

Man Spricht Deutsch

Blacklist of Nazi Organizations
SA—Sturm-Abteilungen.
Nazi Stormtroopers.

Ici On Parle Français

Ceci se fait en une minute.
Sussee suh fay on ewn meenewt.
This is done in a minute.

Vol. 1—No. 241

1 Fr.

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Sunday, March 25, 1945

Rhine Crossed in North By Three Allied Armies

Where Allied Armies Stormed Across Rhine

Airborne Troops, 9th, British Strike

By Robert L. Moora
Stars and Stripes Staff Writer

The Allies hurled three armies across the northern Rhine River yesterday, one of them by air, to open the grand offensive to win the war in Europe.

American, British and Canadian troops, crossing at night with the aid of the U.S. and Royal Navies and in the wake of the greatest softening-up aerial offensive in history, stormed onto the east bank of the river at scattered points along a 25,000-yard front just above the Ruhr. Within 24 hours they had secured strong bridgeheads, had thrown pontoon bridges across and were in control of the east bank at one point for a distance of more than 12 miles.

As daylight came, long columns of troop-carrying aircraft and towplanes, 3,000 strong, roared over the area to deliver thousands of paratroops and glider troops behind the enemy's riverfront defenses. By afternoon ground and airborne forces had linked.

From dawn until dusk, Allied air forces, using every plane they could get into the air, brought to a smashing climax the program of devastation they had carried on day after day across northwest Germany. Bombers and fighters blasted railways, road networks, airfields and supply points and rained bombs and bullets on enemy troops facing the attackers.

It was a combined operation second only to the Normandy assault itself.

Field Marshal Sir Bernard Montgomery, commanding the 21st Army Group, launched the offensive shortly after 9 PM

Turn to Pages 4 and 5 for Airborne Operation Pictures

Friday. From the west bank, which had been shrouded by a 66-mile-long smokescreen for days, American troops of Lt. Gen. William H. Simpson's Ninth Army and British and Canadian troops of the British Second Army crossed the river in assault craft of every type used in previous river crossings—and, in addition, small naval craft brought overland for the task.

Their attacks were north and south of Wesel, a city of 24,000 peacetime population on the east bank only a dozen miles north of the congested factory districts of the Ruhr Valley.

Headquarters of 21st Army Group announced late last night that the Allies were in control of the east bank for a distance of

(Continued on Page 8)

An Air View, Start to Finish

All Was Clockwork As Carriers Swept In

By Russell Jones
Stars and Stripes Staff Writer

WITH 436th CARRIER GP., Over Wesel, March 24.—The paratroops had hit their dropping zone almost an hour before the first glider-tows swept over. All that could be seen were the burning wrecks of planes which had swung back toward friendly territory west of the Rhine, and the multicolored patches of 'chutes hanging in the trees and crumpled against the ground on the east side.

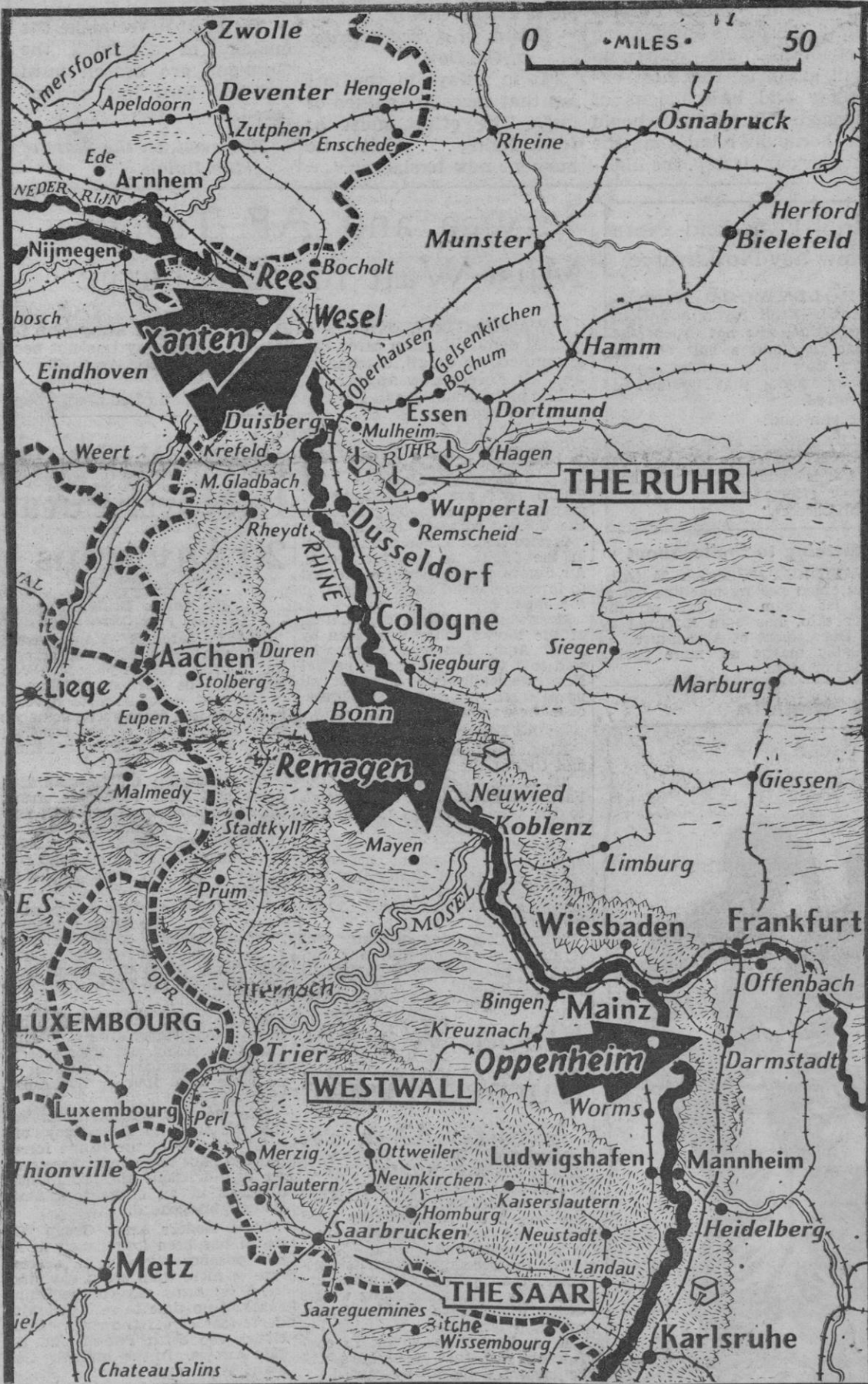
The carrier planes—the RAF Lancasters and Halifaxes, pulling giant Horsa gliders, and the C47s of the Ninth Troop Carrier Command, with their twin-towed CG4s—seemed as slow as freight trains as they plowed northeast from their assem-

bly point near Brussels. When they neared the landing zone, they were in rigid formation, the RAF on the left and the Americans on the right.

