

Man Spricht Deutsch

Loescht das Feuer aus.
Loshit das Foyer owss.
Extinguish the fire.

PARIS EDITION
THE STARS AND STRIPES

Daily Newspaper of U.S. Armed Forces

in the European Theater of Operations

Ici On Parle Français

Je voudrais y aller.
Zjeh voo-dreh-zee ah-lay.
I want to go there.

Vol. 1—No. 276

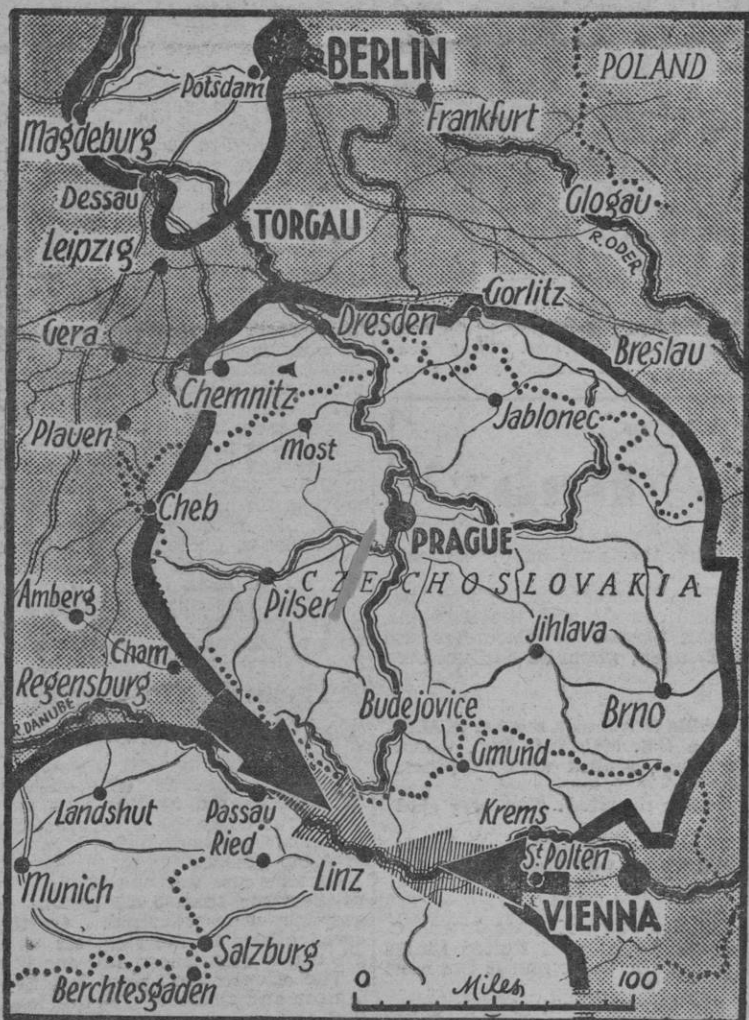
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Sunday, April 29, 1945

Peace Bid Reported; Hitler Dying—Himmler

Only Dwindling Pockets Left



While the Red Army was tightening the ring on the last fourth of Berlin, Americans were moving toward Munich and driving toward another linkup with the Russians.

Radio Reports Munich Revolt; Anti-Nazis Declared in Power

An anti-Nazi revolt was reported in Munich yesterday as U.S. Third and Seventh Army troops continued their advance toward the capital of Bavaria, the birthplace of Adolf Hitler's party. The Munich radio station, Reuter reported, was heard identifying itself as the transmitter of the "Bavarian Freedom Movement" and stated that the anti-Nazis had assumed governmental powers in the area after clearing out Hitler's followers.

Ritter von Epp, Hitler's 76-year-old state commissioner for Bavaria, has "decided to break off the fight which has become senseless against the Americans and their Allies," the broadcast said.

The station also issued a proclamation to French workers in Bavaria, stating "the hour of freedom has struck at last. Capitulation is imminent. Frenchmen leave your work."

In Regensburg, Reuter reported, 1,000 women and children, led by a Catholic priest and the burgo-meister, had demonstrated for peace through the city's streets as U.S. troops fought remnants of the Nazi garrison before the city's capture.

Stuttgart Issue Called Military

Sixth Army Group explained yesterday that its request for French troops to withdraw from Stuttgart was due to military requirements and was not a political move.

In an official statement, Sixth AG said the First French Army was asked to leave Stuttgart, which it had captured, because the city was in the operational boundaries of the U.S. Seventh Army. The statement denied that the withdrawal demand was concerned with the question of the French zone of occupation in Germany.

Stuttgart had been selected as a rail, communications and supply center for the Seventh Army.

Reports that German surrender was at hand swept Allied capitals yesterday, and in their wake came a report that Adolf Hitler was dying as the Nazi nation he created floundered in its death throes.

From the United States came several reports that Heinrich Himmler, commander-in-chief of Germany's armed forces, had offered unconditional surrender to the U.S. and Britain, but not to Russia.

One report, from the scene of the San Francisco Conference, said Himmler also had reported that Hitler was dying and would not live more than 48 hours after Germany's capitulation was announced. A Stockholm newspaper said Hitler had suffered a cerebral hemorrhage in Berlin.

The reports of Himmler's offer to the U.S. and Britain drew immediate statements from the offices of President Truman and Prime Minister Churchill that no information could be given on any reported peace offers, but that only surrender to all three major powers would be acceptable.

Revolt against the Nazis was reported to have broken out in Bavaria as American troops drove deeper into Hitler's redoubt area from the north and German legions poured in from the south in disorganized withdrawal before the U.S. Fifth Army in Italy.

American columns were criss-crossing southern Germany, one of them within 30 miles of Munich itself. Third Army troops were driving into Austria for a possible linkup with the Soviet Second Ukrainian Army in the Danube Valley to seal off the Nazis' Alpine redoubt.

Augsburg Won; Berlin's Fall Munich Periled Expected Soon Foe Reported Offering Peace

The ancient city of Augsburg fell to American forces driving on Hitler's redoubt yesterday as infantry and armor of two armies converged on Munich and a Seventh Army spearhead shot to the northwestern border of Austria.

As the great pocket in South-Central Europe, created by the junction of American and Russian armies at Torgau, dwindled under Allied attack, the Nazis appeared to be rushing preparations to defend Norway and Denmark.

