

Man Spricht Deutsch
Sprechen Sie deutlicher.
Spreken Zee doytlikher.
Speak more distinctly.

THE STARS AND STRIPES

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

Ici On Parle Français
Aimez-vous les bonbons?
Ay May voo lay bone-bone?
Do you like candy?

Vol. No. 149

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1 Fr.

Saturday, Dec. 23, 1944

Foe 38 Miles from France

'Destroy Enemy Now'—Ike North Line Holds; Liege-Bastogne Highway Severed

German's Gamble Is Our Chance

From the front lines to the supply ports and from the highest general down through the ranks, the United States Army in Europe mobilized its entire reserves yesterday with a grim and confident determination to smash the German counter-offensive and the German Army.

In his third dramatic Order of the Day since the landings on June 6, Gen. Eisenhower said the Germans now were "gambling everything" and called upon every member of the Allied Expeditionary Force to rise "to new heights of courage, of resolution and of effort" to crush the enemy now.

"By rushing out from his fixed defenses, the enemy may give us the chance to turn his great gamble into his worst defeat," Eisenhower declared.

Not since the Falaise Gap, on the eve of the Allied victory in the Battle of France, has Eisenhower addressed his armies in an Order of the Day. He predicted a victory then, as he did in his D-Day message.

A tension comparable only to that of D-Day itself gripped the Army, from divisions in the line through the furthestmost rear echelons.

Confidence, not gloom, marked the tension.

Brig. Gen. Ewart G. Plank, commander of Advance Section, Communications Zone, called upon the men of his command—the men who supply the materials and munitions for the armies—to redouble their efforts and pledged that not an

(Continued on Page 8)

SUPREME HEADQUARTERS ALLIED EXPEDITIONARY FORCES

22 Dec. '44

ORDER OF THE DAY

TO EVERY MEMBER OF THE A.E.F.

The enemy is making his supreme effort to break out of the desperate plight into which you forced him by your brilliant victories of the summer and fall. He is fighting savagely to take back all that you have won and is using every treacherous trick to deceive and kill you. He is gambling everything, but already in this battle your gallantry has done much to foil his plans. In the face of your proven bravery and fortitude, he will completely fail.

But we cannot be content with his mere repulse.

By rushing out from his fixed defenses the enemy may give us the chance to turn his great gamble into his worst defeat. So I call upon every man, of all the Allies, to rise now to new heights of courage, of resolution and of effort. Let everyone hold before him a single thought—to destroy the enemy on the ground, in the air, everywhere—destroy him!

United in this determination and with unshakable faith in the cause for which we fight, we will, with God's help, go forward to our greatest victory.

Dwight D. Eisenhower

Anti-Spy Alert Is Stiffened; Paris' Chutist Rumor Denied

U.S. Army and French authorities tightened their security restrictions yesterday following warnings from both the Provost Marshal and French radio that spies and saboteurs in Allied uniforms and civilian clothes were operating behind Allied lines.

Official sources denied yesterday that German paratroops have landed near Paris.

Associated Press reported that four German soldiers, wearing American uniforms and riding a jeep, were captured by six MPs in Belgium. The jeep packed enough dynamite to blow a strategic bridge and seriously hold up a Yank armored column moving to help block the German offensive.

The would-be saboteurs—three lieutenants and a sergeant—all

(Continued on Page 8)

New Red Drive Hinted in U.S.

WASHINGTON, Dec. 22 (AP).—A new Russian offensive in answer to rising Allied demands has definitely been promised and the starting date set, it was unofficially reported in the capital.

Soviet sources here said that this could not be confirmed officially but there is evidence the Allies are counting on a new winter drive by the Soviets. Informed sources said the projected drive will disclose the whereabouts of Red Army forces which last summer were fighting in the Baltic, Ukraine and White Russian fronts.

RUSSIAN GAINS IN SLOVAKIA

MOSCOW, Dec. 22 (AP).—German troops in Slovakia were feeling the sting of the Red Army lash today after the Russians had cut two important escape routes for Nazis trapped in the imperiled Czechoslovak rail city of Losonoc and had captured more than 30 towns and villages on the approaches to the city.

Moscow reported hearing German radio reports that more than 100,000 Russians had renewed the great offensive to encircle Budapest. It said hundreds of tanks and planes were thrown into an attempt to break through and that the Red Army had also resumed a great pincers movement on both sides of the city.

Two-Inch-High Banners Tell Home Front of Great Battle

By Carl Larsen

Stars and Stripes U.S. Bureau

NEW YORK, Dec. 22.—With banner lines more than two inches high, newspaper accounts of the German counter-offensive for the past three days have startled U.S. readers, hitting them right between the eyes with such strongly-worded headlines as "Nazis Gained More in 3-Day Drive Than Allies Had Won in 3 Months."

Though a few editors even today approached the story from the angle of the New York World-Telegram's streamer "Yank Rally Slows Nazis," most adopted a realistically tough policy like the Detroit Free Press: "Nazi Drive Grows in Fury; 45-Mile Gap Torn

in U.S. Lines." The Buffalo Evening News banner warned (in its biggest type) "Nazis Gaining in Luxembourg; U.S. Loss Worst Since Baatan." The Chicago Sun's streamer said "Yanks Hit Back but Nazis Hurl 600 Tanks, 150,000 Men in Battle."

Other examples were: Chicago Tribune, "New German Drive Deepens Penetrations Into First Army Front"; St. Paul Pioneer Press, "Yanks Suffer Their Worst Losses of War and Inflict Heaviest"; Indianapolis Star, "Nazi Offensive Grows in Fury"; Oklahoma City Daily Oklahoman, "Nazis Swarm Through Gap in U.S. Lines"; St. Louis Globe Democrat, "Tanks Swarming Through Breach in U.S. Lines."

Field Marshal von Rundstedt's plunging spearheads stabbed 40 miles into Belgium, but on the northern flanks of Germany's mightiest offensive of the war, the Nazi blitz came to a halt as Americans stood fast, Supreme Headquarters said last night.

Official battle reports, which lag 48 hours behind the situation at the blazing front, said enemy columns had reached the Belgian town of Laroche. This is 14 miles northwest of Bastogne, which the thrust outflanked on the north, and 41 miles northeast of Sedan. This placed them 38 miles from the French border.

American troops, responding to Gen. Eisenhower's call to crush Germany's desperate gamble—virtually unprecedented in modern history—were holding the charging line at several points.

Northern Stab Confined

SHAEF said U.S. troops had confined the northern Nazi stab to the area of St. Vith, Stavelot and Malmedy. The three Belgian towns were held by Americans up to noon Wednesday, the latest period covered by official reports.

