to carry them. This was done competing in cargo space and transportation priority with such vital supplies as ammo, food, gasoline and medical supplies. .

For the first time recently entire ship's cargoes were made up of nothing but soldiers' mail. One recent arrival at a Continental port carried 1,875,000 parcels in 125,000 sacks. Transportation Corps officers estimate that if all Victory and Liberty ships had been devoted entirely to the purpose of carrying soldiers' parcels and mail it would have taken nearly 300 of them to do the job.

The number of letters being handled every month by the APO people is even more astronomical. Since D-plus-4, when the first mail was delivered to a U.S. soldier in a foxhole on a Normandy beachhead, and D-plus-5, when the first outgoing letter was dispatched from a postal regulating section operating on Utah Beach, the Postal Division headed by Col. E. E. Schroeder has handled over 150 million pieces of mail per month. Ninety-five per cent have gone through and without too much delay.

Of course there are beefs. Some Joe hasn't received a letter in weeks. Two Signal Corps sergeants complain: "One of our buddies in Luxembourg hasn't heard from his wife in England for four weeks. We'd like to know who's sitting on the mailbags in the U.K."

"When I received my parcel it was soaked by rain and everything in it was spoiled," said Sgt. Daniel C. Hughes. . . . and boys from the 2nd Armored Division holler: "We troops who have been overseas for some time always did think that we had wonderful mail services. But today one of our boys received a package from his mother. The package had been opened and some very fine toilet articles had been taken out . . . "

Such things happen, though at a minimum rate. But there are answers for each one of these complaints. There's the problem of a unit that moves from the U.K. to the Continent. New York is immediately advised. But mail sent to the original APO in England must be trans-shipped. And that takes time. When the mail finally gets to its destination on the Continent, the unit has moved again. The Army postman has to start all over again to catch up with the elusive Joe. But he doesn't give up until he has him located.

As for mail coming from (and going to) England, it seems silly that it should take longer than it does from the U.S. But the Army cannot devote enough transport planes to carry the mail from Britain to the Continent and vice versa as much as it would like to. Fifteen per cent of all outgoing soldiers' mail is now addressed to civilians in Britain. It's not a few-minutes affair either for a convoy to cross the narrow and nasty Channel.

Most soldiers don't understand why their mail gets snafued. Why one letter comes from home in a week while another one takes a month. The wife writes air mail. Since only 30 per cent of air mail can, during winter, go by air, the rest travels by ship. The Army recommends V-Mail.

But Sgt. Howard Marx, of the 70th Tank Bn., protests violently in a letter written on toilet paper. "Why doesn't someone get on the ball?" he wants to know. "Here at the front we have no V-Mail. My outfit has tried through the normal labyrinthal mail channels to get V-Mail, but no soap."

Yes it's true, admits Col. Edgar E. Schroeder, who heads the Army Postal Service. Every possible effort is being made to keep APOs supplied with forms. There are plenty on hand in depots. The problem is one of transportation. V-Mail forms have only a low priority in movement as compared to other supply items. "C'est la guerre," say the French. TS, says we.

APO Sad Sacks

Now, parcels. It happens that a few, very few, fail to reach the soldiers. If there is any complaint the postal boys are quick to check on it. According to statistics, sloppy wrapping and badly scrawled or improper addresses are numbers 1 and 2 among the reasons why parcels don't reach their destination. These sad sacks of the APOs are known as Nixies.

Same thing applies to U.S.-bound packages. If you send the wife some perfume from Guerlain, a German helmet or a piece of pottery from Hitler's Deutschland, be sure it's well wrapped, properly addressed and that you have marked on the outside of the parcel, "Gift certificate enclosed." Otherwise, they'll open it in New York and it's liable to custom duty —and delay.

The real problem of distributing and mailing out these millions of parcels and letters is one of transport. The mail is sent by every possible means—by train, ship, truck, plane, wherever there is a square foot of space or an ounce of cargo capacity. It is delivered to front lines with food rations, at the greatest possible speed. Combat men get mail priority. They get letters right in their foxholes.

The Army knows why. It's not just a tale that men in combat have taken an objective sooner because they knew that once the position was occupied the service companies would arrive—and with them the mail. To quote an officer from the 28th Division, somewhere in Belgium, "Mail from home means a hell of a lot to the boys. They *dream* of letters from their loved ones."

More About RUBBER

badly knocked out to be given minor repairs at forward Ordnance units.

"With a personnel of 18 men and one officer we go along with Corps or lower HQ, as near as possible to collection points. We work a 24-hour shift and put out about 80 completely rebuilt tires and 100 rebuilt tubes every shift."

"However," Lt. Williams went on, "we have received 26,000 damaged tires in the past 60 days, of which 70 per cent are repairable either here or at base shop. The other 30 per cent are plain junk.

"About two-thirds of these junked tires could have been saved if the drivers hadn't run them flat or underinflated."

At the 3519 Maintenance Company, 69th Ord. Gp., the tire picture brightened considerably. Here, with more equipment, personnel and time, M/Sgt. Charles H. Sweet, of Los Angeles, has invented a gadget by which he saves an average of 400 750×20 tubes a month which are usually de-commissioned by bent valves caused by improper care or running flat.