Our group commander, Col. Adriel N. Williams, of Shelbyville, Ky., had taken the first ship off on schedule and the operation had run like clockwork—the assembly points were hit on the second—and 1/Lt. D. F. Rhoades ("Dusty," naturally), of Maryland, Wis., had our plane in the glider run exactly on time.

Despite the fighters which were constantly sweeping the ground looking for gun emplacements, flak and small-arms fire came up from the area northeast of Wesel. Rhoades and his co-pilot, 2/Lt. C. W. Alderdyce, of Toledo, Ohio were

(Continued on Page 8)



Five Allied armies are across the Rhine today on a 125-mile front. In the north, the British Second Army has bridgeheads north and south of Wesel. Below Wesel, U.S. Ninth Army troops are four miles beyond the river. Inland, the First Allied Airborne Army, dropped yesterday morning, is fighting to link up with bridgehead forces. To the south, the First Army's Remagen bridgehead has swelled to 33 by 10 miles, and between Mainz and Worms the Third Army is pumping troops and supplies into its bridgehead won Thursday.



S F. Delegates Will Be Given Soldier Views

St. Patrick in Paris

Sure and what was David* doing that he never found the Irish colony in Paris. They all gathered as usual in the Irish Church on the Avenue Hoche on Saturday afternoon. Even during the German occupation you would have found them there, singing the old Irish songs and the priest talking about "auld Ireland" until the tears ran down his cheeks.

Then, they would go down to the Irish Convent and sing more songs and maybe someone would do an Irish jig.

I was not present this year but my friends told me all about it. And I looked in on the way to the office to say "Good morning" to St. Paddy and there he was as usual, more than life size, installed in the sanctuary, surrounded by banks of white and gold flowers and with the enormous green white and gold flag flying over his head.—Sibyl Console.

*Stars and Stripes reporter David A. Gordon, who wrote the "Twas St. Paddy's Day in Paris" piece in the Saturday paper.—Ed.

* * *

Happy Landing

"You are cordially invited to a dance." That's what it said on our bulletin board, so we looked at the poster on the wall and saw it was a battalion dance of the 82nd Airborne Div. We went—sure we went—and we had a swell time. In fact, when we were invited soon after to the 2nd Battalion's dance, more Waes attended than had turned out to any of the many dances. Odd? Heck no!

The efforts and arrangements made by the Troopers and the consideration and attention we received at the dance convinced us they were one of the grandest outfits in the ETO. As far as the ceiling of our admiration goes—it's unlimited. And we want them to know it. To all you jumpers—blue skies and best foot forward!—27 GI Janes.

* * *

'Frisco' Problem

The Stars and Stripes has been taking undue liberty with a name which is near and dear to the hearts of her native population. Your frequent reference to the coming San Francisco Convention as the "Frisco Convention" is a breach of etiquette, which because of frequent repetition can no longer be overlooked.

The right to call San Francisco "Frisco" is one reserved for residents of that city, and even when so called, it is not spoken or written in the presence of outsiders.

It is requested that the term San Francisco, or its authorized abbreviation "S.F." be used.—Lt. Col. D. Mayers (and 7 Majors.—Ed.)

* * *

GI OK

In reading gripes of soldiers, I'm both amused and annoyed to hear of soldiers complaining because they've been called GIs.

First of all, if a man is a front-line soldier, he has little time for such trivialities. Secondly, I feel there is a certain dignity in being a common, ordinary GI.

These fellows who complain probably have never gotten their feet cold, wet and muddy. They have never sweated out a barrage or sniper's bullets. Let's hear from the boys.—Pfc Howard Drasner, 320th Inf.

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NEW YORK, March 24 (ANS).—Sen. Arthur H. Vandenberg said today that a large number of American servicemen had written him their views on the peace and he was having all their letters analyzed, to be reported to the U.S. delegation at the San Francisco security conference.

In a letter to Joseph W. Frazer, chairman of the Graham-Paige Motors Corp., who had suggested that a committee of enlisted men representing all branches of the armed forces should attend the conference in an advisory capacity, Vandenberg said:

"I think the viewpoint of our servicemen should be a prime consideration in connection with our peace plans." He added he had referred Frazer's suggestion to Secretary of State Edward R. Stettinius Jr.

FDR Sees Delegates

In Washington, President Roosevelt conferred briefly with five of the eight San Francisco delegates, and the Associated Press said it was reported he had assured them they would have much freedom of action to chart the U.S. course. Stettinius, former Secretary of State Cordell Hull and Comdr. Harold Stassen were absent.

The AP said the delegates came from the White House "apparently with the impression that Mr. Roosevelt intends to leave largely to them the evolution of the U.S. program, with the understanding that they work within the general framework of the Dumbarton Oaks preliminary formula."

Yalta Provision Criticized

Rep. Thad F. Wasielewski (D-Wis.), in a statement inserted in the Congressional Record, called upon the President and the State Department to instruct the San Francisco delegates to move for reconsideration of the Polish provisions of the Yalta agreement. He said he believed the "wrong" committed in the "unilateral dismemberment of Poland" might "still be righted."

The State Department announced that the official name of the San Francisco meeting would be: "The United Nations Conference on International Organization."

Up Front With Mauldin



"The restaurants are closed, but you can buy something from the Americans."

An Editorial A Word to the Wise...



"THE doomed enemy hurls his last forces into action, resists desperately in order to escape stern retribution. He grasps and will grasp at the most extreme and base means of struggle. Therefore it should be borne in mind that the nearer our victory, the high-

er must be our vigilance and the heavier must be our blows at the enemy."

— Stalin, in a recent Order of the Day.

"It is always in the last lap that races are gained or lost. The effort must be forthcoming... This is no moment now to slacken."

— Churchill, to the British people.

"We must never make the mistake of assuming the Germans are beaten until the last Nazi has surrendered."

— Roosevelt, on the State of the Union.

Errol Flynn and Nora Now Say No Divorce

HOLLYWOOD, March 24 (ANS).—Errol Flynn and Nora Eddington, who have spent the past year and a half denying that they were married, spent today denying that they will be divorced.

Flynn said: "In spite of efforts in some quarters to arrange a divorce for me, it is highly improbable that those efforts will be crowned with success."