In this whole sector, it was officially stated, the advance has been slowed. In the Monschau area, fighting diminished to only local actions and no substantial gains were made.

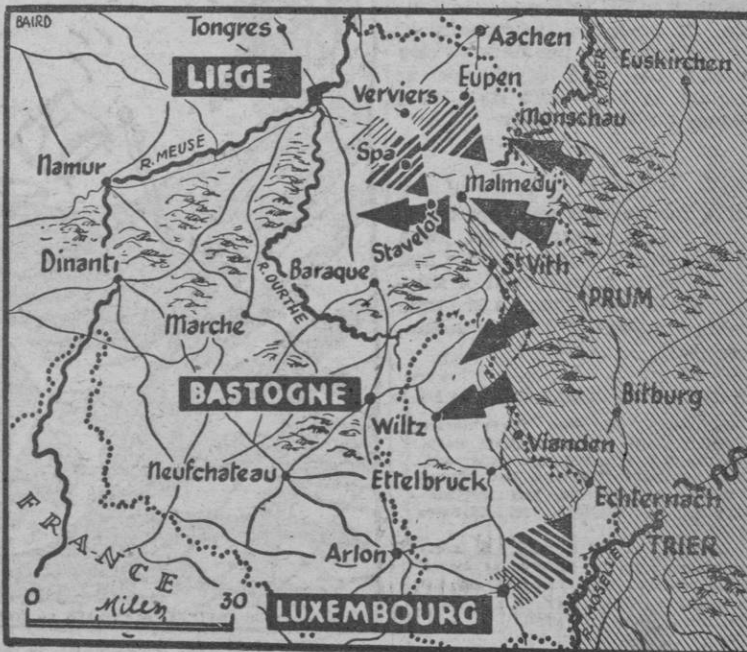
Germans were believed to be concentrating troops in this sector for another try.

The German DNB news agency, picked up by Reuter in London, last night dramatically interrupted its transmission from the Eastern front to flash the report that the Nazi winter offensive in the west has been slowed by flank attack by the U.S. Third Army, but there was no confirmation of this report from any Allied source.

On the southern flank where the drive had been halted as early as Tuesday, fighting had stabilized and all thrusts were checked in the areas of Dickweiler-Osweller and

(Continued on Page 8)

Where German Columns Strike





Foxhole Briefs

After some of the squawks I have read in your column I thought I would try to get my two francs in. The ones from individual units clamoring for recognition are disgusting.

All training given to any person in the armed forces is given for one purpose. That is to enable the U.S. to put a successful combat force into the field. All units are a part of that force even if they never see combat.

A combat force with all units that help it in any way before, during or after combat is like a motor. If one part fails the motor fails, or at least doesn't function properly.

No game can be played right with half a team. Combat is no game. However, team work is a great part of combat.

Everyone helping in this war is a member of the team regardless of his job or branch of service. The defense worker, farmer, miner and typist are also members of the team. True, some jobs are better or more pleasant than others. My helmet-water bucket-wash pan and bath tub is off to every Joe and Jane in this thing. None of it is pleasant, but let's all pitch a little harder.—T/Sgt. J. A. Hunt, Inf.

* * *

Nice Going

Our medical detachment of two officers and 20 EMs sent in 20,000 francs to the French War Orphans Fund. That is an average of 909 francs per man. Can any outfit in the ETO top this?—Capt. M. D. Ratner, Tk. Bn.

* * *

Thinking While Fighting

It is difficult to take a long-pull view while we are actually engaged in this bitter struggle.

Peace is built upon more than revenge and military disarmament of aggressor nations. Peace is built upon ideals, co-operation and world economic stability. We can be totally ruthless toward the vanquished Germans, yet find ourselves engaged in another war before many years if we do not accept our world responsibilities.

If we settle back and ignore the mutual interests of our neighbor nations, allow international lawlessness to flourish as it did during the last 20 years, and if we set up barriers to the free flow of goods and ideas, we shall lose the Peace.

The dictator nations set out to build a world order based on intolerance, tyranny and force. We set our course in a different direction. The practical course is the one charted by Jefferson and Lincoln. If we follow their tradition, our children may not have to slog through the mud of Europe in their GI uniform—1964 style.—T/4 Thomas G. Wright, Engr.

* * *

Curb Service

If a mobile unit were set up to collect blood contributions from the men in the supply, service and rear echelons, a great deal of shipping space, handling and time would be saved.—T/4 I. Hershman, Med. Sup.

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Paris Herald Resumes, Greeted by Officials

The Stars and Stripes joins Gen. Eisenhower, Ambassador Caffery and the American forces today in welcoming the New York Herald Tribune, which resumed publication of its European edition yesterday after a four-year lapse during the German occupation of Paris.

Gen. Eisenhower, in a message of greeting to the paper, said: "This seems an appropriate time for me to express to you my deep appreciation of your generosity in making your printing facilities available for use by The Stars and Stripes. Speaking for the American soldiers of this theater of war, I thank you very much."

Mr. Caffery said the reappearance of the newspaper was "a milestone not only in journalism but in Franco-American relations."

Hash Marks

A rugged tanker of the Tenth Armored "Tiger" Division is pretty proud of the results of his efforts to teach a Paris girl English in a very short time. Recently, he got the following letter from her:

Friday on the 3th.

My Dear R—:

I do not be in receipt of a letter of you again, but I take the liberty of you writing, like you had ask me.

How do you do? For me I am well.

Since our meeting do you forget me or to think of me a few? Your next letter shall tell me.

Excuse me if I speak bad on the letter. But do you give me answer its, if yes answer me quickly.

I keep carefully the keepsake you have me therefore made present.

Have you baptize your "jip" of name of "Nelly" as you say me?

In hope very soon you read I end my letter.

My kindest regards to yours two fellows and fond love to yourself from.

NELLY.

'Tis reported that a Japanese admiral was heard singing, "Is you is or is you ain't my navy?"

An Editorial

The Order of The Day

ON PAGE ONE is General Ike's Order of the Day. That order will be obeyed as no order ever was obeyed before.

From the Normandy beaches to the Roer and the Saar we fought and smashed the German Army. Today we fight an army of Germans. We'll smash that, too.

Yesterday the Wehrmacht included the impressed and enslaved. The rag-tag, bob-tail sweepings caught up by the Nazi broom from every conquered state. Dressed in feldgrau and propped by Prussianism, Potsdam, Munich and Krupps.