Fifty submarines arrived at the North Sea port of Emden, possibly to shuttle troops from the North Sea coast to Nazi-held portions of Scandinavia, Reuter reported from 21st Army Grp.

16 Submarines Captured

Troops of Lt. Gen. Sir Miles Dempsey's Second Army began to clear up the wreckage of Bremen. At least 16 enemy submarines and one destroyer were seized in the harbor, Reuter reported.

In the great southern pocket, the outer shell of the Redoubt defenses was broken as three Allied armies swept toward the core of Hitler's hideout from the north and west.

The thrust of Gen. George S. Patton's U.S. Third Army armor into northeastern Austria poised an immediate threat to the rear of German forces facing the Russians, 83 miles away.

The Tenth Armd. Div. of Lt. Gen. Alexander M. Patch's Seventh Army shot a column across the border of Austria, now gripped at

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The battle for Berlin last night had become a siege as the Russians, with three-quarters of the city occupied, launched attacks on a tightly compressed core of Nazi resistance in the heart of the capital.

Moscow dispatches said that complete occupation of Berlin was expected within 48 hours and Hamburg radio said the "situation has become still more critical."

After overrunning Berlin's southern districts of Neukoelln, Tempelhof, Steglitz and Schmargendorf, the Russians broke into the Schoeneberg and Wilmersdorf districts and sent raiding parties into the Tiergarten, front reports said.

Nazis' Ring Broken

In a communique which admitted that Berlin's "inner defense ring" had been broken, the German high command said that "our troops on the Elbe have turned their backs on the Americans in order to relieve the defenders of Berlin by attacks from the outside."

But reports from the Elbe front said that Soviet westward thrusts, presumably synchronized with Anglo-American operations, had all but completed the encirclement of German forces west of dying Berlin.

Developing an offensive west of Stettin toward a possible junction with the British Second Army, Marshal Konstantin Rokossovsky's forces captured Strasburg, 33 miles west of Stettin; Torgelow, 25 miles northwest of Stettin, and Pasewalk, 11 miles west of Stettin, Marshal Stalin announced.

The Tiergarten in Berlin, believed to be the site of German head-

(Continued on Page 8)

Reports that Germany had offered unconditional surrender to the United States and Great Britain, only to be refused because Soviet Russia was not included, came from several sources in the U.S. yesterday.

Chief among them were:

1—A Reuter correspondent at the San Francisco conference, Paul Scott Rankine, said that officials there had confirmed that Heinrich Himmler had sent a message to the two governments guaranteeing unconditional surrender. He added that Himmler's message said that Hitler was dying.

2—A Washington dispatch to The New York Times said insistent and numerous reports from authoritative sources indicated Germany had made known her willingness to surrender unconditionally to the United States and Britain, but not to the Soviet.

The Reuter report said the Himmler offer, transmitted through Stockholm, immediately was relayed to Secretary of State Edward R. Stettinius, British Foreign Secretary Anthony Eden and Soviet Foreign Commissar Vyacheslav Molotov.

The part referring to Hitler was interpreted as meaning that the Fuehrer was now gravely ill and the shock from the surrender announcement would be fatal to him. It was considered that the announcement of Hitler's death in the present state of morale in Germany would lead to mass capitulations and the end of hostilities in Europe.

The reports prompted immediate statements from the White House

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Warweek

Mopping Up Is No Holiday for Death Driving Lesson: Speeding Doesn't Pay Troop Carriers Deliver the Goods

Sunday, April 29, 1945

WARWEEK—THE STARS AND STRIPES

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Mopping Up!

It Sounds Easy, But for Doughboys Cleaning Out the Last Resistance In Nazi Germany It Is No Holiday

By Ralph Harwood

Warweek Staff Writer

FEW terms in the military book get a more glib kicking around by the blitz cloth brigade than does the "mopping up" one. Even a lot of people who should know better seem a little prone to toss off lightly this vital operation. TIME magazine recently referred to the 90th Infantry Division as "tagging along behind the Fourth Armored" in the sweep through Central Germany. That's not right. One might very well get the impression that the infantry's part in current operations in Germany is largely one of knocking off an occasional stray sniper, lining up local burgomeisters to collect any popguns and old sabers the populace may possess, and then toying the remaining time with the \$65 fraternization question.

It's No Cinch

The truth of the matter is that doughboys are getting killed every hour in so-called "mopping up," and will continue to get killed until every stone in the Reich has been turned, and then turned again. If remnants of the criminal mob manage to direct a bitter, last-ditch, animal fight in the Alps south of Munich, the infantry's job of cleaning them out, mountain by mountain, may be anything but a victory waltz. The mop will need plenty of ropes—and teeth.

This is not to take away in the least from the marvelous work the armor is doing in dissecting the Fatherland. The long columns knifing hell-bent into the unknown reaches of enemy territory deserve all the credit given them. Anyone who has ever seen an M-4 bounced by a Panzerfaust, or a half-track drilled by an 88 knows that.

Exploits of the armor are truly breathtaking, only it shouldn't be forgotten that the foot soldier finds this blitz warfare a little breathtaking in his own way. Ten, 15 or more miles a day—not down the main stem, but over on the flanks—is no cinch when there is search-

ing and ducking and fighting to be done on the way.

When the armor goes barreling down a German autobahn—often after having been sprung to begin with from an infantry bridgehead—it keeps rolling as long as it can. Only if resistance is encountered that is too tough to blast a quick hole through do the tanks and armored infantry, together with motorized regular infantry attached for this very purpose, deploy to reduce the obstacle. As soon as the enemy has been softened sufficiently, it is back aboard the vehicles and the column is on its way again.

That doesn't mean all enemy resistance in the neighborhood automatically melts just because the area has been pierced by the armor. Far from it. Let a gasoline convoy of 1 1/2s or 6x8s follow along a few hours later, and see what can happen.

Keep Lines Open

Even more often than they resist the armor, the Krauts simply retire a few hundred yards to the sides and lie low while the big iron goes thundering by. Before dust from the last set of tracks has settled, though, they're back on the road. So far as its value as a supply route is concerned, the highway is cut—just as much in enemy hands as it ever was.

It remains for the infantry to come along as quickly as possible,



U.S. Signal Corps.



OWI.

GERMAN CIVILIAN (above) directs searching American infantrymen. But they don't trust him either. Foot soldiers (left, below) work across rubble as relentless hunt moves forward. Two more supermen (right, below) are made harmless.