Something to Smile About

WASHINGTON, March 24 (AP).—An onion peeling machine which uses jet steam to blast off the outer skin, has been invented by the Department of Agriculture. It probably means no more paring knives or tears.

Service and AF Troops Must Wait for Discharge

WASHINGTON, March 24 (AP).—Although the Army plan for partial demobilization after the defeat of Germany has not been announced in detail, discharges for soldiers in the Army Service and Air Forces now appear unlikely.

The plan seems to call for some demobilization of combat troops, since the full strength of troops now deployed in Europe cannot, for geographical reasons, be brought to bear against Japan.

Furloughs Likely

Furloughs are expected to be granted to troops going through the U.S. en route to the Pacific.

Service troops are believed needed in the Pacific to construct bases. Air Forces personnel will be needed to intensify aerial bombardment of the Japanese.

Meanwhile, a further explanation of the Navy's policy was given by Fleet Adm. Ernest J. King, who said that there would be no partial Navy demobilization because "all naval forces are required to prosecute the war in the Pacific."

All Power to be Shifted

King, chief of naval operations and CIC of the fleet, said:

"It is the intent to shift to the Pacific all naval power now devoted to the war in Europe and in the Atlantic as soon as possible."

King emphasized "that it is most important for people of this country to understand clearly that the Navy must use every ounce of its strength to hasten the end of hostilities against Japan."

"Any half-hearted measures will result in prolonging the war and increasing the loss of American lives," King said.

Flood Waters Turned Aside

NEW ORLEANS, March 24 (ANS).—Mississippi River floodwaters poured through ten 20-foot bays of the Bonnet Carre Spillway today, in an engineering move to check the height of the oncoming flood crest and send the water into Lake Pontchartrain.

For the second time in its existence, the Spillway, 25 miles upstream, is channeling rising waters which would have inundated surrounding lowlands.

R. A. Thompson, engineer's consultant, said that more bays will be opened daily, as warranted.

Actors Refuse to Join Strike

HOLLYWOOD, March 24 (ANS).—Actors voted against participation in the studio workers' strike as it went into its 13th day today.

Nazi Strength In North Put at 20 Divisions

By Austin Bealmear Associated Press Correspondent

SHAEF, March 24.—Field Marshal Albert von Kesselring—who according to prisoners has succeeded Von Rundstedt as German commander in the west—is believed to have 15 to 20 divisions facing Montgomery's 21st Army Gp., which smashed across the Rhine north of the Ruhr today.

They comprise the German 25th Army and First Parachute Army, which form Army Group "H," now believed to be under command of Blaskowitz who has been succeeded as commander of Army Group "G" in the south by Gen. Wolfgang Houser.

The First Parachute Army holds a front east of the Rhine extending from the vicinity of Emmerich to a point opposite Krefeld. The 25th Army holds the sector from Emmerich west to the sea, virtually all in Holland.

At least ten German divisions facing Montgomery are in the First Parachute Army, but their present strength is probably equivalent to no more than four or five American divisions.

It is also now possible to disclose that the American First Army's original crossing of the Rhine forced the Germans to commit three panzer type divisions and six infantry divisions in an effort to contain Hodges' bridgehead.

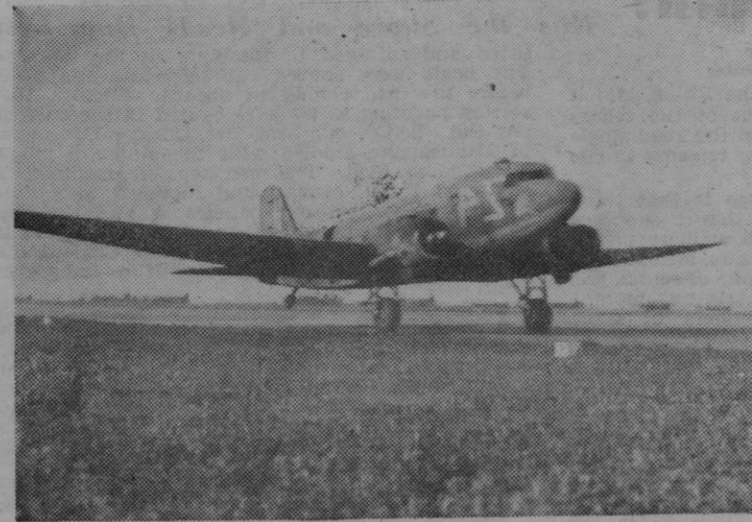
Thus Model's Army Group "B," which has been losing men to Allied prisoner cages at an average rate of more than 500 a day since the First Army crossed the Rhine, has had no time to refit following its retreat across the river. It includes the Fifth Panzer and the 15th Armies. In the south the German First and Seventh Armies have been chewed to pieces by the American Third and Seventh Armies' converging attack.

The German 19th Army at the southern end of the Western Front was reduced to ineffectiveness when the Colmar pocket was eliminated.

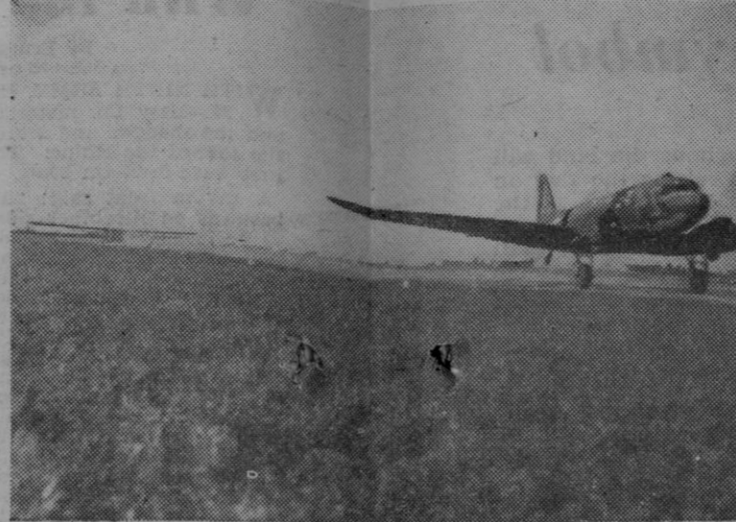
Transports Rev Up... Nylon Ropes Pull Tight... The Glider Heads for the Rhine



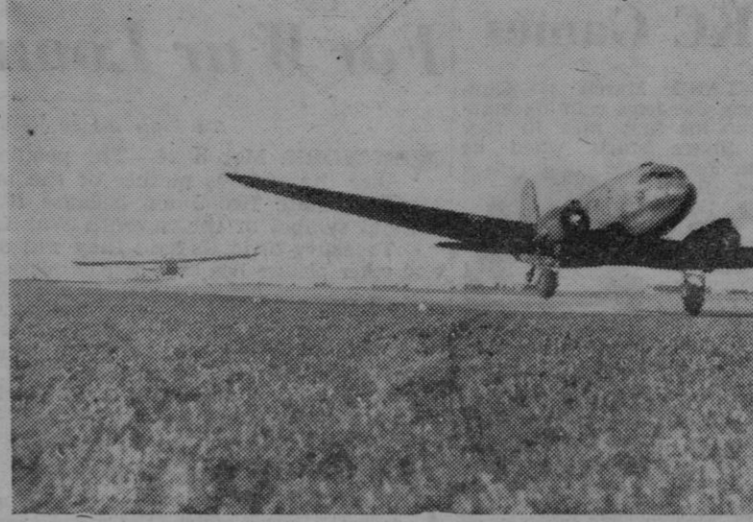
Scene before takeoff time yesterday morning . . .