Now an army of Germans launches its last drive to save the Fatherland. Bavarians, Brandenburgers, Nazis of Bremen and Brunswick, of Stuttgart and Stettin, of Cologne and Chemnitz. Panzers, paratroopers and Panzer grenadiers. Waffen SS. Schwarze Korps. Inflamed, impassioned zealots graduated from the Pimpf, the Hitler Jugend, the Labor Corps and the party's ranks. Guarded, husbanded, hoarded for just this moment. For the moment of the Reich's greatest peril. For the counterblow. For the reconquest of Europe—and tomorrow the world.

This army of Germans comes armed to the teeth with Nazi tenets and Fascist zeal. In their eyes is the lust for world domination. In their hearts are hate and fear—hate of those who frustrated their ambition; fear of the consequences of defeat in this—their final effort.

Against them fight men with a simple faith and be-



lief in democracy. Belief in the essential integrity of the individual. The belief of Lincoln in the soundness of the majority opinion of the common man.

Freedom-loving American soldiers, together with their Allies, smashed the German Army. Freedom-loving American soldiers, together with their Allies, will smash this army of Germans.

This is the chance of chances. The Nazis are again in the open—out of their bunkers, out of their community digging, out of their Siegfried Line. Out where we can get at them, smash them, finish them off—once and for all.

Ike Eisenhower is giving the orders. Bradley, veteran of the Kasserine, the beaches, Mortain and St. Lo—master of Rundstedt, killer of Rommel—is leading the troops. The greatest Allied team in history, with the finest equipment, has

awaited this chance for months.

The chance is here. Time for every man to get on the ball as never before. To remember all we learned in training. To brush off every trick we've acquired in combat. To use equipment as it's never been used before. Without waste. With every drop of gas, every shell, every bullet aimed at the Boche. Aimed to kill.

Ten percent more from every man—ten percent more from every machine—ten percent more from every gun—add up to ten percent reinforcements to our strength. Not in the U.S.A. Not on the ocean. But here, where it's needed, where it counts, where it kills. Let's add that ten percent.

Knock down rumors. Let's keep our eyes open, our traps shut. Let's not muff this chance of chances. To finish the foe. To end the war in Europe.

Private Breger



"Oops! Sorry, I thought it was some Nazis surrendering."



As Time Goes By

Most GIs figure it's long enough by months, but 1/Sgt. Steve P. Chicos, of Gary, Ind., and Pfc Robert I. Engler, of Brooklyn, 83rd Div. signalmen, are sticklers for detail. Their calculations show that by Christmas their time in the Army will amount to 114,998,400,000,000 and 46,656,000,000,000 micro-seconds, respectively.

* * *

Daylight

The ceiling had closed in, visibility was zero and the pilot of the Marauder figured he'd have to make a crash landing. Just then a searchlight operator at a IX AF strip flicked on his light for a daytime test. The pilot saw the glow through the clouds, followed the bearing and made a safe landing.

* * *

What, No Band?

It's nip and tuck these days to see who gets there first. When a platoon of an armored engineer

oatillon got to Werth, Germany, before other units of the Third Armored Div., Pfc Phillip D. Dunn, of Bridgeport, Conn., took shelter in a house

Sipping some ersatz coffee, Dunn glanced through a window just as an infantryman cautiously peered around a corner of a building.

"Who are you looking for?" Dunn shouted.

"The Germans, of course," the doughboy answered.

"Why, got some relatives here?" Dunn asked.

Births

Folks at Home Send These GIs Swift News of Sir Stork's Arrival!
T/5 William H. Rielly, Long Island—boy, Dec. 7; Lt. Albert M. Ellis, Cornwall, N.Y.—Thomas Albert, Dec. 13; T/5 John T. Grega, Baltimore—boy, Dec. 13; Pvt. Michael J. Fritzo, Bronx—boy, Dec. 14; Pfc Ray T. Warren, Staten Island—Gary Robert, Dec. 13; Lt. Robert Beckett, Gransprairie, Tex.—boy, Dec. 10.
Pvt. P. W. Boone, Many, La.—Keith Wilson, Nov. 4; Sgt. Willis Page, Worcester, Mass.—boy, Dec. 13; Sgt. E. C. Nickolette, Lorain, O.—boy, Dec. 9; Sgt. John H. Hilbert, Weedsport, N.Y.—girl, Dec. 7.

Ike Reveals Shortage of Tires Here

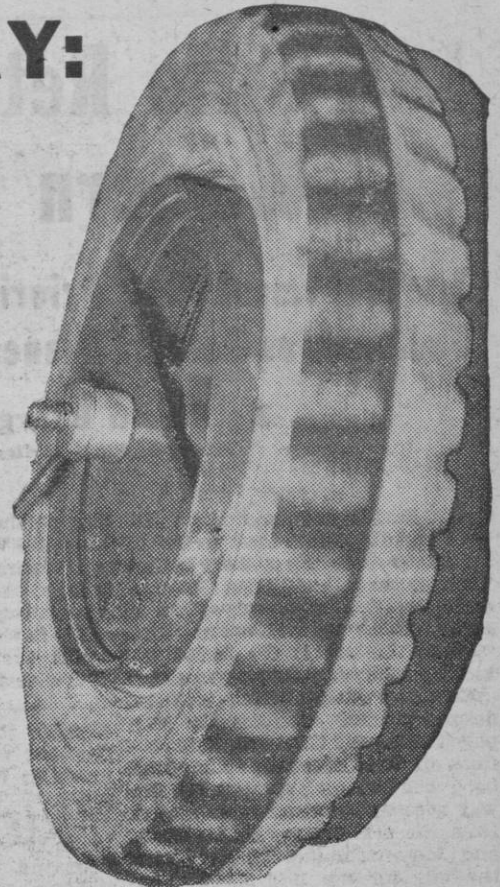
Gen. Eisenhower revealed yesterday that American armies fighting along the German border are faced with a critical tire shortage and warned that "unless drastic conservation steps are taken ten percent of all Army vehicles in the ETO will be tied up by the first week of February."

The Supreme Commander brought this 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 3rd 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, N.Y.C., 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."

The reasons for the present critical tire situation which, if continued, may result in Joe Dough-

foot 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 percent 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 8 ball in its history.

The "ersatz" boys went to town. Rubber was made from oil. Your whiskey 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 Adolf's aching back.

Rubber Pinch On

Before D-Day rolled around most of the tires on the vehicles had already been half used up in UK. 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 3rd Army alone, according to Col. T. H. Nixon, 3rd Army Ordnance officer, truck transport under Army Ordnance covered about 270,000 miles in one week during the sweep through France.

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 Ger-

many on tires which should have been replaced a long time ago so that the worn-out rubber could be reclaimed by retreading.