And at the 131st HM (Field Army) Ord. Co., M/Sgt. Weems Young, of Atlanta, Ga., has developed an electro-magnet mounted on a boom in front of a 6×6. It consists of five hand-wound electro-magnets capable of picking up fragmentation 12 inches off the road. Inasmuch as shell fragmentation is conceded to be the greatest cause of combat area tire damage, Sgt. Young's road-sweeper will be of great value. Others are now in the course of construction.

That is the story of your ticket home!

As Gen. Saylor aptly puts it:

"It is the GI, the Joe in the driver's seat, who will make the war longer or shorter.

"His way home is on rubber tires—and he should know the truth of the situation."

This Was a Year in the ETO

This was the ETO in Anno 1944—most important year in American soldiers' lives and perhaps the greatest 12 months in history:

The New Year—six months, six days and six hours before H-Hour, D-Day—was greeted with customary English atmosphere. You couldn't get a legal drink after 11 PM and if you missed the last bus or train it was TS. . . .

Gen. Ike had been named supreme invasion commander, but no one knew where he was. Lt. Gen. Carl A. Spaatz, new USSTAF commander, hit England Jan. 1, coming from Africa. . . .

Neutral capitals buzzed with talk of "an enemy glider-bomb." That was before the buzz-bomb era. . . . Forts and Libs opened their 1944 offensive Jan. 4. . . .

Jan. 7 Hollywood's George Raft, USO star, was found dodging London MPs because he didnt' have orders. . . . Jan. 10 Maj. Bobby Jones, golfer, was in the ETO with AF intelligence. . . .

Jan. 11 saw Col. Oveta Culp Hobby, WAC boss, in England. . . . Same day 59 U.S. heavies were lost in one of history's greatest air battles. . . .

Gen. Ike's presence in England to direct the invasion was announced Jan. 16. . . . There were rumors of Nazi rocket bombs. . . .

On Jan. 18 the 50-millionth V-letter slid into the machine at the APO. . . . American citizens in Britain continued to sign up for the Army over here. . . .

Jan. 21 ARC announced its "invasion plans" were ready to follow the troops into Europe . . . flak began to get worse over targets along the "invasion coast."

Jan. 23 found ETO and SOS ETO Hq. consolidated under Gen. Ike, with Maj. Gen. (now Lt. Gen.) John C. H. Lee as deputy theater commander. . . . Talk of invasion mounted as new supply depots began popping up. . . .

In Belfast on Jan. 25 doughboys celebrated the second anniversary of finding roses in Ireland. . . . Next day the world learned that glider and paratroops were training in the U.K. . . .

Jan. 28 the Eighth AF observed its second birthday by dropping its 47,000th ton of bombs on Europe. . . . Mobile units began collecting GI blood for invasion stores. . . .

Early in February Irving Berlin's "This Is the Army" prepared to wind up its ETO tour. . . . American girls in ATS, WAAF, WRENS and other Allied auxiliary corps began transferring to the WAC. . . .

Allied planes continued to hit mysterious targets at Par de Calais. Neutrals called them V-weapon sites. . . .

Feb. 17 Gen. Ike began a whirlwind tour of every type of invasion outfit in the U.K. . . . Pvt. Ben Violette, an MP from South Bend, Ind., learned he'd inherited $200,000. . . . Rear Adm. Alan Goodrich Kirk was announced as head of the U.S. naval task force in the invasion team. USOing Jimmy Cagney took a bow in London. . . .

End of February and early March saw the "Baby Blitz" against London (with piloted planes) at its peak, and GIs helped rescue fire-bomb victims. . . . U.S. ack-ackers went into action. . . . U.S. air forces celebrated Washington's birthday with the first joint north-south attack against Germany, from Britain and Italy . . .

One of the biggest convoys ever to cross the Atlantic brought invasion troops to the U.K. without a whisper from subs. . . . Technicians of Lockheed Overseas Corp., in Ulster, faced Army induction. . . .

U.S. planes made their first Berlin daylight raid March 4. Couple of days later the Yanks hit Berlin in force, but lost 68 bombers and 11 fighters. There was plenty of Luftwaffe then. . . . There were too many GIs coming to London to fit in the ARC beds, and club lounges were packed with chair-bedded soldiers. . . .

U.S. planes began dropping newspapers and "truth leaflets" over Germany. . . . S/Sgt. Joe Louis, boxer, began barnstorming the ETO in April. . . Pvt. Walter J. Thorpe, Abilene (Kans.) farmer, dropped in to see his one-time neighbor, Gen. Dwight D. Eisenhower. . . .

April 17 S and S was two years old. . . . "Old Blood 'n' Guts Patton arrived in England to command an invasion army. . . . Britain became a moated fortress as a pre-invasion travel ban sealed the U.K. from the world. . . April 28, London's Stage Door Canteen opened. . . . May 4 WARWEEK was born . . .

Aerial attacks against the invasion coast mounted. . . . Every type of unit stepped up assault training. . . .

Field Marshal Gerd von Rundstedt, who opened up again two weeks ago, was announced anti-invasion commander May 19. . . . Two days later the 100-millionth V-letter cleared the APO. . . .

May 28 and five tons of bombs hit the Westwall every minute. . . . D-Day fever mounted. . . . June 4 brought the now-famous "false-flash" of invasion. . . . Same day, Forts began shuttle-raids to Russia. . . . June 6, D-Day. . . .

June 16 V1 began to hit England. . . . Yank fliers and ack-ackers helped fight buzz-bombs. . . .