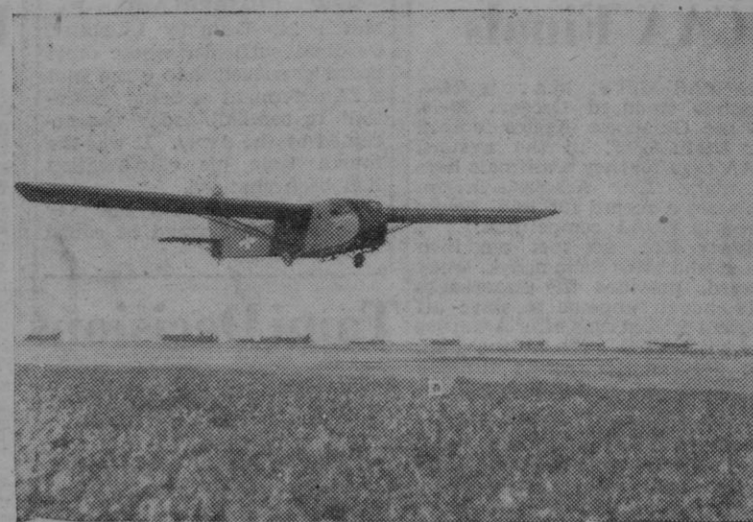
. . . C47 of Troop Carrier Command races down a runway . . .



. . . slack is pulled out of the nylon rope . . .



. . . the glider jerks to a start . . .



. . . and takes off to cross the Rhine.

Ike and Staff Figure Another One Out



U.S. Army Signal Corps Photo

His hands outstretched over a map of western Germany, Gen. Eisenhower outlines his plans for breaking across the Rhine while Lt. Gen. George S. Patton, Jr., Third Army commander, and Lt. Gen. Jacob L. Devers, Sixth Army Group commander, look on attentively. Picture was taken recently during the supreme commander's visit to Sixth Army group headquarters. Censor has masked out part of the map.

Five Months of Planning Pay off in Rhine Battle

By a Stars and Stripes Staff Writer

WITH NINTH ARMY, Germany, March 24.—Five months of planning, tens of thousands of tons of assorted crossing equipment and all the sweat and ingenuity the U.S. engineers could muster went across the Rhine with the Ninth Army today.

The Rhine crossings began last November—began when the Army engineers started working out a comprehensive plan for the greatest inland amphibious operation ever conceived—began even before Supreme Headquarters had decided the "where" and "when" of the crossing.

Air and ground reconnaissance, study of currents, river bottoms, flood data and crossing sites came first. Then came the gathering of all the equipment necessary, scrounging from the then inadequate supplies, insistent requisitions for the vast assortment of hard-to-get items necessary to put over a river crossing without a hitch.

The intervening operations, which depleted the barely-adequate stocks of engineering equipment, and the hasty day-and-night replacement and salvage of material used. Then the establishment of a giant trucking operation, rivaling the Red Ball highway system, to bring equipment frontside. Finally, the last-minute assembly

at a steady, 11 mile-an-hour rate—double assault boats that held 15 infantry and used a crew of three engineers. They, too, required special selection and special training. They, too, got it in week after week of rehearsal along the River Maas. All the details were carefully worked out. Motors were warmed up in advance to minimize the number of balky ones, then covered to keep them from cooling off. Infantrymen were instructed to take over the tiller in case something happened to the engineer crews.

After the assault boats came the LVTs—landing vehicles, tracked, called alligators. They brought up reinforcements to join the troops who assaulted the opposite shore. Their crews came from a whole battalion of tankers—trained especially for the job.

Navy Moves In

And after the alligators came the Navy with its LCVs, which hauled men, guns and jeeps across. At the same time the LCVs were making the Rhine look like the scene of amphibious landings in the Pacific, engineer rafts—made from sections of pontoon or Bailey bridges—were hauling the first tanks and heavy vehicles across, tugged by power boats on clumsy-looking 38-ton "Sea Mules" and operated by an Army harborcraft company, imported for the operation.

Then came the rest of the Navy—the LCMs which moved the tanks across the Rhine at 15 MPH to open their jaws and disgorge them on the opposite bank.

Gliders Plunge Into Pall of Smoke

By Joe Collins
Stars and Stripes Special Writer

WITH A TROOP CARRIER COMMAND, March 24.—When we crossed the Rhine, our gliders and planes strung out in a train that stretched nearly three miles. The haze of battle combined with the smokescreens that covered the bridgehead operations provided a gloomy contrast to the sharp sunlight through which we had flown for several hours.

Paratroops and glider-borne troops had gone in ahead of us. The area between the river and the glider and troop drop zones was quiet; apparently the fighting had been forced further back from the bridgeheads.

We had been briefed to expect small-arms fire from wooded areas and everyone tensed as Lt. Col. William H. Parkhill, in the lead plane, flashed the red light warning that the "go" light for the gliders would flash shortly.

An 88 burst high and to the right just as we loosed the gliders. The sudden surge of our C-47 was taken in on the diving turn that signaled our "Let's get the Hell out of here."

Automatic small-arms fire suddenly added a sharp note to the roar of the engines as it rattled against the belly of the ship. I scurried to the comparative safety of the cargo space above the gas tanks. One fleeting glimpse out of the rear windows caught the irregular pattern of our gliders as they disappeared into the haze below.

There Were Wisecracks, Too, as H-Hour Nearing

Some Played, Some Wrote and Some Sweated While Awaiting Glider Invasion of Germany

Airborne Joes in Special Camp Find It a Doughfoot Heaven

By Ed Hutton
Stars and Stripes Staff Writer

TROOP CARRIER COMMAND BASE, Somewhere in France, March 24.—The airborne invasion of Germany gets under way in a few minutes.