A 600x16 tire was recently trailed from First Echelon maintenance—the 134th Infantry Regiment of the 35th Division, currently blasting Jerry out of his "Lebensraum" near Saarbrücken—through forward intermediate and rear Ordnance depots of the 3rd Army's 69th Ord. Gp.

Up Front and No Spares

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. "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!" "It is 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."

Tire Repair Tips

Pvt. Joe Collins, Baton Rouge, La., of a QM outfit, was driving one of these 6x6s 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 much I can do tho. No replacements."

Collins seemed to think, however, that watching the tires and turn-

ing them in before they become worn through and useless would make it possible to save more tires in the long run.

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

T/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."

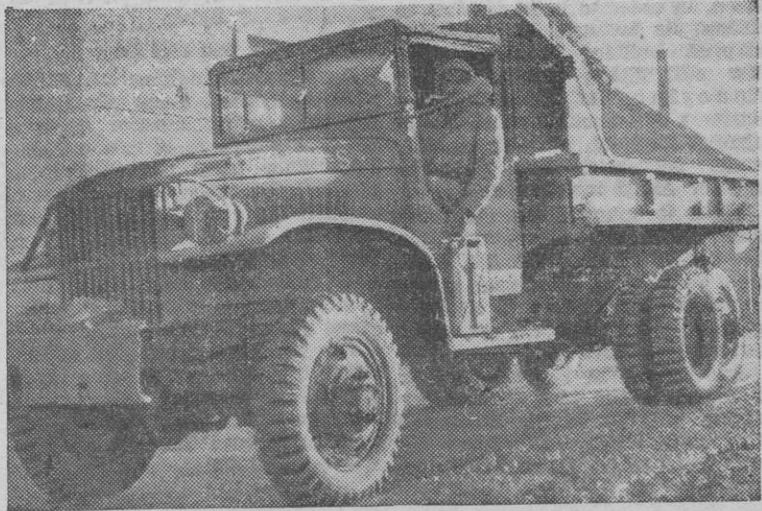
'Damn Fool Drivers'

At the 838th Ordnance's forward depot a critical situation existed on 600x16 and 750x20 tires. There was no stock on hand, which seemed general at all the depots, and only about 10 percent 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 6x6s rolling. He also pointed out an 825x20 half-track tire which he had to use on a one-ton trailer in place of a 750x20.

"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 don't have a great deal of time to fool around

(Continued on Page 6)



"UP FRONT, NO SPARE," reads sign on trailer (bottom), which means a bad flat is the end of the trail. The 6x6 (top) is kicking along with tires missing from rear duals. Shortages like these hamper supply lines to front.

Luftwaffe Returns to The Western Front

The Wehrmacht Gets Priority Over Reich Factories as German 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 Focke Wulfs and Messerschmidts 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, this was no surprise. They had never been the authors of the premature post-mortems on the German air force.

Luftwaffe Defends

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.

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 many 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.

Quick Switch

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 has come to consider the First Army threat to the Cologne Plain 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 collected 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.

The gasoline supply in the Reich today is shorter than cigarettes in COM Z. At some pre-flight 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.

Along with its new flock of fighters, the Luftwaffe has a new S.O.P. on operations. Missions are seldom flown in bad weather, when there's a chance of failure, and Allied bombers—not fighters,

or fighter escorts—are the targets of attacks. With this air force it's a case of, "That's all there is, there isn't much 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.

Few Bombers

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.

Until it splurged on the First Army front, the only competition the Luftwaffe gave 9th 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-improvised grass strips, with primitive servicing facilities, and few of the fine defenses against low-level attack, built with such pains 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.

Fast But Not Best

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

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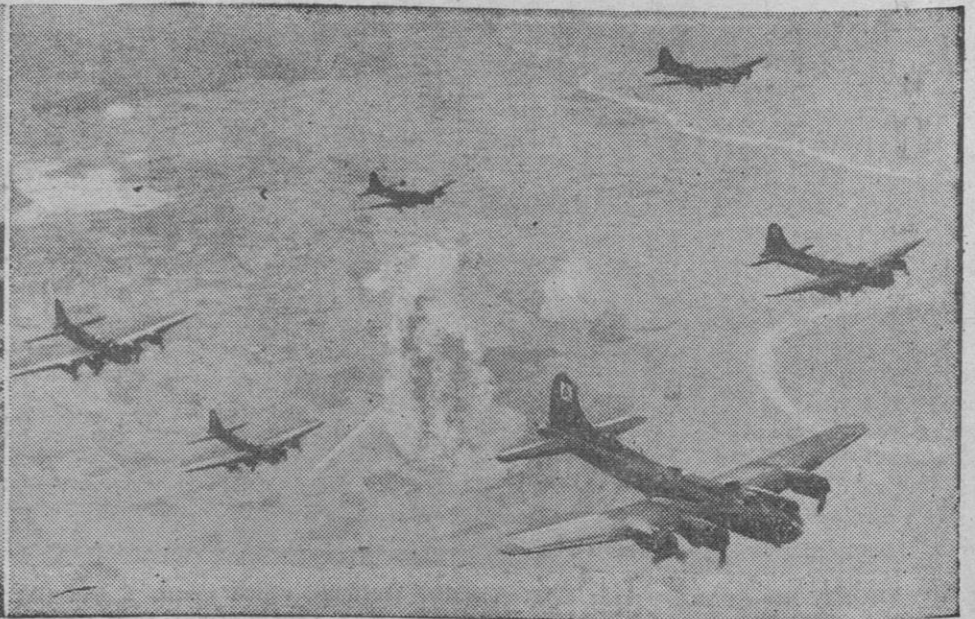
DEATH OF FW190 (shown at right, in three stages) by Eighth AAF fighter plane, is typical of what happens to Luftwaffe craft when they tangle with Allied stuff, like P47 Thunderbolts (left) and P38 Lightnings (center).

Eighth Air Force and U.S. Official Photo



Ninth Air Force Photo

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



U.S. Official Photo

BELOW LIES smoking FW190 factory; above are the Fortresses.



Hitler's Rundstedt
In Ludendorff's Footsteps?

Counter-Offensive!

HUNS BY HUNDRED THOUSAND
SENT TO SLAUGHTER IN DRIVE
ON WHICH KAISER STAKES ALL

By
France Herron
Warweek Staff Writer

'All Now at Stake,'
Nazi Troops Told;
First Strikes Back

From "The New York Herald," June 6, 1918

From "The Stars and Stripes," Dec. 19, 1944

HOLLOW-EYED von Rundstedt, once given the boot by Hitler because of "inefficiency," turned loose his legions a week ago in the Luxembourg-Belgium sector in a sky-high bid to crash the Allied forward line and stretch what appeared to be Germany's last mile into a long, bitter fight.