July 4 Stars and Stripes began publishing in Cherbourg. . . . Next day the WD authorized the gold overseas hashmark. . . . American names began to appear on robot casualty lists and four WAC victims got Purple Hearts. . . . War Secretary Stimson showed up in the U.K. . . . Bonuses were announced for expert infantrymen. . . .

Lt. Gen Leslie J McNair, ex-chief of AGF, was killed by enemy action in France. . . . Late July found WACs on the Continent. . . .

In August Paris was liberated and Fred Astaire arrived with USO. . . . Pick-a-back robots began hitting England. . . . Stars and Stripes moved to Rennes, then to Paris. . . Dinah Shore began wowing 'em. . . . GIs began piling up points under the Demob plan. . . .

The Ninth Army joined the First, Third and Seventh in the West. . . . Marlene Dietrich showed up. . . .

Gen. Ike was 54 Oct. 14. . . . Late same month GIs began getting 48s to Gay Paree. . . . Nov 2 Stars and Stripes celebrated its second anniversary as a daily. . . .

The Luftwaffe reappeared early in November, suffered heavy losses. . . . V2 rockets began hitting England. . . .

Nov. 20 butt sales were halted to U.K. non-combatants. Later Joes began getting five packs per week. No explanation given. . . . Thanksgiving brought turkey to GI messes and ARC. . . .

December, and combat men began going home on rotation. . . . Ike and six others got five stars. . . . Christmas: Turkey, but gloom over German counter-attack. . . . Glenn Miller was reported missing on England-France flight. . . .

And this morning, GIs in the ETO are waiting for the New Year, thankful the enemy attack has been repulsed by the sacrifice of doughboys in the line. . . .

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Once Over Lightly

By Andy Rooney

NEW YORK, Dec. 29—It is interesting to note the reaction of sportsmen—that is, men who make a living at it—to the clamp-down crises at hand.

The guys you always thought you liked take it the way you thought they would. Most of the football and baseball owners have accepted the rather rude War Department insinuation that they were doing something which was slightly shady with the best possible graces. The gist of what most of them have said goes like this: "Suits us fine. We aren't trying to get in the way. Let the Army and Navy take everything from us they need in the way of manpower, we are asking no favors. If we have enough men left when they get through, we'll play ball next year. If we haven't got enough, we won't play."

MOST sports writers, who might as well be writing their own obituary as far as their business goes, have come out strongly in favor of the racing ban, and others have gone further to suggest that if it is necessary, baseball, football and all the other crowd-drawing and manpower-draining sports be discontinued for the duration.

Byrnes' statement concerning the reclassification of professional athletes who are 4-F has caught baseball without a mouthpiece at a time when a single leader who can speak authoritatively is badly needed. The three-man commission made up of Will Harridge, Leslie O'Connor and Ford Frick would be okay for normal times as a fill-in for Landis while a successor is being picked, but these are not normal times and baseball needs one voice instead of a lot of left field suggestions. Herbert Bayard Swope, New York racing commissioner, resigned yesterday after ten years as a mouthpiece for the whole of racing in the United States, and that leaves this sport in a quandary, too.

THERE is nothing for racing to do but wait until the emergency is over so they can start improving the breed again, but the worried baseball owners are looking to more than the problem in hand. Several big league owners, including Brooklyn's Branch Rickey, are reportedly looking into the possibilities of buying into a professional football league.

There is no definite indication yet that Jan. 3, the racing deadline, will affect other sports to such an extent that they will have to close down, but there is that possibility and it depends on several things: 1—Whether the government's attitude has changed to the extent that it now considers sports of no morale value; 2—whether baseball and football might be embarrassed into a complete curtailment as in the last war when the "work or fight" order was issued; 3—whether a sharp turn for the better in the war won't have a good effect.

* * *

QUESTION BOX. To Cpl. P. K. Thomas—Jerry Dalrymple was a universal All-America choice for end in 1930 and '31. . . . To Cpl. Arthur Ellis Jr—The hundred record is 9.4 and is held jointly in the official record book by Jesse Owens, Frank Wykoff, Clyde Jeffrey, George Simpson and Harold Davis. Charlie Parker, a 17-year-old, has hit the mark twice, and he probably will be added to the official list. Arne Andersson holds the mile record at 4:01.6. He's all alone. . . . To S/Sgt. H. LaBoda—Rutgers won the Oct. 14 game with Lehigh, 19—6.

Front Line Joes Voice Approval Of Ban on Tracks, Athletes

WITH THE AMERICAN FORCES IN GERMANY, Dec. 29—American combat veterans who fought through Normandy into the Siegfried Line have voiced sweeping approval of the ban closing horse and dog tracks for the duration and endorsed plans for reviewing the draft status of professional athletes and service discharges accorded theatrical celebrities.

"It's about time they got down to business," said Sgt. Walter Carroll, of Goldthwaite, Tex., who was wounded in the face and shoulder in Normandy. "The home front should have got on the ball a long time ago. Guess they are learning you can't fight an easy war."

Pvt. Salvatore Grillone, of Philadelphia, said he was glad they closed the tracks. "The government will lose taxes," he said, "but the money might be invested in war bonds."

"The only people at home who can grasp what it is like here are those who have lost somebody like a husband, brother or son. I'm sure they know what a deadly serious thing this is," Pvt. Robert Moore, of Madison, Fla., asserted.