This American airborne division is going to jump across the Rhine with the task of securing a bridgehead for the flood of Allied manpower which is scheduled to smash the Reich's last western barrier.

"We'll get down there, make fast our area and sooner or later head east on the road to Berlin," the old man said last night. He didn't make any fancy speeches to the already battle-hardened paratroopers. He just said what the score was and we went out to watch the evening sun go down. It was a good sunset.

When the purple came over the hills beyond the field, Capt. Herb Sieben's Item Company troopers—every man of them with his head shaved clean except for an Iroquois scalp lock—began a war dance. They put one man on a post of the barbed wire stockade and did a mock war dance around a fire at the foot of the post. You had to look pretty hard to be sure it was a mock dance.

He Knew They Were Ready

"They're ready," the regimental commander, a West Pointer from Philadelphia, told his executive officer, a West Pointer from Fort Atkinson, Wis.

After a while, it was dark and the 'chutists, who had been whittling lazylike with battle knives, pushed aside the piles of shavings and talked about the job to do. The ones who had been rechecking their gear decided everything was okay.

Boy Duffy and the rest of the riggers looked at the scars a day of tightening 'chute harness had left. And waited. Pvt. Bob Ward, the one-time daredevil driver from Philadelphia, sighed and said, "Sure wish I could take that old racer of mine with me."

Sgt. Andy Deserto said "Uh-huh," absently, and looked hard at Ward.

"Yeah, that'd be a swell place to have it," he said with flat sarcasm. They were quiet then, waiting.

Waiting and Still More Waiting

That's the way it had been all week: Waiting. We left the marshalling area one night and rode in 40-and-8 cars through the darkness; and for the first time since that day the fellow put on a Canadian uniform a long time ago, this war was like the other one, just because of the 40-and-8s. We waited.

We came to another area and, across the flat fields where an old Frenchman walked patiently behind his plow all day, there were the carrier planes. Every morning we could see them, and at the last light. The rest of the time the 'chutists mostly watched the man plowing, and waited.

It was funny how you noticed the man plowing, when you realized what you were waiting for.

Things Will Start to Move

In a couple of minutes 1/Lt. Bob Reeder, the Fairmount, Ind., pilot, is going to turn the Curtiss Commando down the runway. John Hawkins, Al Strohm, Galen Boltjes and Ray Hill, the rest of the TCC crew, will go up toward.

Ward Ryan, J. Taylor and the other 'chutists will settle back and wait for the time to stand up and jump across the Rhine. After that the waiting will be done.

A War Dance Enlivened the Night As the Old Man Said 'They're Ready'

By Ed Clark
Stars and Stripes Staff Writer

AN AIRBORNE MARSHALLING AREA, Somewhere in France, March 24.—Takeoff time is 8:58. There is still half an hour to go. Just as the sun came up out of the east for the start of a cloudless day, the column of glider troops marched from camp to the field, massed with rows of gliders and transport tugs.

The men seem happy, many of them sing and whistle, the field is lousy with wisecracks.

Stuffed with a final garrison meal of steak, fried potatoes and coffee, they are loaded with the equipment of an airborne assault.

Hear Message From Montgomery

Before they board the gliders, the Chief of Staff calls them to attention, reads a message from Field Marshal Sir Bernard Law Montgomery, and gives them his own wishes of good luck.

Each glider and transport is smeared with names, all in fancy color. There are "Nancy Chattanooga," "The Big Ten Special," "Sucker," "Ruth-less," "Steamboat Fulton No. 2."

The transports warm motors, the tugs move down the runways, nylon ropes pull tight and stretch. The glider train takes off, headed east. A few hours later thousands of U.S. glider troops will be fighting east of the Rhine.

AN AIRBORNE MARSHALLING AREA, Somewhere in France, March 22 (Delayed).—American glider troops, part of the mighty Allied wedge to be driven into the German heartland, are ready here today for the trip east of the Rhine which may shorten the war in Europe by weeks and months.

All C-47 "tug" pilots, CG-4 glider pilots and the glider troops, know what is expected of them, and all are ready. They have had complete instructions. They may ask for another rehash of available information but there is little more to learn until the battle starts several hundred miles to the east.

Some, the more imaginative, are nervous and are "sweating out" the last few hours. Others sleep, sunbathe, play softball or write those letters that can say so little yet mean so much.

To make the time of waiting less difficult, the Army has done as much as possible for these men of whom it expects so much. For days before their arrival, other soldiers, principally ex-combat men, have had a special camp ready for the glider troops' assembly point.

This camp has almost everything needed for the happy soldier home. There are Red Cross girls, doughnuts and coffee, entertainers. For men to whom foxholes will soon be heaven there are neatly pitched pyramidal tents, cots, blankets, sleeping bags, latrines with seats and hot water for shaving and washing. Spam and vienna sausage are banned from the mess and the menu swings from pancakes to pork chops, steak and chicken.

Confined to Camp for Security

Nature has also done her best for the boys. She has given them full sunshine by day and bright moons by night. The grass has gotten greener and here, far from war, there is sleep to the dull hoot of an owl and the croak of ambitious frogs rather than the crash of shells and the nervous yammering of small-arms fire.

Security has brought the only bane to this doughfoot heaven. For the success of the operation and their own safety, the men are virtual prisoners within the camp.

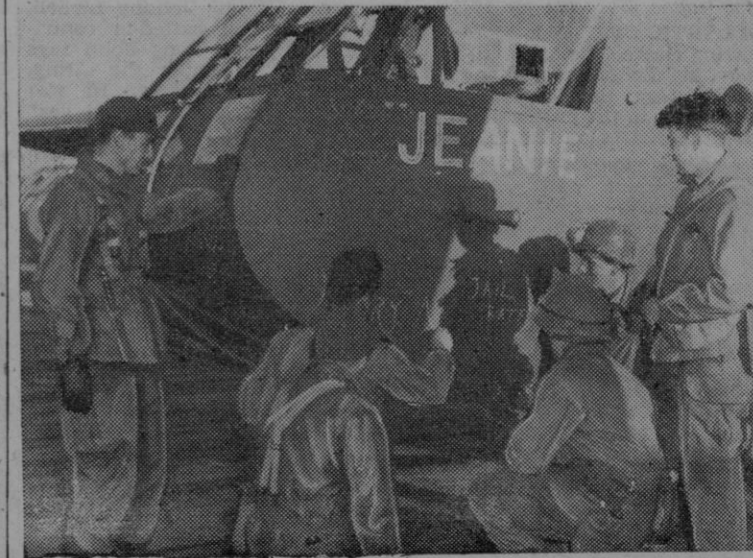
Nice as it may be, the men on the inside have had enough of their prison. Cpl. Raymond S. Ward, Nashville, N.C., 22-year-old veteran of the Ardennes, said: "Thank God, tomorrow, when the old man comes around with his 'hello, my boy,' it'll be all over and we'll be free again."