His surprise phantolike dash through the shadowy Ardennes—the very same path over which the Wehrmacht struck in 1940—brought down a veil of censorship in Axis and Allied presses alike, and brought down some feverish speculation as to the plight of Hitler's weakening fortress.

Some viewed Rundstedt's counter-drive with a wide eye and a cocked ear and whispered: "This is Ludendorff's 1918 scrap all over again." Out came the history books and the World War I summaries. Bar-room strategists and genuine field quarterbacks delved into maps and figures to see if this might possibly be a repeat of the last time when Wilhelm's Germany made a final fling to win all before collapsing like a deflated lung.

Ludendorff's Arrival at Front

The First Battle of the Somme in 1916 tore great gaps in the German ranks and weakened the Army considerably. Falkenhayn, German high chief who had fought more for a draw than actual victory, was replaced by ambitious Ludendorff, who was a Prussian nut on efficiency and military tradition.

When Ludendorff arrived at the front as Falkenhayn's successor he took one look at the remnants of the Kaiser's once husky Army and said: "The future looks dark. The Army has been fought to a standstill and is utterly worn out."

But Ludendorff was a gambler—with a little of the bluffer's blood in him.

He got chummy with Admiral von Holtendorff, chief of the Naval staff, who guaranteed that if he could get his U-boats into unrestricted warfare by Feb. 1, 1917, "Britain will sue for peace by Aug. 1."

Then Ludendorff prepared his famous rear line of defense, the Hindenburg Line or Siegfried-Stellung. Next, he instituted a new system of defense in depth, which saved Germany from getting knocked out in 1917.

Then, due to Ludendorff's tactical genius and a few Allied blunders, the German Army survived several offensives, including the Aisne, Arras, Messines, Ypres and Cambrai. Better than mere survival Germany even gained superiority of numbers on the Western Front after the Armistice of Brest-Litovsk when they moved men from the Eastern to the Western Front. Now was his chance, thought Ludendorff; now he would rout the Allied Armies. There was still a smell of victory in the air.

Launching of New Offensives

The Germans launched their great Somme offensive on March 21, 1918. Next came the Lys drive in April and the Aisne in May. They struck out again on the Metz offensive on June 9, and all proved to be terrific blows to the Allies. Ludendorff was going great guns.

The Paris-Chalons railway—main east-and-west artery—was cut at Chateau-Thierry; the Amiens-Paris railway was brought under artillery fire, and the northern system about Hazebrouck was dislocated. This left the Allied Armies under a heavy strain—their supply lines were practically shattered.

But this is where the Germans erred. Ludendorff—"infallible" Ludendorff—had undertaken the Aisne offensive to defeat the French reserves, which had been coming to the aid of the British. With these French reserves out of the way, it was his plan to transfer his Aisne strength to the north for a savage assault on the British in Flanders. But this plan ran afoul.

The Germans hit a snag when Marshal Foch struck hard with a punch that threw the enemy back to the Aisne and the Vesle, leaving 30,000 prisoners and 600 guns behind. This counterstroke by Foch—in mid-July—was the first Allied victory of 1918, but it took the initiative away from Ludendorff.

The Allies followed up with a drive launched south of Albert on Aug. 8, with the objective of freeing the Amiens-

Paris railway. Thirteen days later the British opened an attack around Bapaume, while the French struck south of the Oise and gained valuable ground near Soissons.

The Germans were falling back.

On Sept. 2, the British cracked the Drocourt-Queant Line which forced Germany to make more withdrawals, abandoning gains which had been made in the Lys offensive in Flanders. This freed the Hazebrouck railway system, captured 130,000 enemy prisoners and 1,800 enemy guns in seven weeks' time.

Before Ludendorff could catch his breath the Americans hit hard at Saint Mihiel on Sept. 12, where they smashed a German salient, took 16,000 prisoners and 450 guns. This freed the Paris-Avicourt railway, and was quickly unraveling all of Ludendorff's spring offensive gains.

The Allied drives gained momentum.

Many German Deserters

The October offensives smashed the enemy back to the Dutch frontier, lost the Flemish coast for them, and lost the cities of Lille, Roubaix and Tourcoing. While in the Battle of the Selle 20,000 more German prisoners were taken and 450 guns captured.

Many of the Germans were deserting. Others, still proud, claimed that their country was so well organized that it would never be defeated. Still other enemy soldiers lurked in front-line towns and refused to return to their units.

Final preparations by the Allies called for a bombing fleet to hit the Ruhr, while Foch mounted a large-scale attack east of the Meuse. This attack was to be carried out on Nov. 14, but was never begun.

In the early hours of Nov. 7, a message came through from Germany stating that her envoys would like to pass through the lines and sue for an armistice.

It was soon learned after the war that all was not rosy in the German camp during the final few months. Ludendorff on August 12, had told Col. von Haeften, representative of the High Command, that "there is no more hope for the offensive, the generals have lost their foothold."

Field Marshal the Crown Prince Ruprecht of Bavaria wrote a letter on August 15 which said, "I no longer believe that we can hold out over the winter; it is even possible that a catastrophe will occur even earlier..."

And Hindenburg himself wrote a letter to the Kaiser on Oct. 3, in which he said that Germany's cause was lost, and that "it is imperative to stop fighting in order to spare the German people and its Allies further useless sacrifices. Every day lost costs thousands of brave soldiers' lives..."

German Army Believed War Lost

That was how things stood in 1918—even before hostilities ceased. The High Command prodded the Army to keep fighting, and the Army insisted that the war was already lost.

This time—1944—there has been some evidence that dissension again has sprung up between the High Command and the Army. When Von Brauchitsch loused up the Russian campaign, he was canned. General Werner von Fritsch, who mapped the downfall of Poland, was later announced as "dead" by the Nazis—and Von Fritsch was admittedly on the Nazi black book.

Then Rundstedt was fired, but he came back again. Other Army leaders were erased by Himmler, who said it was Army men who tried to bomb Hitler last July.

Other than those few incidents, the news from Germany has been stifled. No one knows just what Army leaders are thinking about today—just as they did not know in 1918 what Ludendorff and Hindenburg were thinking.

Spewing forth from their pillboxes and the strong arm of the Siegfried Line, the Germans of 1944 hurled a challenge at the American doughboy. They rose out of eir Dragon's Teeth, cloaked by murky weather, and stirred up the biggest fight since D-Day.

The counter-offensive is on.