Pvt. Willie Streeter, of Salt Lake City, claimed that professional athletes capable of playing baseball should be able to carry a rifle. "Maybe the home front is settling down," he said. "None of us can understand why ball players can play that particular sport but can't meet the Army's standards."

Of a score of men questioned only one man disapproved of closing the tracks. He is Pvt. Ellis Latham, of Jasper, Ala. "They could have stepped up production and kept the tracks running just the same," he said.

Michigan Five Big Ten Threat

CHICAGO, Dec. 29—Although smart money is already down on Iowa in the forthcoming Big Ten basketball race, form may take a turn tomorrow night when the conference opens with Ohio State, defending champions, visiting Michigan. Seven straight non-conference victories to date have installed the Wolverines as possible dark horses.

Dick Rifenburg, who started out sensationally as a Michigan pass catcher last football season, has regained mastery over his text books and is again eligible to play. He was regarded as one of the best Michigan schoolboy cagers since his coach, Benny Oosterbaan, was at Muskegon.

Besides Rifenburg, Oosterbaan has Keith Harder, Navy transfer from Virginia, Walter Kell, 145-pound scoring ace, Veteran Don Lund and Marine trainees Bill Gregor and Bob Geahan.

They will have their hands full, however, with Harold Olsen's Buckeyes.

ODT to Forbid Shipment To Tracks Outside U.S.

WASHINGTON, Dec. 29—ODT is expected to issue an order shortly banning racehorse travel except to home stables. This order, following the shutdown of all U.S. tracks by Jan. 3, is designed to prevent horsemen from using transportation facilities to move their nags from U.S. tracks to those in Canada, Mexico and Cuba.

Pending the actual issuance of the order, officials say the agency is "very much opposed" to the reopening of the long-idle Devonshire track in Windsor, Ontario.

GIs in Italy to Play In Spaghetti Bowl

ROME, Dec. 29—GIs on the Fifth Army front will have their own post-season grid classic in the Spaghetti Bowl game to be played New Year's Day between the Fifth Army Doughboys and the 12th Air Force Blockbusters.

Both teams boast a host of former college players and the game promises to be replete with hipper-dipper plays. The fliers have a backfield averaging 201 pounds behind a line averaging 204, while the Doughboys will depend upon an all-corporal crew of ball carriers averaging 197 working behind a forward wall averaging 208.

Big Ten Basketball Schedule

DEC. 30—OHIO STATE AT MICHIGAN.
JAN. 5—INDIANA AT MICHIGAN.
JAN. 6—MICHIGAN AT ILLINOIS, MINNESOTA AT IOWA, NORTHWESTERN AT WISCONSIN, OHIO STATE AT PURDUE.
JAN. 8—PURDUE AT MINNESOTA.
JAN. 12—MINNESOTA AT NORTHWESTERN.
JAN. 13—ILLINOIS AT MICHIGAN, PURDUE AT IOWA, MINNESOTA AT WISCONSIN, NORTHWESTERN AT OHIO STATE.
JAN. 17—PURDUE AT INDIANA.
JAN. 19—NORTHWESTERN AT ILLINOIS, IOWA AT MICHIGAN.
JAN. 20—INDIANA AT MINNESOTA, MICHIGAN AT OHIO STATE, NORTHWESTERN AT PURDUE.
JAN. 22—INDIANA AT IOWA.
JAN. 26—IOWA AT ILLINOIS, PURDUE AT OHIO STATE.
JAN. 27—MICHIGAN AT INDIANA, MINNESOTA AT PURDUE, WISCONSIN AT NORTHWESTERN.
JAN. 29—WISCONSIN AT PURDUE.
FEB. 2—WISCONSIN AT MICHIGAN, PURDUE AT NORTHWESTERN.
FEB. 7—INDIANA AT PURDUE.
FEB. 9—NORTHWESTERN AT MICHIGAN OHIO STATE AT WISCONSIN
FEB. 10—ILLINOIS AT MINNESOTA, IOWA AT INDIANA, MICHIGAN AT WISCONSIN, OHIO STATE AT NORTHWESTERN.
FEB. 12—INDIANA AT ILLINOIS, IOWA AT PURDUE.
FEB. 16—OHIO STATE AT ILLINOIS, MICHIGAN AT NORTHWESTERN.
FEB. 17—OHIO STATE AT INDIANA, NORTHWESTERN AT MINNESOTA, PURDUE AT WISCONSIN.
FEB. 19—MINNESOTA AT ILLINOIS, WISCONSIN AT IOWA.
FEB. 23—ILLINOIS AT IOWA.
FEB. 24—ILLINOIS AT NORTHWESTERN, INDIANA AT OHIO STATE, IOWA AT WISCONSIN.
FEB. 26—IOWA AT MINNESOTA.
FEB. 28—ILLINOIS AT INDIANA.
MAR. 3—ILLINOIS AT IOWA, WISCONSIN AT MINNESOTA.

Help Wanted —AND GIVEN

Write your question or problem to Help Wanted, The Stars and Stripes, 37, Upper Brook St., London, W1, or APO 413, U.S. Army. Telephone U.K. Base HQ, Ext. 2131.