Associated Press.

work the flanks and secure the road. It's the age-old military problem of taking—and holding—the land. Other arms may bust up the opposition, but the foot soldier has to remove the chunks. If the infantry gets stuck at any point in this job, the armor, which can extend itself only so far into territory that is not secured, must slow down or stop.

The people with the big maps may be able to see very clearly how the infantry outfits, taking out resistance on the flanks, are thereby securing the spearhead's main supply route. It's a bit difficult, however, for the individual doughboy to understand just how this business of mopping up can be considered any different, and least of all any more of a breeze, than any other infantry fighting. If it's "tagging along behind," that's news to him.

Beating the Bushes

He may come under less artillery fire as a result of the armor having passed that way, which is, of course, no mean blessing in itself. But the bushes still have to be beaten, yard at a time, and the villages and towns in the zone searched out. Sometimes the white flags mean something, and sometimes they don't.

A typical mopping up action, in which elements of the 358th Infan-

try of the TIME-mentioned 90th Division figured, took place on a secondary road near Ulm, deep in Germany. Armor had passed on eastward by more important roads to the north and south. When the infantrymen worked through the area between, however, they came upon a roadblock manned by from 45 to 60 SS men, who had clearly determined to fight it out.

Mopping Up No Joke

The Germans were well dug in with two 88s and a dozen machine-guns, small-arms and grenades. Maj. Charles B. Bryan, of Johns Island, N.C., commander of the 358th's Third Battalion, had to throw in a full company, and later a second, to smother and wipe out the stronghold in a minimum of time. When the hot fire fight ended, 37 of the SS had been killed and 12 were captured.

Seven American soldiers lost their lives mopping up this one small spot of resistance, and 11 others were hit.

At Phillipstadt, in the salt mine district, the same unit ran into a similar situation. Here, the SS-stiffened remnants of Wehrmacht units and Volksturm yielded 80 prisoners, but only after eight doughboys had been hit. Searching troops at this place found a number of German uniforms still wet with

sweat. They served as mute warning.

When the 358th hit the town of Vacha, south of the autobahn along which the Fourth Armored had lunged, they found the enemy ready and waiting for them in force. The town had to be approached across some 800 yards of open ground under heavy 20mm. machine-gun and small-arms fire. Only by delivering a hot marching fire all the way were the doughboys able to keep the Germans shooting wild enough for them to get over the exposed area with moderate losses. Continuing to use regular assault tactics, they fought into the town house by house and street by street until the defense collapsed.

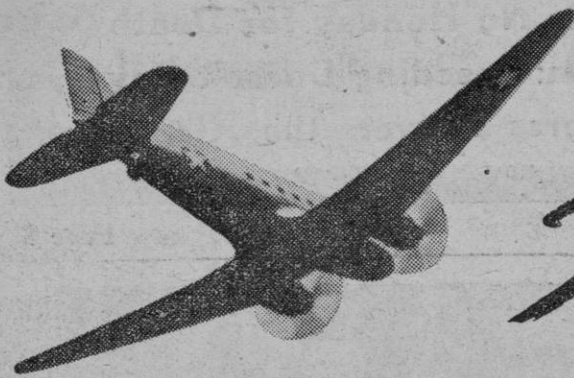
The Third Battalion killed approximately 100 of the enemy in Vacha and took 250 prisoners, more than half of whom were SS. The defenders were estimated to have numbered upwards of 600 SS, Wehrmacht and Volksturm.

Such is the business of mopping up Germany—a tiresome and tough task, in which dozens of American infantry divisions are currently engaged. It is an operation as necessary to final victory as the closing chapter to a great book. Only when the last sniper—soldier or civilian—has been nailed and the last gang of Nazi fanatics cleared from the hills, can the operation be ended and the victory completed.



Associated Press.

ALLIED troops race toward southern Germany to cut short the retreat of enemy elements into the Bavarian Alps. Nazi leaders have threatened a cornered-rat holdout in country like that shown here.



TROOP CARRIER MEN ARE KEEPING OUR SWIFT ARMOR ON THE GO WITH...

The Flying Pipeline

By Michael Seaman
Warweek Staff Writer

WITH THE U.S. TROOP CARRIER FORCES.—Flying supply missions with the 435th Troop Carrier Group, or any tactical group of IX Troop Carrier Command, is a combination of taking a physical beating and sweating out land and aerial war hazards. TC planes have been jokingly referred to when in flight as "clay pigeons." Sudden death envelopes the crew in smoke and flame when an incendiary pierces the thin aluminum skin of a lumbering C47 carrying gasoline for ground forces. The same death faces the crew if the heavily-loaded plane crash-lands on a mortar-pocked field and a spark from twisting metal sets off the volatile fumes. Or, as it has happened to TC ships, if enemy ground fire rips into the belly of a grounded Skytrain before the crew can unload the jerricans.

Countless Hazards

Sweating out German jet planes that swoop down on the unarmed and generally unescorted "flying pipelines" is another hazard C47 pilots and crews take in stride while ferrying gasoline, ammunition, rations, blood plasma—even lipstick—to grass fields that were Luftwaffe airstrips perhaps that very day. TC crews take these risks daily so American armies can keep on pushing forward to V-E-Day.

The lipstick mission irked the pilot until he learned what the unusual cargo was for. Frontline medics needed some marking device to record on the foreheads of wounded doughboys the time morphine shots were given, or when tourniquets were twisted tight. Lipstick was the only suitable thing in the ETO at the time. TC delivered it to a field almost within sound of Russian guns east of the airstrip.

On the out trip from Germany, the workhorse craft carry wounded soldiers to Com Z fields close to hospitals, where every facility for major operations is available, or fly liberated prisoners of war to rest areas.

A Hard Grind

Paradrops and glider tugs of airborne invasions are the dramatic missions of TC. Supply missions, while less spectacular, are just as important, for without this phase of TC work the swift advance of armies across the Reich would not have been possible. It is a hard grind that is little understood by the very ground forces who depend on airborne freight hauls for food, ammunition, gasoline and medical supplies. The following episode in Paris is typical paddlefoot (ground force) reaction to TC personnel:

In pink trousers and with Air Medal ribbon with clusters, gold-framed blue Unit Citation and pilot's wings adding dabs of color to his green blouse, 2/Lt. Robert J. Petrillo, West Haven, Conn., sat at a sidewalk cafe on the Champs-Elysees sipping wine and soaking up the warm spring sun. The crack pilot of the 435th Group was enjoying the first brief rest since TC slid the 17th Airborne Division across the Rhine at Wesel, Germany.