The experts hold the history books and the summaries. They watch Rundstedt's dash across the Ardennes with interest. And they wonder.



1918 YANKS (top) bore into French mud and await counter-attacking Germans, who charge through smoke screen. Drive was stopped, and thousands of Huns surrendered. Rundstedt (bottom right) maps out campaign while boss Hitler looks on. Hitler's "intuition" was junked when latest counter-offensive was launched.



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

By Igor Cassini
Warweek Staff Writer

IN a couple of days it'll be St. Nick's turn to grumble about an aching back, because the old guy's got quite a load to tote around the foxhole circuit this Christmas.

Half a dozen of his pet Reindeers are already laid up with round heels, having delivered millions of packages and letters from Eschweiler to Belfort. And still they come. The hite-whiskered guy and the APO are working 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.

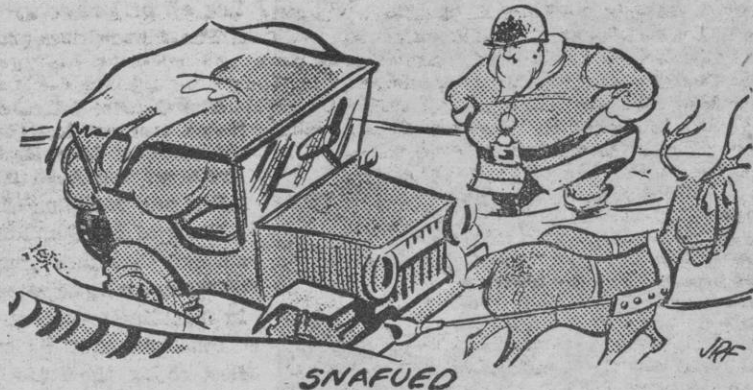
More Important

About Christmas time 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 and the gaily-packaged gifts are 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.

For the first time entire ship's cargoes were made up of nothing but soldiers' Christmas 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 Christmas parcels and mail it would have taken nearly 300 of them to do the job.

95 Percent Got Through

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 percent have gone through and without too much delay.

Armored Division holler: "We troops that have been overseas for some time always did think that we had wonderful mail services. But today one of our boys received a Christmas 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. Fif-

month. The wife writes air mail. Since only 30 percent 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 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 Germany, "Mail from home means a hell of a lot to the boys. They dream of letters from their loved ones."



teen percent of all outgoing soldiers' mail is now addressed to civilians in Britain. It's not a few-minute 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



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," Sgt. Daniel C. Hughes . . . and boys from the 2nd

army of repair workers is ready to begin clearing away the debris as soon as our planes head for home.

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.

Read

"THE COMBAT MAN SPEAKS"
Army Talks, Saturday, 30 Dec. 44

LUFTWAFFE

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.

Oil Also Problem

While the jet may be the great fighter of the future, the Focke Wulfs and Messerschmidts are taking the brunt of the 8th 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

TIRES

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 40mph 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 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."

That is the story of your ticket home!

As Gen. Saylor aptly put it: "It is the GI, the Joe in the drivers 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 America Yesterday:

Postwar Gal's Figure To Have More Curves

By Joe Fleming
Stars and Stripes U.S. Bureau

NEW YORK, Dec. 22.—Somebody has finally made up his mind about the postwar woman. According to those making a study of the American figure (for the purposes of dress designing), the postwar gals are going to have lush curves and broader shoulders—the result of heavy war jobs. In short, they say the after-victory dolls will look more like Venus de Milo than like diet-cautious Hollywood stars.

Some persons say Americans don't know there's a war on. But they certainly know the doughs on the Western Front are engaged in the fiercest battle in American history. Most newspapers virtually devoted the first three pages or so to the German offensive. For example, the New York Herald Tribune front page had seven stories on the assault.

B29 Gun Control System Gets Preview

ANOTHER top secret was aired when, for the first time, the central gunnery control system of the Superfortress was exhibited at a convention in New York. Electronic and mechanical units enable a single gunner to fire from all parts of the B29 where gun emplacements are located. Brig Gen Frederick M. Hopkins Jr., AAF resources division chief, tried out the turret, while his technique was observed by Maj. Gen. Oliver P. Echols, assistant chief of air staff; WPB Chief Julius A. Krug; General Electric's B.R. Prentice; J. Earl Schaefer, Boeing Aircraft vice-president; and Maj. Gen. Kenneth R. Wolfe, tactical commander of B29s who flew over Japan with the first group.



Brig. Gen. Fred Hopkins sits in B29 turret, demonstrating operation of the fire control system.

BUT all was not rosy on the production front. The Senate War Investigating Committee made some nasty remarks about the WD's use of manpower. It charged the department with "ruthlessly" stripping industry of "irreplaceable trained personnel" and failing to use manpower to the best advantage after induction.

In another quarter, however, the spirit was better. Jeff Davis, self-styled hobo king, was determined to co-operate with the ban on non-essential travel and said that hoboes this year would skip their annual mulligan stew, which attracts hoboes from all over the nation.

Railroads, Planes Sold Out of Tickets

YET it seemed that Davis had no influence over the non-hobo citizens. Railroad and plane travel this weekend is expected to be slightly heavier than last year's 20 percent increase over the Christmas normal. Railroad accommodations from New York, on all through trains south and west, are sold out already and all plane bookings are filled up.

Christmas transportation for Pvt. Alphonse Bingle was furnished by the Army. AWOL from Camp Myles Standish 18 months, Bingle was seized by MPs in the apartment of his sister, Mrs. Malvina Strollo, of Brockton, Mass. Mrs. Strollo, accused of harboring a deserter, said she felt relieve because her brother hadn't left the house since he went over the hill in July, 1943.

PERSONALITIES: Mrs. Jessie Simpson Steward, 25-year-old beauty contest winner who lost her legs in a train accident in 1937, gave birth to a boy in Teaneck, N.J. Merle Oberon, who used to insist that her friends refer to her as Lady Korda, has apparently tired of both title and husband. She announced that she would start divorce proceedings against Sir Alexander Korda, British film producer. Dr. Charles F. Kettering, General Motors VP, was elected president of the American Association for the Advancement of Science. William S. Linderman, 81, Pittsburgh banker and head of the Buhl foundation, an organization to provide adequate housing at moderate rentals for white-collar workers, is dead.

Hollett Stars As Redwings Rip Rangers

DETROIT, Dec. 22.—The Detroit Redwings defeated the New York Rangers, 11-3, here last night. The Rangers haven't won in Detroit since Christmas night in '42.