APOs Wanted

LT. Paul WINBRENNER; Lt. Roger LEISTER, Hanover, Pa.; Lt. Col. Mitchell HOPKINS; Capt. Thomas WILSON; Lt. Robert BUCKLEY; Lt. James Sidney BURNS, Newton, Mass.; Lt. Irving GROSS, 0561159; Pvt. Ben SHUSTER, 36971484; S/Sgt. William L. MANN; Lt. John C. LONG, Ohio; Lt. Audrey HENDERLITE, ANC; Lt. Harold La RUE; WAC Pvt. Phyllis VANDERGRIFT; S/Sgt. Carl WAHL, Kansas; Sgt. Elmer KREYKES, Sheldon, Iowa; WAC Dolores MOTTERN, Tenn.; Lt. Mildred HALL, ANC, Fla.; S/Sgt. Gordon WELBORN, Miss.; Lt. Margaret LEVIGNE; Lt. Julia MURRAY, Winooski.

Officers' Dance

DANCE. Grosvenor House, 9 PM, Dec. 31. Officers' Mess, 6/- per couple. Tickets at Flat 356, 20, Grosvenor Sq., Ext. 1553.

CAGE RESULTS

Akron 81, Westminster 71
Hamline 47, CCNY 42
LIU 46, Wyoming 40
Ohio State 67, Michigan State 31
OKLAHOMA CITY TOURNAMENT
Denver 52, Texas Tech 46
West Texas 56, Baylor 41

Rader, Warrior Elevens Rated Even in Tea Bowl

By John Wentworth
Stars and Stripes Staff Writer

Trying to figure what is going to happen when the Eighth Air Force Shuttle-Raders and the Air Service Command Warriors clash for the U.K. Base championship at White City Stadium tomorrow will give you more wrinkles in your forehead than an 83-year-old hippopotamus.

The game, which gets started at 2.15 PM following a parade of bands at 1.30, pits two unbeaten and untied elevens. The Raders haven't been stopped in two years and rolled to ten victories this season. The Warriors have completed a regular season marked by ten straight wins.

Best way of judging where to put your shillings seems to be that old method of comparative scores, and after looking at these the average GI will probably decide the only "sure thing" at hand is the job he holds in Uncle Sam's Army.

Both teams have played Crowell's Cowboys and Moore's Maulers, with the Warriors getting the wreath but not by a big enough margin to influence an average individual into mortgaging the old homestead. The Injuns trounced the Cowboys twice, 26—0 and 23—0, while the Raders punched over a 7—0 victory. Against the Maulers, the Warriors collected a 19—0 score and the Raders won, 13—0.

Complete season totals show that the Warriors have scored 256 points to their opponents' six while the Shuttle-Raders have tallied 210 points while holding the opposition to one touchdown and an extra point.

Both teams were reported yesterday to be in good shape for the clash at London's 90,000-capacity stadium, with Warrior hopes boosted by the return to the lineup of Sgt. Joe Gallina, 190-pound fullback from Fullerton, Pa., and Sgt. Mike Spak, hard-running halfback from McKeesrock, Pa. They have been on the sideline recently with leg injuries.

The gates will open at 12.30, with entrance 24 reserved for Rader supporters and runway number five for Warrior fans. Pretty girls will be admitted at any gate.

Game is sponsored by the Eighth Air Force and Central District Special Services in cooperation with the American Red Cross.

The lineups:

RADERS	W	P	WARRIORS	W
Hamilton	180	LE	Arcott	185
Schweda	315	LT	Korzilius	240
Contabile	230	LG	Lullo	175
McCoy	190	C	Heuser	210
Hatas	185	RG	Pallatin	185
Heinbach	220	RT	Johnson	180
Lucas	160	RE	Stevenson	197
Snow	193	QB	Schuette	170
Dosey	185	HB	Allen	189
Anderson	190	HB	Spak	193
Baddick	200	FB	Gallina	190

All Off for Victory

CRAFTSBURY, Vt., Dec. 29—Eager-for-action football players have dashed onto the field ahead of time and basketball players have been known to act up in the same way, but it is doubtful if any acted up like a lad did at a hoop game here last night.

A Barton Academy basketball player in his haste to enter battle divested himself not only of his sweat pants but also of his trunks and dashed out to present himself to the officials. Teammates threw a cordon around him to close out the irreverent glances of curious customers.

Richard Sets Scoring Mark

MONTREAL, Dec. 29—Maurice Richard, sharp-shooting Montreal forward, set a National League scoring record here last night with eight points on five goals and three assists as he led the Canadiens to a 9—1 victory over the Detroit Red Wings.

Richard tallied before a minute and a half of the first period had elapsed and assisted on Toe Blake's score 16 minutes later to give the Canucks a 2—0 lead, and from there on he made the Wings dizzy.

The Canadien's ace completed his record-breaking feat with 13 seconds remaining in the game when he passed to Elmer Lach who slipped the disk home for the final Montreal tally.

Hockey League Standings

	W	L	T	Pts.		W	L	T	Pts.
Montreal	15	4	2	32	Boston	9	11	1	19
Detroit	13	6	3	29	New York	3	12	5	11
Toronto	11	8	2	24	Chicago	3	12	3	9

Last-Period Tallies Give Bruins Nod Over Hawks

BOSTON, Dec. 29—The Boston Bruins broke through for two goals in the final period last night to defeat the Chicago Black Hawks, 2—1, in one of the best defensive games of the current National Hockey League season.

Paul Gladu netted the first goal of the game after seven and a half minutes of the final period and Bill Cupolo punched home what proved to be the clincher four minutes later. Cully Dahlstrom saved Chicago from a white-washing at 14.29 of the third.