Bound for No Man's Land

At 0430 the next day Lt. Petrillo crawled from his sleeping-bag at an airfield in France, hopped into a jeep already jammed with pilots, co-pilots and navigators and rode a mile in the chilly dawn to the tent where a breakfast of hot cakes and coffee was ready. He went from there to the dispersal area where a ground crew had worked all night to repair one of the twin Pratt and Whitney motors on his C47. A QM truck loaded with C rations



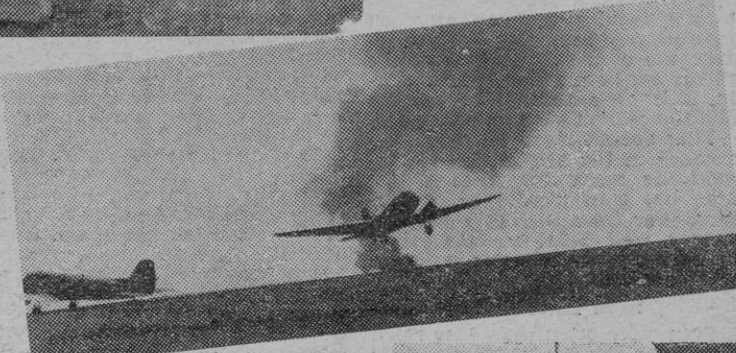
was backed up to the open door of the ship. After checking at operations for his destination, weather over Germany and other data, Lt. Petrillo was taken to his plane where he helped load 146 cases of rations on the ship. The load maximum for a C47 was stacked for balance and lashed fast so it would not shift in rough air.

The crew climbed into the ship, the door was latched, and five minutes later the motors whirred a steady, powerful hum. The ship, and others like it, taxied to the runway and waited its turn to take to the air. The control tower gave Lt. Petrillo the OK and 1,000 yards of runway unreel beneath the heavily-loaded ship before it was airborne. France was far to the rear as the C47 and her two sister ships in the same element twisted along airplanes plotted to by-pass known danger zones and bored on over German towns and countryside 6,000 feet below.

Fast Service

"No excitement so far on this trip," remarked S/Sgt. Clarence Tucker, Stockton, Ill., "but my 13th combat mission a few days ago with Lt. Petrillo was almost my last one. We were on the way home after a gas haul when the ship hit a cable dangling from a barrage balloon guarding a bridge over the Rhine. A piece of the wire, as thick as a lead pencil, twisted around the right prop shaft. Sparks flew and blue smoke began to pour from the shaft. Then the prop began to wobble. Lt. Petrillo had to make a crash landing, wheels up, about ten miles from where the same ship had dumped paratroopers east of Wesel. We hit with a gentle bump and skidded on the belly for 350 feet. We landed 7 minutes after tangling with the cable.

The co-pilot, Flight Officer Gene Stokes, St. Paul, Minn., and F/O John G. Manning, Cincinnati, O., a glider pilot on a navigational training trip, had figured the ETO (estimated time of arrival) to the minute. As soon as the crew chief, Cpl. Ray Crawford, Elyria, O., put the aileron locks in place, the crew, officers and EM, pitched in to stack



the rations alongside the plane as a truck, with a Mauldin character at the wheel, squealed to a stop.

A half-hour after the rations were bumping over an autobahn to the front, Lt. Petrillo was manually flying the C47 to another field in Germany. It was 1230. The crew washed down cold C rations with swigs of coffee from a thermos jug filled at the field at 0500. An hour later the ship hit the turf of another former Luftwaffe field, this time in Third Army territory. The crew pitched in again, this time to help a flying control and point-to-point radio control outfit load the valuable equipment in the yawning belly of the C47. Three hours later the three ships of the element were unloading equipment and flying control men behind the Ninth Army front. On the flight back, Lt. Petrillo snatched a cat nap while F/O Stokes took over the controls. Dusk and the C47 settled simultaneously on the field in France. It was warmed-over food for the officers and EM when they sat down to eat supper at 2100 hours.

Grounded by Krauts

On another supply run, the crew of a 435th ship were prisoners for ten days. In those 10 days, the crew marched under guard most of the time and sweated out day-light strafing by American fighter planes.

This crew had taken off in thick weather. Visibility was very limited. The ship barely cleared a hill north of Bonn and dipped into a valley while flying at 200 feet. The three planes in the element drew ground fire from the right. The C47,

Enemy Interference on Land and In the Air Are Taken in Stride By this Frontline Supply Link



piloted by 2/Lt. Ervin E. Williams, Corning, N.J., being the right-wing ship, drew all the fire from the pocket on that side. The first burst of machine-gun fire touched off the gasoline in the cabin. A burst of flak knocked out both engines and set them afire. With flames licking the cabin, and not enough altitude for the crew to bail out. Lt. Williams was forced to crash-land the ship in a rhubarb patch. Before the ship slid to a stop, T/Sgt. Willis B. Winkler, Riley, Kan., the crew chief, pried off the top hatch. Winkler, Lt. Williams, and F/O Clarence Collier, Affton, Mo., the co-pilot, escaped through this exit. Sgt. George Wilson, Jacksonville, Fla., the radio operator, ducked out through a side hatch. The men cleared the plane without mishap, and the ship burned completely 10 minutes later.

Fortunately, the co-pilot, a glider pilot with infantry combat training, knew enough about ground fighting to guide the rest of the crew in taking cover. The crew ran 100 yards from the ship in case it blew up. Later, as they lay panting, a platoon of Germans opened up on them with small-arms

fire. The enemy finally worked up to the C47 crew and captured them. 1/Lt. John J. Keith, Little Rock, Ark., lost his plane by mortar action. He rounded up his crew and thumbed a skyride from Capt. Carl U. O'Neil, who stopped on the takeoff in spite of mortar fire to pick up the shipless men.

The Germans counter-attacked at dawn the next day but as ground force Joes were still holding the airstrip, the C47s came in on their second trip, unloaded gas and ammo, and again took off for home.

That afternoon the TC men learned that the XII TAC fighters had turned back 34 FW190s 20 miles southeast of the field after putting ten Focke-Wulfs on the kaput list. In gratitude, one of the 441st's crews used their day off next day to fly the 441st's 14-piece band to the fighter strip to play a concert for the XII TAC outfit. The fighter boys can't get off the field very often, being based in Germany. The 441st had to borrow a plane from a Service Group for the trip. Every aircraft of TC is committed during the working day—0600 to 2400 hours—to supply flights.