Some of the boys loosen up for the day's activities with a bit of horseplay. They spent months readying for the event and were all set.



A last-minute checkup on equipment finds everything in condition. Gliders, too, were quickly gone over for final arrangements.



'Jeanie' is christened by soldiers of an airborne division a few moments before they climb into the glider and take off for Germany.

Help Wanted - AND GIVEN

Write your question or problem to Help Wanted, The Stars and Stripes, Paris, France. APO 887.

CAMERA EXCHANGE

SWAP: Erko film-plate camera, accessories, for smaller hand camera.—Pic J. M. Bailey. FOR SALE: Univex, f2 lens; Argus C2, f3.5 lens.—T/4 R. Nelson. SWAP: Argus 4.5 35mm camera for portable typewriter.—Pvt. Fred Kellum.

WANTED

ACCORDION, 120 bass piano.—W/O J.L. Fowler.

MISCELLANEOUS

FRONT-LINE BOYS, GFRS Pool, APO 545. We have letter for you from Janie Mansfield.

APOs WANTED

MARVIN Baer, Oklahoma; Sgt. Samuel Ballard; Maj. Carl H. Bischoff, Washington, D.C.; Jack Davis, Pa.; Pvt. Robert Van Dam, Grand Rapids, Mich.; Etc. Walter W. Fallette; Sgt. Ted M. George, Tenn.; Robert S. Gun, Detroit; Wac Sixta Gurule, Zucumari, N.M.; T/5 Donuel Hodermarski; Cpl. Charles Johnston, Michigan; Pvt. Larry Jarvill, Iowa; Cpl. Marcella A. Knaut, Drexel Hill, Pa.; Cpl. John F. Kelly, Kenmore, N.Y.; S/Sgt. Karraski; Sgt. Milton J. Kline; Sgt. Thomas Lane, Alameda, Calif.; Pvt. Albert Martinez; Pvt. Louis Mancini; Pvt. Leonard Maniccia, Oswego, N.Y.; T/3 Ralph Pace, Steubenville, Ohio; Cpl. Herbert F. Riffle, Dayton, Ohio; Cpl. Edgar M. Rosenthal, Washington Heights; Hugh Sanigham, Chicago; Capt. Harold S. Stanley, Anniston, Ala.; Billie Welms, Pa.; Capt. Morton R. Zucker, Cleveland; Sgt. William Zuehlke.

Births

Folks at Home Send These GIs Swift News of Sir Stork's Arrival:

CAPT. Bernard H. Bernstein, Pittsburgh C.—Susan Lee, Jan. 27; Cpl. George T. King, Newark, N.J.—boy, Dec. 27; Lt. Roger K. Johnson, Claremont, Calif.—boy, March 13; Pvt. Garnell Osborne, Glasgow, Ky.—Paula Jane, Jan. 29; Pvt. John E. Horning, Detroit—Lina Lee, March 18; Pfc Jack Cady, Canton, Ohio—boy, March 19; Pfc Albert L. Brannon, Wilmington, Ohio—Esther Ann, March 15.

CPL. William A. Tedesco, Vallejo, Calif.—Robert James, March 16; Capt. Henry Greenbaum, New York—Jane Anita, March 17; Sgt. Donald T. Johnson, West Hartford, Conn.—girl, March 20; S/Sgt. Warren R. Schuster, Brooklyn—girl, March 19; Lt. Arthur William Pedersen, Yonkers, N.Y.—Patricia Diane, March 17; Maj. William I. Marlett, Gary, Ind.—girl, March 21; Cpl. William L. Bloom, Detroit—David Lee, March 19.

CHURCH SERVICES

PROTESTANT

Sunday services at Holy Trinity Church, 23 Avenue George V, 0930; Dufayel Barracks, Boulevard Barbés, 1030; American Union Church, 65 Quai d'Orsay, 1100 hours. Communion (Sundays and weekdays) Holy Trinity Church, 0700 and 0800 hours.

CATHOLIC

Sunday mass at Madeleine Church, Place de la Madeleine, 1800; Chapel (Com Z), 5 Avenue Kleber, 1130 and 1730 hours; St. Pierre de Chaillot, 43 Avenue Marceau, 1045 hours. Daily mass: Madeleine Church, 0700 hours; Chapel, 5 Avenue Kleber, 1130 and 1730 hours. Confessions at Madeleine Church Saturdays, 1700 and 1930 hours, and before masses; and at 5 Avenue Kleber, before masses.

JEWISH

Friday, 1930 hours. Synagogue, 24 Rue Copernic; Saturday, 1030 hours, Marignan Theater, Champs-Élysées; Sunday, 1030 hours, Synagogue, 44, Rue de la Victoire.

SOCIETY OF FRIENDS (Quaker)

12 Rue Guy de la Brosse (Métro Jussieu), Thursday at 1800, Sunday at 1015.



Also AEPF (583 Kc. — 514 M.)

Table with columns for Time and TODAY, listing radio programs like News, Wac Show, Clear Decks, etc.

TOMORROW

Table with columns for Time and TOMORROW, listing radio programs like Rise and Shine, News, Song Parade, etc.

News Every Hour on the Hour

Li'l Abner

By Courtesy of United Features

By Al Capp



Terry and The Pirates

By Courtesy of News Syndicate

By Milton Caniff



Abbie an' Slat

By Courtesy of United Features

By Raeburn Van Buren



Dick Tracy

By Courtesy of Chicago Tribune Syndicate Inc.

By Chester Gould



Blondie

By Courtesy of Arthur J. Lafave Syndicate

By Chic Young



Jane

By Courtesy of The London Daily Mirror

By Norman Pett



Reds Smash Ahead 44 Mi. in Drive on Vienna

Rhine Crossed in North By Three Allied Armies

(Continued from Page 1)

12 miles as the crow flies—and much further along the twisting river. This was from a point just south of Wesel northward to Rees.

In the vicinity of Wesel itself, British First Commando Brigade took the enemy by surprise, in spite of Germany's repeated predictions the attack was coming in that area. They entered the town, captured the commander of its garrison troops and last night were reported fighting in the streets. Maj. Gen. Deutsch, commander of flak batteries there, was killed.

Twelve and a half miles north of Wesel, Argyll and Sutherland Highlanders established a bridgehead at least 2,000 to 3,000 yards deep and had entered the town of Rees, astride the Emmerich-Wesel railway.

Roughly half way between Rees and Wesel, other Second Army troops established a third bridgehead, opposite the west bank town of Xanten. It was also reported last night to be at least 2,000 to 3,000 yards deep.