Flash Hollett, Redwing defenseman, turned the hat trick as his mates rolled up the biggest victory margin of the current National Hockey League campaign.

Mud Bruneteau scored twice in the first period, Hollett once and Don Grosso once. Two goals by Hollett paced a five-goal second period. Steve Wochy also got two.

Leafs' Winger Hurt

TORONTO, Dec. 22.—Jack McLean, Toronto Maple Leafs right winger, will be out of action for at least a month as the result of a twisted ankle suffered in a recent game against Detroit.

National Hockey League

	W	L	T	Pts.
Montreal	13	4	2	28
Detroit	11	5	3	25
Toronto	10	6	2	22
Boston	8	11	1	17
New York	3	11	4	10
Chicago	3	11	2	8

'Red' Pollard Hurt In Gulfstream Spill

HALLANDALE, Fla., Dec. 22.—Jockey John "Red" Pollard, former rider of Seabiscuit, was rushed to Hollywood Hospital in serious condition today after a spill in the first race at Gulfstream Park.

The 36-year-old rider was aboard 'Good Ante' when the horse stumbled on the clubhouse turn. Barber, aboard Count Natural, and Chaffin, on Yarn Spinner, were thrown but neither was hurt. Good Ante, however, rolled over Pollard and kicked him in the head.

Talun 'Rematched'

RENO, Nev., Dec. 22.—Wladyslaw Talun, Polish wrestler, was married here today to Edith Thomas, of Buffalo, N.Y., a woman wrestler, shortly after he obtained a divorce from Stefanie Talun.

Lesnevich Trains For Furlough Fite

BUFFALO, N.Y., Dec. 22.—Gus Lesnevich, light heavy-weight champion on furlough from overseas duty with the Coast Guard, is training for his first professional appearance in three years against Phil Muscato in a local ring, Dec. 27. The title's not at stake.

Lesnevich fought last in March, '42, decisioning Jimmy Bivins.

Browns Voted Top Comeback

NEW YORK, Dec. 22.—The year-end polls conducted by the Associated Press and released day by day have become a virtual rout for the St. Louis Browns. They've just been voted 1944's No. 1 comeback, after having been selected sportsdom's No. 1 surprise, both of which honors resulted from their winning the American League pennant, the first one in history for the Browns.

Sam Snead's successful return to big money golf was voted the second best comeback and Charley Grimm's managing job with the Chicago Cubs ranked third.

Mexico Tutor Sheds Light on Sun Bowl

MEXICO CITY, Dec. 22.—Coach George Hoban of Mexico University today announced 35 players have embarked for El Paso and the Sun Bowl game against Southwestern of Texas.

The Mexican firststringers average only 165 pounds with the line averaging 169. "When we make a substitution," Hoban declared, "the weight of the team drops sharply."

Coach Restricts Vols

PASADENA, Calif., Dec. 22.—John Barnhill, coach of the Tennessee football team, which meets Southern California in the Rose Bowl New Year's Day, has canceled all sightseeing and movie studio trips for his athletes. Meanwhile, they're getting in shape to meet the very tough Trojans.

Connie, 82, Looks Back

LOS ANGELES, Calif., Dec. 22.—Connie Mack will celebrate his 82nd birthday here quietly tomorrow. "My health has been pretty good all my life," Connie said today, "and right now I'm happy to report it's real good."

Many thrills have flashed before Connie's eyes in 60 years of professional baseball, including 44 years as the Philadelphia A's pilot, and the most vivid in his memory, he says, was the job turned in by Howard Ehmke in the opening game of the 1929 World Series against the Chicago Cubs. Connie was a kid of 66 years

then and he gave Ehmke the starting assignment ahead of Lefty Grove, George Earnshaw, Rube Walberg and Eddie Rommel.

It seemed the old fellow had finally lost his mind that day. Ehmke, 35, had pitched only 55 innings all season and had practically nothing on the ball. "I secretly instructed Ehmke two weeks before the series and had him out scouting the Cubs," Connie revealed, "and he scouted them so well he struck out 13 for a World Series record and beat Charley Root, 3-1."

Once Over Lightly

By Andy Rooney

NEW YORK, Dec. 22.—Already there is an unemployment problem. Post-war planning has completely neglected the returning professional baseball umpire problem. Sgt. Art Passarella, only American League caller-outer to serve in the armed forces, doffed his Army ODs when discharged Monday, but when he reached for his old blue serge suit there was someone in it.

Will Harridge, president of the league, admits Passarella's sudden return from his sergeant's post at Fort Sheridan, PW camp, as created a dilemma. "We took on two new umpires—Jim Boyne from the American Association and Nick "Red" Jones of the Southern Association—when Art left two seasons ago," Harridge said. "Both did well, so the league now has 13 capable arbiters, and needs only 12."



Will Harridge

BUFF DONELLI, former Duquesne player who coached the Cleveland Rams this year, said in effect the other day he didn't think the Chicago Bears were the kind of boys he wanted his little Rams to play with. "The Bears always have been on the everything goes side, but their roughhouse tactics have stepped up since George Halas joined the Navy," Donelli charged, pointing a verbal finger at Bears' coach Hunk Anderson.

Donelli's complaint about the Bear's Pier 6 tactics is the outcome of the Chicago-Cleveland game during which five Ram players were casualties. Three were carried off the field in the first five minutes of play, and three of the five were rushed to a Chicago hospital. He suggested Commissioner Elmer Layden do something about the Bears' dirty play. Chicago's record bears out in part Donelli's charge, for it broke its own National League record for the number of penalties and yards imposed.

SHORT SHOTS—An order has been placed for 58,000 baseball uniforms and two million baseballs by the Army and Navy for spring delivery to the Armed forces. Gene Tunney has stopped trying to hire Baltimore's huge Municipal Stadium for a pro football team and has bought part of the New York franchise in the All-America Football Conference. Army Fullback Felix Blanchard's father played football under Clark Shaughnessy at Tulane 25 years ago under the name of Belleau, because the elder Blanchard's parents objected to his playing.

Air Force Band to Play At GI Game Tomorrow

A 40-piece Air Force band will furnish music and WACs will be cheerleaders when two Ninth AAF football teams meet tomorrow at 2:45 PM in Pershing Stadium, Paris.

The Air Defenders, on the basis of a strong defensive record, are considered favorites over the Headquarters' team.

Help Wanted —AND GIVEN

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

PERSONAL

CPL. WARNER RATZEL: Meet your brother-in-law, Sg. Griff G. Dallas, at Town Major Bdg., Luxembourg City, Dec. 25.