Risk Their Lives Daily

On the Crailsheim mission the 441st took in 160,160 pounds of gasoline, 102,515 pounds of ammo, and 27,000 pounds of rations to the beleaguered men. They flew close to 1,000 miles on each round trip sometimes making two such trips a day.

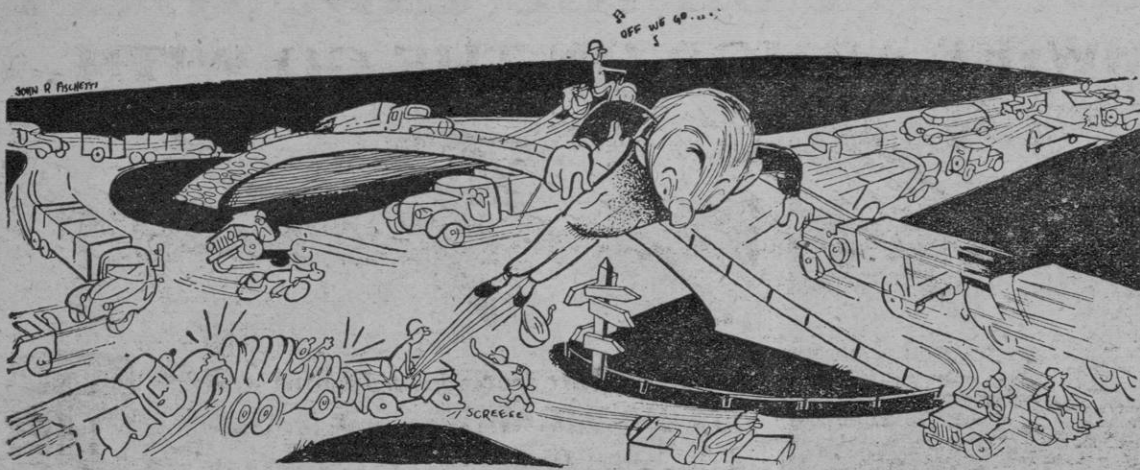
Another group, the 438th, has the distinction of landing on a field, not very far from Dresden, that was taken the same day by Yank soldiers. C47s of this group

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The Troop Carrier plane, at top, has just landed deep in Germany with gasoline for American armor strangling German resistance. The craft, of the 441st Group, was attacked by German fighters before landing. A Skytrain (center) takes off against background of gasoline set on fire by strafing Nazi fighters. Evacuation of wounded and prisoners of war is another job of TC C47 "flying boxcars."

The Reich's Super-roads Are No Indianapolis Speedway



Autobahn may become a "Road to Heaven" for reckless driving Joes!

SPEEDING: Easy Way to Delay That Trip Home

Better a Safe and Sane Haul Than No Goods at All for Fighting Yanks

The closer you get to "the front"—if you can catch up with it these days—the more wrecked, burned-out vehicles you see, tea-kettle over tin-cup in the ditch.

Grayish-green, with the splotchy camouflage the Krauts use, or red with rust from fire, they are a welcome sight. They testify to the deadly quality of the fighter-bombers combing what is left of Germany.

Every once in a while, though, you'll see a wrecked truck with the down-slanted hood of a 2 1/2 ton 6x6 or the flat cowed remains of an American jeep. That's bad.

Big brass in charge of why-the-hell-are-we-having-so-many-ac-

cidents are getting plenty worried about this. They figure it's a dumb play to haul a load of gas all the way from Texas to the Rhine—and then burn it up because some Joe has a heavy foot.

The fact of the matter is, as any Joe, who was a long haul truck driver in civil life will tell you, that the place to save time is at the loading and unloading stops, and not on the road itself. A slower convoy may take a little longer to get there, but it all gets there, which is the main point of having a convoy anyway.

Think of Pedestrians

There's another angle to accidents.

People in France and other European countries haven't been trained to walk against the flow of traffic and they do not, habitually, wear something white when they're on

the road at night. Casualties among civilians from American Army vehicles have occurred. When these things happen they leave a bad impression, one which will take a long time to erase.

Watch the Other Fellow

Civilian vehicles, in many of the liberated countries, are operating on wood gas. They don't have the pickup of a well-tuned gasoline engine and they have to speed down one hill in order to climb the next one. The drivers know this and take it for granted our GI drivers know it, too. The answer sometimes is cross-road crashes which could have been avoided if the Army drivers had taken it easy.

The whole thing sums itself up very simply:

Speed makes accidents—accidents help prolong the war.

The moral is plain: Drive slower—get home faster.

Skytrains Bring Up Supplies

(Continued from Page 4)

were the first Allied aircraft to hit the field. Less than seven minutes after the 438th unloaded gasoline, it was en route to the armored and mechanized infantry slugging forward toward the Czechoslovakian border. The unusual thing about this re-supply mission was the fact it was operative for TC before a number had been designated for it.

Debris cluttered the field, some still smoldering, when the skytrains landed. Charred remains of ME109s and FW190s and Nazi gliders dotted the strip or were in the wrecked hangars. The speed with which American armor had advanced made this field the fourth in eight days that the 438th had landed on to keep a forward aerial supply line.

Not long ago one formation of the 438th was jumped by three ME109s. A C47 piloted by 1/Lt. Gil Estelle, of N.J., was landed on one engine and without injury to the crew. This particular ship is still in Germany, its wings like sieves.

On out trips, when the cargo is human—POW or wounded men—the pilots of TC who risk their lives daily flying supplies into Germany get appreciation in the form of verbal thanks. Flying out with Capt. John P. Sanders, Chicago, Ill., were 20 POW freed by the Third Army at Heiligenthal, Germany. In the group was 1/Lt. Alex Zlaten, Lafayette, Col., who had lost 35 pounds. Lt. Zlaten, a fighter pilot, had to bail out when flak set afire his ship over Germany. He evaded capture for 12 days. The only food he had before Nazi civilians nabbed him was what milk he could get from a cow in the barn where he hid.

As the gaunt fighter pilot stuffed cold C rations into his mouth the first time in weeks he had an unlimited amount of food, the following verbal bouquet came out between swallows:

"I admire the guts of those TC pilots for flying their slow and highly vulnerable ships into the thickest flak during airborne invasions. As a fighter pilot I know

how assuring it is to have power in reserve when you've got to take a run-out because your ammo is gone. TC ships don't have much in reserve. Hell, they took us guys out of a zone where I saw a flock of Jerry planes do some strafing just a couple of days ago. I tip my hat to them for also doing a good job in supply and evacuation."