Crosby Links Play Cancelled

LOS ANGELES, Dec. 29—The annual Bing Crosby golf tournament, dropped last year due to transportation difficulties, has been cancelled for the second straight year, the PGA has announced.

All-Navy Game at Portland

PORTLAND, Dec. 29—McKee's Maulers and the U.S.S. Melville Green Waves, who battled to a scoreless tie in their last game, will tangle at Borstal Stadium here Sunday in a game with strictly Navy coloring. The Maulers will enter the game with a record of four wins against one tie while the Waves have four triumphs, one loss and a tie. Kickoff is at 2 PM.

Rehabs Pitted Against All-Stars

CAMBRIDGE, Dec. 29—The PTIs of the — Rehabilitation Center, a grid team made up of men who have been wounded in action, will get a real test here on New Year's Day when they tangle with the First Bomb Division All-Stars on the Cambridge Rugby Field at 2 PM. To date the Rehabs have five victories against one loss.

Broyles Kingpin of Tech Attack Against Tulsa

Special to The Stars and Stripes

ATLANTA, Dec. 29—A one-man gang in the person of Eddie Prokop, who gained 199 yards on the ground and accounted for 83 through the air when the Ramblin' Wrecks of Georgia Tech knocked off Tulsa in the Sugar Bowl last year, will be missing from the Tech roster when the Engineers tangle with Tulsa in the Orange Bowl this year. But Coach Bill Alexander has another lad—Frank Broyles, a triple-threat, All-Southeastern fullback—who may prove to be just as big a headache to the Hurricanes.

Broyles, outside of pint-sized Halfback Mickey Logan, the only Tech performer who had a hand in downing Tulsa last year, is the "daddy" of the club. He does the bulk of the passing and the kicking, specializes in end sweeps and also hits the tackles and takes care of the extra-point chores. He has scored six touchdowns and passed for 17 more of the 36 the Wrecks scored this year.

Teamed up with Broyles in the Tech backfield are Johnny McIntosh at quarter, and Logan and Allen "Dinky" Bowen at the halfs. McIntosh, a Navy transfer from Carnegie Tech, usually does the carrying on Tech's famous reverses. Freshman Bowen is a speed merchant, and Logan is a 150-pounder who has learned that the best way to stay away from the big, bruising tackles is to outrun them.

Frank Broyles

On the line the pillar is All-American Phil Tinsley at end, but he is only a shade superior to George Murdock on the other side. Both are six-foot, one-inch antelopes. Jack Glenn at one tackle tips 214 pounds, and paired with him is 205-pound Dean Gaines, while the guards fit perfectly into the Alexander system. Both Maurice Furchgott and Roland Phillip are comparative lightweights at 165 and 185 pounds, but are rough tacklers and line openers. Center Ed Holtsinger is an expert line backer.

Alexander, cautious as ever in his silver anniversary year at Tech, warns his team that they have a tough foe in Tulsa, which lost only to Iowa Pre-Flight and Texas A and M.

American Hockey League

Providence 6, Indianapolis 0
Others not scheduled.

EASTERN DIVISION

	W	L	T	Pts.		W	L	T	Pts.
Buffalo	15	10	3	33	Providence	9	16	2	20
Hershey	13	11	3	29					

WESTERN DIVISION

	W	L	T	Pts.		W	L	T	Pts.
Ind'n'polis	15	8	7	37	Pittsburgh	13	12	3	29
Cleveland	13	8	5	31	St. Louis	5	17	3	13

Li'l Abner By Courtesy of United Features **By Al Capp**

Life in Those United States

U.S. National Debt Up to 232 Billions

WASHINGTON, Dec. 29 (ANS)—In 1944, the U.S. collected more money ($45,000,000,000), spent more ($97,000,000,000) and borrowed more ($62,000,000,000) than in any previous year to establish records which may stand for a long time, the Treasury Department announced today in an unofficial analysis of the nation's income for the year.

However, there was some good news in the report—which also disclosed that the nation's total debt now had reached $232,000,000,000—the country's deficit for the year, $52,000,000,000, did not set a record. A year ago it topped $53,000,000,000.

Borrowing of $62,000,000,000 was enough to take care of the deficit and also up the net Treasury balance by about $10,000,000,000 over what it was at the close of 1943. Money on hand now is estimated at around $22,000,000,000.

By coincidence, the government's spending in 1944 was the same as the estimated consumer spending.

Meantime, a Commerce Department report originating in Chicago said that the average per capita income jumped more than 5 per cent from $511 to $1,031 over the five-year period from 1938-43.

Resume Transatlantic Run

NEW YORK, Dec. 29 (AP)—Pan-American World Airways announced today that its Transatlantic division flying to Europe and Africa would resume commercial flights Jan. 1, following the termination of a contract with the U.S. Naval Transport Service. Forty-two ton Boeing Clippers are to operate on regular schedules, subject to Navy priorities.

Ike Is Time's Man of Year

NEW YORK, Dec. 29 (ANS)—Time Magazine appeared today with a picture of Gen. Eisenhower on the front cover as its 1944 "Man of the Year." Eisenhower's job of leading the Allied invasion of Normandy was called by Time "the greatest achievement of the year."

'Going My Way' Rated Tops

NEW YORK, Dec. 29 (ANS)—The motion picture "Going My Way," starring Bing Crosby, yesterday was chosen best film of the year by Broadway film critics, who also hailed the performance of Barry Fitzgerald, who played the aging priest in the picture, as the top male rendition of 1944. Special recognition was given the Army for the factual war films, "Memphis Belle" and "Attack."