In Wesel, Bislich and Rees, British commandos were at grips with fanatical German paratroops.

Ninth Army troops, who began crossing in bright moonlight between 0200 and 0300 yesterday morning established a substantial bridgehead south of Wesel, but the exact point was not named.

Wes Gallagher, Associated Press reporter with the Ninth Army, said the Ninth had crossed two miles south of Wesel and again four miles south and had advanced three to four miles northeast of the Rhine, capturing a dozen or so small towns, including Torda. The town of Dinslaken had been reached.

Reports late last night from the front said the progress of the offensive was good, that resistance was lighter than had been expected and that casualties were few for such an operation. The Second Army had counted more than 1,500 prisoners and the Ninth Army, more than 700 by noon, and a returning airman said he saw "streams of German troops and civilians walking back toward the Rhine at one point with their hands clasped above their heads."

Despite the fact that the Allies were piercing their main defense, not only close to the vital Ruhr Valley but on the classic invasion highway into Germany, they found the enemy's forward positions held only in moderate strength, and it was stated at Supreme Headquarters in the afternoon that no reserve forces had yet been encountered.

Largest Airborne Operation

The airborne operation, described officially as the largest ever undertaken by Allied forces, was carried out in broad daylight by the First Allied Airborne Army under command of Lt. Gen. Lewis H. Brereton. A skytrain totaling in length more than 500 miles, exclusive of the hundreds of fighters which gave protection, carried American and British divisions into the heart of Kesselring's defenses from airfields in France and England.

One report, from an American broadcaster at the front, said 40,000 airborne troops had been dropped.

The gliders carried jeeps and artillery pieces, including 75s, in addition to troops.

The ground forces linked up with the airborne yesterday afternoon when a Bren gun carrier with Scottish troops met American paratroops on the edge of a wood, a Reuter front-line dispatch said.

Construction of bridges on the Ninth Army front, south of Wesel, was begun during the afternoon, Associated Press said.

Neither the airborne operation nor the day-long aerial support provided by the Allied forces suffered interference from the Luftwaffe. Throughout the day, as Allied craft ranged across an area whose airfields were already mere cemeteries for planes, only a handful of German fighters were spotted.

Allied pilots, meanwhile, combed the entire battlefield on the east bank of the Rhine, had set Kesselring's defenses ablaze from end to end. Vehicles and buildings were afire throughout the area, and by late afternoon all targets were

obscured by smoke, according to dispatches from Second Tactical headquarters.

In addition to bombing and strafing, Allied air support included dropping of supplies. About 240 Liberators of the Eighth AF dropped supplies to the airborne troops during the morning.

Air Chief Marshal Sir Arthur Coningham, who was in charge of co-ordinating the work of the tactical air forces in the operation, gave the signal to start the offensive. After studying weather reports, he telephoned to Montgomery, according to a Reuter dispatch, and said: "Everything is set fair. Let's go."

First troops to cross were Scottish troops, veterans of Libya and Normandy, from the Fifth Royal Tank Regiment, which took the first vehicle across the Rhine in the last war.

By daylight, reinforcements were being rushed across the river in huge numbers. What was happening on the river and in the bridgeheads themselves was pictured most vividly by pilots returning from support missions.

S/Sgt. Marion Scarberry, of Dallas, Tex., a Liberator waistgunner, said: "There seem to be thousands of trucks and men going across the Rhine on barges and pontoon bridges." A Canadian recon pilot said: "It's great to see our troops tearing along the roads in half-tracks already organized into convoys. They seem to be receiving little fire."

Third and First Armies Expand Bridgeheads

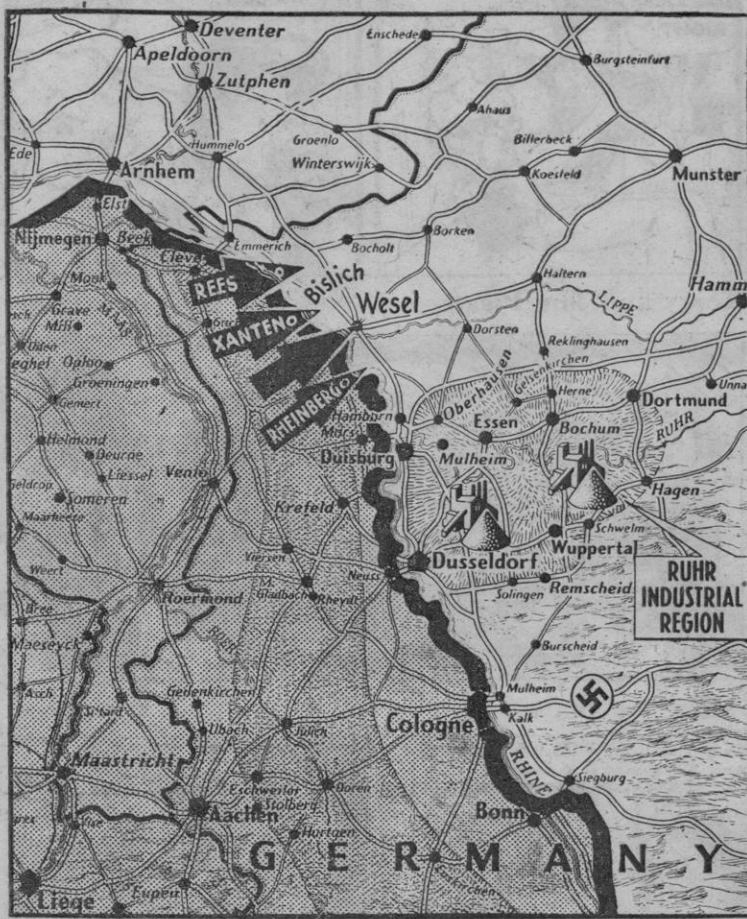
Both the Third and First Army bridgeheads were expanding against light opposition yesterday, according to front dispatches, the Associated Press reporting that Patton's troops now have a four-mile-deep hold on the east bank of the Rhine in the Mainz-Worms area.

The Germans asserted that Patton made two crossings, one near Oppenheim, ten miles south of Mainz, and the second near Worms, ten miles farther south. Beyond these positions lies Frankfurt's plain, unbroken for 300 miles along a narrow waist of the Reich to the Red Army's assault line south of the German capital.

The German radio declared early this morning, according to Reuter, that an American attempt to cross the Rhine over a motor bridge at Frankenthal, between Worms and Ludwigshafen, had been smashed. Although he did not mention the type of bridge or where it was, S. and S. Correspondent Jimmy Cannon reported that Third Army troops were using a bridge across the river.