Flying with Capt. Gordon G. Smith, Jackson, Mich., of the 436th Group, the expressions on the faces of 24 wounded men being evacuated to Paris hospitals is another form of thanks that TC pilots and crews get. Twelve litters are hung on each side of a C47.

Flying at 8,000 feet, where the air is fairly smooth, 1/Lt. Ethel L. Guffy, Shawnee, Okla., a flight nurse with the 806th Medical Air Evacuation Squadron, observed that the quick evacuation from right behind the lines to modern hospitals in Paris enhances a wounded man's chance for quick and complete recovery.

Pfc Lyle E. Mock, 66th Armored

Infantry, is one example. Mock, after Nurse Guffy had given him a drug to ease his pain, reached under the pillow on his litter and produced a half-pound fragment of shell that had struck him in the leg. By the usual overland ambulance method, Mock would have had to undergo a slow, tiring trip to the rear. A TC plane was taking him to Paris exactly 12 hours after he was wounded in the front lines. His strength was conserved and an operation was possible to remove shell fragments still in his leg in a modern hospital hundreds of miles from where he was wounded.

Frontline Delivery

While TC planes are flying tight formations down the finger lines armored columns have thrust into the Reich, a capable staff under Maj. Gen. Paul L. Williams, Newport Beach, Cal., is planning more supply and evacuation missions.

It takes lots of figuring to get 1,300 ships off with supplies in one day. That was just one day for Troop Carrier Forces, a day this month when the slow, reliable C47s delivered over 1,000,000 gallons of gasoline and 500,000 pounds of rations to the deepest airfields in Germany and returned to home bases with 1,057 wounded and 721 liberated POW.

In 19 days of this month, when American armies began to outrace surface supply carriers, TC logged up 11,300,000 gallons of gasoline, 70,000,000 pounds of freight, 7,000,000 pounds of rations, 3,000,000 pounds of ammunition to within anywhere from a half hour to one hour's truck ride to the front.

On out trips, 34,000 liberated Allied POW and 28,000 frontline casualties were picked up in cow pastures or bombed out Luftwaffe airdromes and flown far from danger zones.

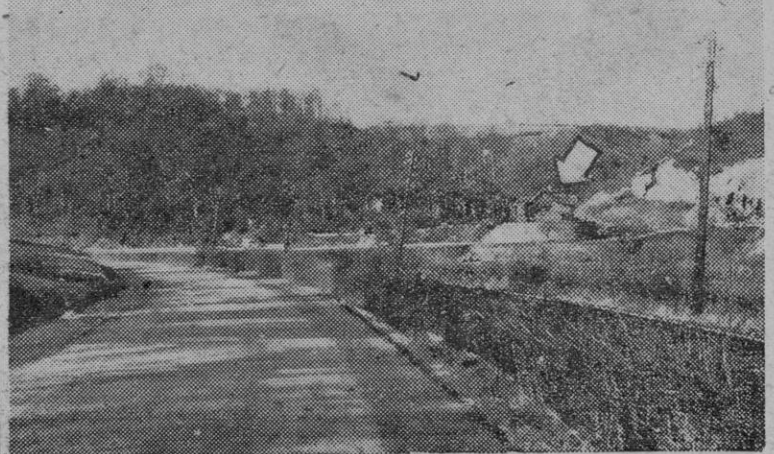
TC aircraft have been working around the clock ever since the Wesel invasion. The deeper American armies penetrate into Germany the longer the hours that pilots, co-pilots and navigators who aren't afraid to work loading or unloading their ships will have to fly, and the greater the possibility that their one hot meal a day will be breakfast—at 0500 hours, somewhere in France

Pocket Cartoon by AKOV



"Let's wait for Herman; he is just about to finish his speech demanding unconditional resistance to the last man..."

The Cabin Looked Innocent . . .



Warweek Staff Photos by McNulty.

...But It Was A Nazi Gun Trap

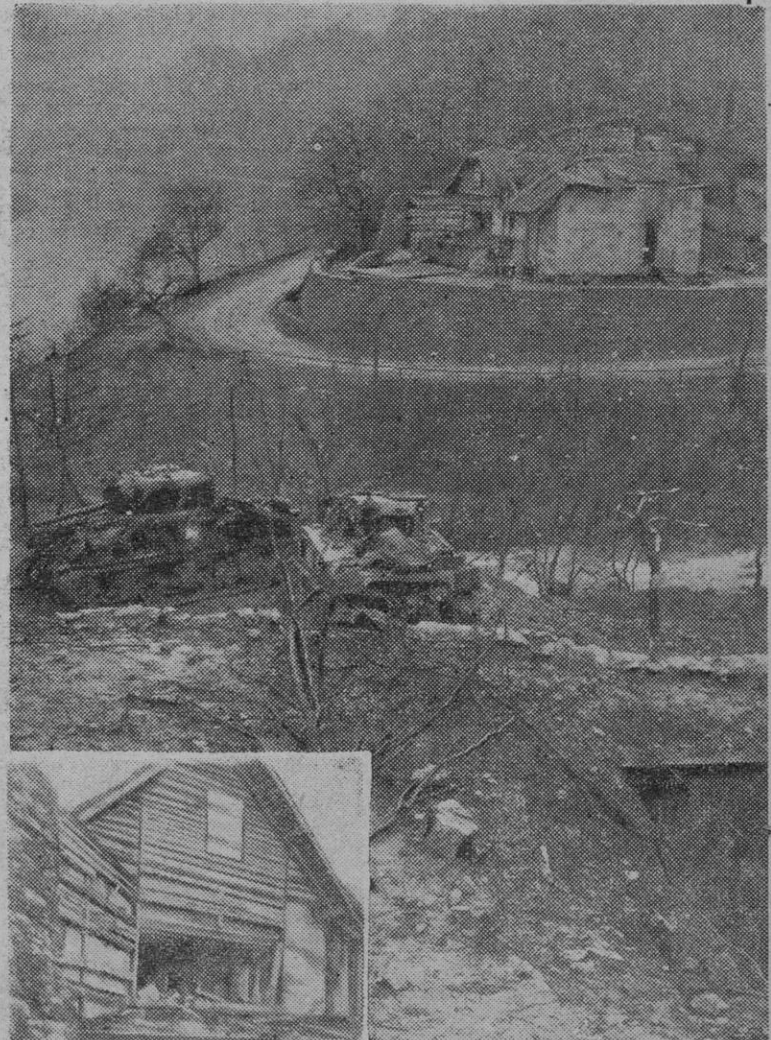
BOWLING along the approaches to the Sauer River, two miles south of Wallendorf, Germany, advance units of the 319th Inf., 80th Division, spotted this innocent appearing "chalet" (shown by arrow) perched on a bluff overlooking the river. It looked like a fine place for a summer week-end to the dusty, tired Joes of the outfit.