Top feminine honors went to Tallulah Bankhead for her performance in "Lifeboat."

Big Three Becomes Two

OCOEE, Fla., Dec. 29 (ANS)—Miss Gladys Argo was married today to Sgt. Harvard Yale Princeton.

Brought Mouse From Saipan—Left Japs in Holes

CHICAGO, Dec. 29 (INS)—Something different in the way of a souvenir from the front—a pet mouse—came home with Pfc Andy Barkowski of the Marines (right in accompanying photo) when he returned here after fighting the Japs on Saipan Island.

Barkowski is shown trying to feed the animal a slice of apple while Sgt. Dan Brown, also a Saipan veteran, looks on with interest.

The mouse was dubbed "Sad Sack."

High-Priced for Rank

CHICAGO, Dec. 29—Cpl. Joseph Aurelio today is one of the Army's highest paid two-stripers. His wife gave birth to twins yesterday, increasing their family to nine children and hiking the Army allowance to $284 monthly.

T/O T/s

TALLAHASSEE, Fla., Dec. 29 (ANS)—Gov.-elect Millard Caldwell announced he would by-pass the usual Southern custom and not appoint any honorary colonels—"at least until we are a little further out of the woods."

Byline Blood

NEW YORK, Dec. 29 (ANS)—The American Red Cross today began providing labels to blood donors so they can have their names on bottles for wounded soldiers to see.

T-Formation

WARSAW, N.Y., Dec. 29—Charles A. Lamb, 97-year-old retired justice of the peace, decided he was too old to learn gear shifts on modern cars, so he had his housekeeper write to Henry Ford for needed fan-assembly and horn parts for his 1927 Model-T. Ford replied that the parts, no longer in stock, had been specially cast and would be shipped when ready. The housekeeper's comment was: "We really didn't need the horn parts—everyone can hear us coming, anyway."

Gunner Put on a Dress to Skirt Nazi Patrols

BOSTON, Dec. 29 (INS)—Sgt. Charles H. Lambert, an aerial gunner now home from the ETO, disclosed that he resorted to female impersonations to escape the Nazis after his plane was shot down over Germany. In picture which Lambert brought home from Belgium he is shown on right wearing his escape costume, which members of the underground presented to him. The girl with Lambert is a Belgian.

Casualties Now 628,441

WASHINGTON, Dec. 29 (Reuter)—U.S. casualties in World War II now total 628,441, OWI announced today. The figure includes 134,143 dead, 355,877 wounded, 74,772 missing and 63,649 prisoners of war.

Peeling Memory's Gong

LEWISVILLE, Ida., Dec. 29 (ANS)—Cpl. Raymond F. Lindstrom, stationed in the Aleutians, was munching a potato when he was reminded of home. He looked at the crate the spuds came in and found it marked "Lewisville, Ida."

War-Marriage Boom Pedals Furiously on Life Cycle

WASHINGTON, Dec. 29—America's war-time marriage boom has started a sort of perpetual cycle that will affect U.S. economy indefinitely, in the opinion of the Commerce Department. Wedding records have been broken every year since 1940, and the census men figure it thus:

Immediate boom in babies, followed by record demand for kids' clothes and what-nots; between 1947 and 1950, record elementary school enrolments; corresponding jump in high school enrolments about 1955; then, when these kids grow up, another marriage boom. And so on. . . .

N.Y. Meat Strike Ends

NEW YORK, Dec. 29 (ANS)—More than 900 New York butcher shops, closed for four days in protest against OPA price ceilings, were reopened today and city officials announced 12,000,000 pounds of meat would be available by the weekend.

Hot Cache

CHICAGO, Dec. 29 (ANS)—Firemen knee deep in water while fighting a blaze in the basement of a home suddenly saw the surface come alive with paper money. They had come upon more than $500 hidden by a soldier now overseas. The cash was saved.

Yanks Come Through With Bananas

When ailing seven-year-old Barbara Ayson's request for a banana was printed in The Stars and Stripes on Dec. 22, Yanks in Britain responded spontaneously, and her home in London was quickly supplied with the fruit. The girl, who is not expected to live for another Christmas, had told her parents, "I'd be happy if I could have a banana." Maj. Paul W. Edge, of Bryan, Tex., of the 466th Bombardment Group, saw to it personally that Barbara got her wish.

GI Gripes Win Continent AFN Time for More of Own Shows

Armed Forces Network radio stations on the Continent on Jan. 1 will be allotted an additional 2½ hours daily to originate their own programs, it was announced yesterday.

At present the expeditionary stations are allowed to originate their own programs only from 11 PM to midnight and at short periods during the day when the "Allied Expeditionary Forces Program of the BBC" schedules completely unsuitable material—such as British Rugby scores.

The additional time will be split between morning, noon and early evening with the hour between 11 PM and midnight kept open for programming by the individual stations.

Recently there has been criticism from soldiers in France that the AEF program included too few transcriptions of well-known programs from the U.S., that there wasn't a single request program, and that U.S. transcriptions were rebroadcast in unusual listening hours while the evening hours were filled with BBC programs.

Many complaints came from 7th Army troops, whose own mobile radio station, "Radio 7th Army," operated independently from Oct. 2 until Nov. 1, when it was incorporated into the Armed Forces Network.