West of the Rhine the 94th Int. Div. completed clearing Ludwigshafen, and Patch's Seventh Army cut the last enemy salient almost in half.

Cutting across the north fringe of the Bienwald forest, the 36th Inf. Div. took a number of villages east of Landau, including Hatzenbuhl, four miles west of the Rhine. Kandel, 11 miles northeast of Wissembourg, fell to the 14th Armd. Div.



Into the backyard of the Ruhr Valley, holding 80 percent of Germany's industry, Allied troops advanced yesterday after their swift Rhine crossings in the north. British and Canadian troops fought for Rees, Wesel and other towns; U.S. Ninth Army troops were fanning out from bridgehead below Wesel.

Germans Say Russians Gain In Berlin Push

Red Army troops in Hungary have launched an offensive toward Vienna and driven forward 44 miles along a 62-mile front between Lake Balaton and the Danube, Marshal Stalin announced last night.

The Russians captured the important communications towns of Szekefehevar, Mor and Veszprem "and more than 350 other inhabited places," taking more than 6,000 prisoners and capturing or destroying 745 self-propelled guns and tanks, and more than 800 guns, Stalin said.

Capture of Mor, 38 miles west-southwest of Budapest, placed the Russians 74 miles from the Austrian border and 73 miles from the Bratislava gap leading to Vienna.

Neisse Also Falls

Marshal Stalin also announced the capture of the southern Silesian cities of Neisse, 14 miles northwest of captured Neustadt, and Leobschütz, 13 miles southeast of Neustadt.

The captures marked an extension of Marshal Ivan Koniev's recent Silesian offensive southwest of Oppeln, which cost the Nazis 30,000 dead and 15,000 prisoners. At Leobschütz the Russians were 34 miles from industrial Moravska-Ostrava, gateway to Czechoslovakia.

Moscow dispatches said nothing of Soviet activity along the Oder River east of Berlin, but a German broadcast yesterday placed Soviet troops 10 miles west of the Oder in the direction of the Reich capital.

Along the Bay of Danzig, the Soviet capture of Zoppot—at a cost of 5,000 Nazi dead—shrank the Germans' Danzig-Gdynia pocket to 30 miles long and five deep.

Monty Wishes Airborne Men His Soldiers Win Objective Good Hunting—High Land

By Andy Rooney

Stars and Stripes Staff Writer

TWENTY-FIRST ARMY GRP. HQ., March 24.—"Good hunting to you on the other side," Field Marshal Sir Bernard L. Montgomery, 21st Army Grp. commander, told his men yesterday as they were preparing to cross the Rhine.

Declaring that the Germans had now been driven into a corner and could not escape, Montgomery said:

"Events are moving rapidly. Complete and decisive defeat of the Germans is certain."

Prime Minister Winston Churchill, at Montgomery's headquarters, also issued a message. He declared that "once the river line is pierced and the crust of German resistance is broken, decisive victory in Europe will be near."

Montgomery said that if the enemy "thinks he is safe behind this great river obstacle... we will show the enemy that he is far from safe behind it."

Montgomery summed up Nazi losses—in the west and in the Rhineland—as "the flower of at least four armies," including a parachute army, the Fifth Panzer Army, the 15th Army and the Seventh Army. "The First Army further to the south is now being added to the list," he said.

Lt. Gen. Carl Spaatz, commanding U.S. Strategic Air Forces in Europe today received the following message from Montgomery:

"I would like to convey to you personally and to all ranks in the U.S. Strategic Air Forces my grateful appreciation for the quite magnificent co-operation you have given us in the Battle of the Rhine. By your action you have made possible the crossing of the river by the land Army. Please convey thanks to all your crews and ground staff."

SHAEF, March 24.—The Airborne landings on the east bank of the Rhine by the Sixth British and 17th U.S. Airborne Divs. is a complete success, Brig. Gen. Floyd L. Parks, First Allied Airborne Chief of Staff said tonight.

The immediate objective of securing the high ground across the river from 21st Army Grp. troops between Wesel and Rees has been accomplished. With this high ground in Allied hands the river may be bridged without being under observed enemy fire.

The 17th Div. was loaded on the Continent and the Sixth Div. came from the British Isles, Gen. Parks revealed.

3,000 Planes, Gliders

The sky train of 3,000 heavily-laden planes and gliders rendezvoused in the vicinity of Brussels. It had close fighter cover and arrived at the landing zones without a single loss due to German intruders. Heavy bombers hit the fields used by jet fighters to keep them on the ground. The supporting armada, in addition to the giant sky train's own 3,000, numbered "well over 2,000," the airborne chief of staff said.

The aerial column which in single file would have reached from New York to Cincinnati, was over the target area for three hours.

The 17th Div. used some of the new C46 Curtiss Commando planes which carry more than the manload of the C47, and, with doors on both sides of the fuselage, paratroopers can pile out twice as fast.

Churchill Credits U.S. Forces

LONDON, March 24 (AP).—Prime Minister Churchill, congratulating Lord Louis Mountbatten today on the liberation of Mandalay, said the capture was due in part to American combat and transport forces.

Clockwork . . .

(Continued from Page 1)

holding the plane steady in readiness for the release when a plane several hundred yards in front suddenly burst into flames. The fire swept down the hull of the big ship but the pilot held it steady until his gliders cut loose.

As the plane swung up and to the right in the prescribed turn, our crew chief, Pvt. Enloe Wilkinson, of Evanston, Ill., swore and said, "Whip it! Whip it! The fire will blow out." Almost in answer, the plane started a steep climb, but suddenly broke off, flipped over on its back and plunged down. The escape hatch flew off the top of the plane, but that was all.

Just as we reached the landing zone, another C47 plunged by us but no one said anything, because Alderdyce, his face set, reached up and pulled the handle releasing our gliders, and our plane, suddenly free, surged and pushed us hard against our seats.

We were swinging back when S/Sgt. Finous L. Rood, the radio man from Dallas, Tex., said, "Oh, oh. We got it that time." He looked out the window at the wing, then crossed to the other side and stared again. He said, "Damn it, I know we did. I felt it in my feet."

The trip home took an hour less time than the outgoing one and Alderdyce and Rhoades talked about the combat, whiskey and steaks at camp while Rood and Wilkinson argued about being hit by flak.

Rood was right: The hydraulic system had been hit and the wheels had to be let down manually. The flaps came down and couldn't be controlled.

Rhoades took most of the runway in putting the ship down and everyone jumped out to look at the belly, where light flak or 50-calibers had punctured it.

Then they walked over to a group where men who had returned earlier were staring into the sky and saying: "B for Baker. That's Charlie. There's K for King—Shorty. That leaves four more. They gotta be in soon."