A barking Kraut 88 changed their opinion, though, when the "pretty little cottage" revealed itself as a Nazi Gun Trap.

Flank movements were resorted to, uncovering a whole system of supporting strong-points in the hills behind and to the right of the "cottage." They were taken one by one, which allowed American tanks to move into position for short-range, point-blank fire against the box. Maneuver cost casualties of both men and machines but was the only way in which this strongly fortified point could be neutralized to clear the way for our columns.

Close-up photos show how the Hollywood setting masked the real purpose of the "river cottage."

Traps like this were common as our troops pushed into Germany. The chances are that Hitler's "National Redoubt," in the mountains of Southern Germany and Austria, may be stiff with them. The muzzles of hidden 88s will protrude from ports, like that shown here, and machine-guns may cover the approaches. These things are hot and they can't be handled too carefully.



Two unsuspecting Sherman tanks fell prey to this concealed enemy strongpoint overlooking the Sauer River. Note tank-trap (right foreground) and the thick walls cleverly-hidden pill box and knocked-out gun (insert).

East Links Up With West on the Elbe River



Officers of the American and Russian armies with flags of the two countries after the linkup near Torgau, Germany. At the right are Maj. Gen. E. F. Reinhardt (carrying baton), CG of the 69th Inf. Div., U.S. First Army, and Maj. Gen. Rusakov, of the 58th Russian Guards Div., First Ukrainian Army.



Pfc Frank B. Huff, who was a member of the first patrol to make contact with the Soviet forces, shakes hands with a Russian soldier in front of a 69th Div. greeting sign on the banks of the Elbe.



Cpl. Arthur R. Trealesa, of Las Vegas, Nev., watches Russians demonstrate a Soviet artillery piece that was used to shell Torgau.



When fighting men meet they compare weapons. Here are: Cpt. Ralph Phillips, I/Lt. Dwight Brooks, front, and Cpl. Bernard E. Kirschenbaum, right, rear, and three Russians at the Elbe River.



The linkup was a festive occasion, and these aces found some sardines and bread and had a picnic. Stars and Stripes Photos by Riordan



T/Sgt. Olin Dows watches a Russian demonstrate his machine-gun.

This Happened in America Yesterday:

Navy's Phone Girls Answer Calls With 'Aye, Aye, Sir'

By William R. Spear
The Stars and Stripes U.S. Bureau

NEW YORK, April 28.—America was the place this week where:

The San Francisco world security conference opened with the chief representatives of the Big Four—the U.S., Britain, Russia and China—unanimously declaring that they were determined to set up an organization to prevent wars.

The Navy prepared to launch tomorrow its second 45,000-ton super-aircraft carrier, the Franklin D. Roosevelt. Navy Department switchboard girls in Washington were ordered to answer incoming telephone calls with "Aye, aye, sir."

BIG headlines announced the American-Russian linkup in the heart of Germany, but there were no celebrations because people understood that it did not mean V-E Day, that there was still fighting to do in Europe.

The Ohio House of Representatives unanimously passed a bill permitting veterans to obtain state peddlers' licenses free.

Munitions Output Tops Schedule

THE War Production Board announced that the March munitions output exceeded the schedule, and totaled \$4,953,000,000. Twenty-seven thousand war workers struck in Detroit, 16,000 of them because of a dispute over how many aircraft engines 110 inspectors should inspect.

The Red Cross disclosed that its recent appeal for \$100,000,000 was oversubscribed by \$24,013,000. The Air Transport Command brought home the 25,000th wounded soldier it has evacuated from the ETO. He was Pvt. Hobart Gibson, 21, of the Seventh Army, who has a wife, and a son he has never seen, in Rogersville, Tenn. Gibson was wounded and captured on January 4 and later freed by the American advance through Germany.



Queen Dede de Vane

The oleander is handsome and fragrant.

Florida's Southern College in Lakelan, was crowned as "Oleander Queen." The oleander, according to Webster, is a poisonous evergreen shrub with handsome, fragrant flowers.

'We've Got to Park Our Dreams'

The week's magazine carried an unusually heavy crop of articles about the war and the men fighting it. Colliers published an article by Quentin Reynolds, entitled "Transfer to the East."

Reynolds says that "we've got to park our dreams somewhere for the next couple of years and face the bitter, unpleasant fact" that very few men from the ETO are coming home after V-E Day. He concludes that even among the comparatively few men who will be eligible for discharge under the priority system, men from the Pacific may get home first. Reynolds says that this paradox is explained by the fact that "there will be more room in returning ships from the Pacific for personnel than there will be in materiel-laden ships coming from the ETO."

In Pic magazine a piece entitled "Is Education Ready for GI's?" says that education so far is not prepared to do a proper postwar job for veterans.

The Saturday Review of Literature takes a swing at "those smug and righteous hacks" who are making a racket out of "the loneliness and fear of wives and mothers of men in the services." William S. Lynch, author of the article, says: "I mean those halfbacked popularizers of psychology who are responsible for the hundreds of articles and lectures that would have us believe that every veteran will return bitter and hateful, maladjusted and resentful."

Tired Marathon Victor Breaks the Tape



Johnny Kelley, of West Acton, Mass., breaks the tape to win the 26-mile Boston Marathon, repeating his first triumph in the event ten years ago. Kelley, who came from behind in the last two miles to out-foot 66 other entrants, navigated the route in two hours 30:40.2 minutes.

HOW THEY STAND.