Doughboy mail reaction from the 7th ranged from threats to go back to listening to "our mutual enemy Sally" (German radio) to "it stinks." One GI wrote that "I've already swapped my radio for a German pistol," while another said: "You've done away with our last straw of morale and broken the camel's back. It shouldn't happen to a dog."

Radio Seventh Army has carried programs tailored for GIs, including weekly football broadcasts, a play-by-play broadcast of the World Series and approximately nine hours daily of recordings of top American programs flown over from the U.S. by the Armed Forces Radio Service.

Avery Fights U.S. Seizure

CHICAGO, Dec. 29—Montgomery Ward and Co. property in seven U.S. cities was under Army control today, but the legality of the government's seizure of the mail-order firm's plants was unrecognized here by Ward's board chairman, Sewell Avery.

The company "welcomes the opportunity to present the case to the courts," the 70-year-old Avery said. Last April he was carried from his office by two MPs when he objected to seizure under Presidential order.

Government officials were reported to have taken steps to have the controversy over non-compliance with War Labor Board directives settled in court.

Airborne - -

(*Continued from page 1*)

were hurled back at bayonet point.

At sunrise the Germans withdrew—beaten. They did not try another big attack.

When the regular CO, Gen. Taylor, arrived from Washington, his men already had knocked out nearly 150 German tanks and 105 miscellaneous vehicles.

The 101st has been outstanding since D-Day. Long before H-Hour the Screaming Eagles dropped behind the beaches in Normandy. In September they landed in the oozy Holland mud around Nijmegen.

Nazis Return— To Bomb Hospital

SIXTH ARMY GROUP, Dec. 29 (AP)—The American general hospital at Mirecourt, plainly marked with red crosses, was bombed and strafed Dec. 26 in bright moonlight by two German planes.

A number of soldier patients and military personnel were wounded and one French civilian was killed in the ten-minute attack. The red crosses had been placed by the Germans themselves when they occupied the hospital.

Maitland Wilson Made a Field Marshal

Gen. Sir Henry Maitland Wilson, recently appointed senior British military representative with the Combined Chiefs of Staffs in Washington and formerly Supreme Allied Commander in the Mediterranean, has been promoted to Field Marshal, it was announced yesterday.

1st U.S. Jet Engine

NEW YORK, Dec. 29 (Reuter)—Development of the first American-designed jet propulsion airplane engine for the Navy was announced today by the Westinghouse Electric Co.

A-6 Trainer Gives Bombers 'Real' Thing

CINCINNATI, Dec. 29 (ANS)—The Army Air Forces have lifted the secrecy from their revolutionary method of training bomber men—by means of a gadget which, employing Norden bomb-sight, strips of film and mirrors, enables the bombardier to simulate almost any combat situation.

The device, known as A-6 bomber-trainer, was brought into production four months ago. It is already in use in many of the Army Air Forces bombardier schools in the U.S., as well as overseas.

The trainer, designed primarily to prepare AAF airmen for using the Norden bomb-sight, is the brainchild of Maj. Edward McKaba, of the Midland (Tex.) Army Flying School.

The moving terrain area recorded on the film is projected upward through a small hole in a six-by-eight foot screen—placed below the bomber—onto an overhead mirror and back to the screen where it is enlarged. It "unrolls" to the bombardier exactly as would the earth were he flying over it.

Direction of the terrain's travel is coordinated with the position of the bomber at any speed from 12 to 250 mph and at altitudes from 2,000 to 20,000 feet. Such outside influences as engine noise, temperature and drift can be introduced later for effect not alone upon the course of the "plane" but upon "bombs" as they fall.

The "bombs," represented by a series of tiny lights, are releasable as they would be aloft—singly, in train, or in salvo.

"Hits" are recorded by tiny pinpoints of light. Thus the student bombardier can check marksmanship. Lights show up only after an interval of seconds corresponding to the time it would require real bombs to fall from an assumed altitude.

Pinup, Nazi Style

This was a sadistic Nazi's souvenir picture. It was found by a Keystone camera man in an abandoned house formerly occupied by Germans who fled before the Seventh Army. The name and nationality of the hanged woman were not given. The Nazi looking on appears accustomed to the sight.

Hip, Hip—Hurrah!

Home Front (and Back) Grows

By Andy Rooney

Stars and Stripes Staff Writer

NEW YORK, Dec. 29—Luscious curves, broad shoulders and big feet are what's coming back in the way of the American woman, according to fashion experts here.

In contrast to the straight, slim, flat-chested girls the old man came home to after World War I, the girls of tomorrow will be amply padded and considerably heavier than the average pinup girl.

Fashion experts' guess is that when you step out with a post-war gal she'll be wearing clothes as little like the somber khaki uniforms you've been looking at for the last few years as she is able to buy.

The frock will have plenty of ruffles and frills and there'll be plenty inside the dress to fill it out in the right places.

Girls in war plants and in service are eating more than they used to. Figures go hang, they say, as they put away the groceries. Shoulders and feet are bigger and wider.

Some manufacturers have reported that the legs have blossomed, the average

woman asking for stockings half a size larger than she wanted for her pre-war gams.

In pre-war days women with an eye to Hollywood aimed at a bust of 32 or 34 and 34 hips, but the war has changed things and busts today average about 36 or 37 and hips fill out to 38.

Terry and the Pirates By Courtesy of News Syndicate *By Milton Caniff*

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