American League		National League	
Washington 6, New York 4	Philadelphia 5, Boston 3	New York 5, Brooklyn 0	Chicago 7, Pittsburgh 3
Detroit at Cleveland, postponed, cold	St. Louis-Chicago, not scheduled	Cincinnati 2, St. Louis 1	Philadelphia at Boston, postponed, rain
WL Pct.	WL Pct.	WL Pct.	WL Pct.
Chicago.... 5 0 1.000	Washington... 5 3 500	New York... 8 2 300	St. Louis... 3 3 500
Philadelp... 6 2 750	St. Louis... 2 5 286	Chicago... 6 2 750	Brooklyn... 3 5 375
Detroit.... 4 2 .667	Cleveland... 1 5 167	Boston... 4 4 500	Pittsburgh... 2 6 250
New York... 5 3 .625	Boston... 0 8 .000	Cincinnati.. 4 4 500	Philadelp... 2 6 250
Chicago at St. Louis	Washington at New York	New York at Brooklyn	Philadelp at Boston
Boston at Philadelphia	Detroit-Cleveland, not scheduled	Philadelphia at Chicago	Pittsburgh at Chicago
Detroit-Cleveland, not scheduled		St. Louis at Cincinnati	

Lidman Wins Hurdles Test

PHILADELPHIA, April 28.—Haakan Lidman, Sweden's champion hurdler and Gunder Haegg's traveling companion, romped to an easy victory in the 120-yard high hurdles yesterday as the 51st Penn Relays opened at Franklin Field.

Lidman finished ten yards ahead of Leland Christensen, of West Point, with Morris Wilson, Delaware State entrant, third, and Andy Lamar, another West Pointer, fourth. The Swedish runner's time was :14.4, only one-tenth of a second slower than the carnival record.

With Bob Hume running a 4:21 mile, Michigan retained its distance medley relay crown, finishing 20 yards in front of NYU. The New York Coast Guard quartet, which included Eulace Peacock and Herb Thompson, outsped NYU in the 440-yard relay.

Navy Spec. Fortune Gordien captured the discus honors with a pitch of 155 3/4 feet. Ed Quirk, of Missouri, tossed the shot 50 feet 4 1/4 inches to defeat Felix "Doc" Blanchard, Army's gridiron hero, by 13 inches.

Harry Danning Ailing; To Retire From Baseball

NEW YORK, April 28.—Harry Danning, former Giants' catcher now stationed in California with the AAF, today told Horace Stoneham, club president, he was through with baseball and wanted to be placed on the voluntary retired list.

Danning said his legs are in bad condition and that he had been recommended for medical discharge. War Department over-ruled the medics, however, in line with the policy to keep professional athletes in the service.

Red Sox Bow To A's, 5-3, For 8th Loss

NEW YORK, April 28.—Joe Cronin, Red Sox manager hospitalized by a leg fracture, had additional woes heaped on his head yesterday when his Boston athletes suffered their eighth straight defeat, bowing to the Athletics, 5-3. The Sox still are seeking their first American League victory of 1945.

Russ Christopher was the culprit yesterday, scattering six hits to register his third success of the season. The Athletics reached Emmett O'Neill for three runs in the first inning on a walk, Boston error and hits by Dick Siebert, Irv Hall and Ed Busch, but the Red Sox rallied to tie the score in the seventh.

The A's went ahead to stay, however, in the bottom part of the seventh when Charlie Metro singled for his first hit of the year and raced home on Bob Estalella's 400-foot triple. Red Barrett, who arrived in the seventh, was the loser.

A double, three singles and three stolen bases by George Myatt paraded the Senators to a 6-4 triumph over the Yankees. The Griffs walloped Floyd Bevins, Ken Holcombe, Bill Zuber and Jim Turner for 14 hits, while Mickey Haefner checked the Yankees with nine, including a pinch homer by Frankie Crosetti in the eighth with two men aboard.

Cold weather kept the Tigers and Indians in their Cleveland hotel rooms, while the Browns and White Sox enjoyed a scheduled day of rest.

In the National League, Paul Derringer notched his third win of the campaign by hurling the Cubs to a 7-3 romp over the Pirates. The Bruins capitalized on errors by Johnny Barrett, Bob Elliott and Tommy O'Brien to extend their winning spurge to five in a row, with Rip Sewell being the losing pitcher.

Dain Clay and Ed Heusser, products of the Cardinal farm system, rebelled against their former mates to give the Reds a 2-1 nod over the Redbirds. Clay drove in both runs, while Heusser handcuffed the Cards with four hits. Ted Wilks was tagged with the loss.

Airtight pitching by Bill Voiselle carried the Giants to a 5-0 victory over the Dodgers and Curt Davis as Voiselle racked up victory No. 3. Steve Filipowicz, ex-Fordham grid-great, led the Giants with four hits, including a homer and two doubles. The Phillies-Braves game was postponed because of cold weather.

Minor League Results

International League

Rochester 9, Baltimore 5	Buffalo 8, Newark 2
Jersey City 6, Montreal 4	Toronto-Syracuse, postponed, rain.
WL Pct.	WL Pct.
Jersey Cit. 7 0 1.000	Rochester... 3 3 500
Baltimore... 4 2 .667	Syracuse... 1 3 250
Montreal... 4 3 .571	Buffalo... 1 5 167
Newark... 4 3 .571	Toronto... 0 5 .000

American Association

Kansas City 3, St. Paul 2	Louisville 3, Toledo 2
Indianapolis 2, Columbus 0	Minneapolis 12, Milwaukee 7
WL Pct.	WL Pct.
Louisville... 5 2 714	St. Paul... 1 1 500
Minneapol... 3 2 600	Columbus... 3 5 375
Indianap... 5 2 571	Milwaukee... 1 2 333
Kansas Cit. 2 2 500	Toledo... 1 5 167

Pacific Coast League

Portland 3, Oakland 1	San Diego 3, San Francisco 2
Los Angeles 12, Sacramento 9	Hollywood at Seattle, postponed, rain.
WL Pct.	WL Pct.
Portland... 19 7 732	Sacramto 13 14 478
Seattle... 15 10 600	S.F.'isco 11 15 423
S. Diego... 15 11 576	L.A. angeles 11 16 411
Oakland... 12 14 462	Hollyw'd... 8 17 330

Southern Association

Little Rock 10, Memphis 9 (11 innings)	Atlanta 4, Chattanooga 2
New Orleans 1, Mobile 0 (13 innings)	Birmingham 13, Nashville 0
WL Pct.	WL Pct.
Atlanta... 10 1,000	Chatt'ga... 0 1 000
N. Orleans 1 0 1,000	Mobile... 0 1 000
Little Rock 1 0 1,000	Memphis... 0 1 000
Birmingh... 1 0 1,000	Nashville... 0 1 000

By Abner

By Courtesy of United Features

By Al Capp