Li'l Abner

By Courtesy of United Features

By Al Capp



Nazis 38 Mi. From France; U.S. Anchor in North Holds

(Continued from Page 1)

Berdorf, two communities south and southwest of Echternach in Luxembourg.

In the center, however, large-scale German thrusts continued in the Wiltz-Bastogne area near the Luxembourg-Belgian border. The Duchy town of Wiltz, 12 miles west of Viandon, has been encircled, but enemy forces kept on going west after brisk fighting at the town.

Armored columns ploughed on through Luxembourg to cut the major roads north and southeast of Bastogne, while part of the tank force by-passed Bastogne and continued rolling westward. Bastogne, 40 miles due south of Liège, is four miles inside the Belgian frontier from Luxembourg.

Major impact of this thrust was the cutting of the Liège-Bastogne-Arlon highway, which runs from Antwerp to Verdun and points south.

It was the drive outflanking Bastogne which reached Laroche, but what strength the farthest elements into Belgium still had or what momentum they had left was not disclosed.

The holding action in the north signified that for the first time American forces had been able to meet the full weight of the offensive by its fifth day.

In this one last straining thrust out of the borders of Germany, Von Rundstedt's offensive had rolled westward with everything the Germans apparently had, from Panther tanks to bicycles. Meanwhile, the weather yesterday continued performing for the Nazi high command, as mist and snow continued to hamstring Allied air activity.

Third Order Since D-Day

In the third Order of the Day he has issued since the invasion, Gen. Eisenhower gave official assurance that Von Rundstedt's gamble was doomed to fail.

Calling on every Allied soldier "to rise to new heights of courage, of resolution and of effort" to destroy the enemy, the Supreme Commander said the Nazis' greatest gamble may become their worst defeat.

In the snows and fog of eastern

Germans' Gamble Is Our Chance—Ike

(Continued from Page 1)

ounce of supplies would fall into enemy hands.

Many company commanders added their own appeals to those of the higher officers. Typical was the informal speech a company commander gave his outfit in France yesterday afternoon:

"You all have a pretty good idea how many American troops and how much equipment and supplies we have on the Continent. If every one of us can do one-tenth more, we can give 10 percent more men and materials to the front lines. This is the battle in which the war probably will be won—by our side. Let's make sure it is the one."

Gen. Plank's message said:

"We of Advance Section have responsibilities in supply and evacuation of the gallant armies we are honored to support. To date you have done exceedingly well. Nothing in our possession has been lost to the enemy.

"We will renew and redouble our efforts, and when this phase of the war shall have been concluded, we will proudly say not one ounce of our supplies or equipment has fallen into enemy hands, and that the armies have been completely supported."

Belgium and in Luxembourg, the men of the democracies were responding. They had slowed Von Rundstedt's momentum in the bloodiest fighting of the war.

UP reports from London quoted a German military spokesman as acknowledging that the first impetus of the gigantic attack had been spent. Allied forces, the spokesman was quoted as saying, were moving against the enemy for an even bigger battle.

Nazis Say St. Vith Taken

Yesterday's German communique, striking a note of triumph for the first time in months, said that all enemy attempts to bring the attack to a complete standstill were smashed. It claimed the Nazi capture of St. Vith and its American garrison.

German successes in Belgium, the Berlin communique added, have compelled Americans to withdraw formations from sectors where U.S. forces had been attacking. The communique specified that American forces were obliged to evacuate bridgeheads at Dillingen and Ensdorf (suburb of Saarlautern) in order to release troops.

Early SHAEF reports yesterday revealed spearheads of the German offensive cut the vital Liège-Bastogne-Arlon highway at Webomont, 32 miles from the enemy's jump-off point. This road, one of the longest in Western Europe, runs from Antwerp through Liège and to Verdun and points south in France.

Tanks Trapped at Stavelot

On the offensive's northern flank, U.S. forces were hacking enemy tanks bottled up in the vicinity of Stavelot. Tank destroyers smashed several desperate German attempts to smash through with captured U.S. Sherman tanks to rescue the trapped armor.

In the center, the westward bulge was growing. Nazi flying wedges were disclosed to have driven ten miles beyond Stavelot to a point 18 miles south of Liège. It appeared that Liège, important base in eastern Belgium, was a prime objective of the drive.

Stars and Stripes front reports quoted an American staff officer as saying that the enemy's attack has been blunted and slowed down. The Eupen, Spa and Verviers sector of the front remains firm, the staff officer was reported as saying.

The front reports said confusion still exists in the Bastogne area where 55 enemy tanks were destroyed in 24 hours. Bicycle units last reported in Normandy were reported in action.

WPB Leader Asks Greater Labor Effort

WASHINGTON, Dec. 22 (ANS).—Drastic increases in munition production schedules were indicated today when WPB Chief Julius A. Krug called for renewed efforts from war workers and dissipated hopes of an easily-won victory.

"Eisenhower has been doing everything he could to break through the west wall. If he had done so promptly, munitions we had under procurement would have been sufficient, but he couldn't," Krug said. "Now in order to safeguard against what will come as well as what has happened, the Allies must get ready to fight the kind of war we have been fighting for two months for another year or longer, if necessary," he added.

He said that although munitions needed to meet the attack are already in France, the German counter-offensive emphasizes the need for concentrated heat on the production program.

The freeze of civilian production, except for vitally needed items, probably will be prolonged, Samuel W. Anderson, WPB vice chairman, said.

Spy Measures Are Tightened

(Continued from Page 1)

spoke good English. One was born in Brooklyn. Lt. George Rogers, of South Portland, Me., said they had identification papers. But the MPs were suspicious because "they didn't beef when we stopped them."

Armed with three loaded machine guns and five grenades, the Germans had infiltrated during the breakthrough. After demolishing the bridge, they planned to return to their own lines with the help of Wehrmacht uniforms stowed in the jeep. They will be shot as spies.

The MPs have been commended for their work. They are S/Sgt. Leon Hansen, Sgt. Walter Stagger and Pfc. Donald McHenry, Alex Molnar, Lars Johnson and Albert Dial.

German Supply Depot Hit by Allied Planes

Thunderbolt-escorted RAF Lancasters yesterday struck for the second day at Trier, main supply depot behind Rundstedt's attacking forces, after night attacks by RAF heavies on Cologne and Bonn.

Eighth Air Force heavy bombers again were grounded by bad weather yesterday.

What, No Alibi?

CLEVELAND, O., Dec. 22 (ANS).—John Yuricka Jr. admitted crashing into a parked automobile when police traced him through his license plate—it had transferred itself to the other car.

A GI Dan Boone



Wearing a Daniel Boone fur cap under his helmet, Pvt. Bill Vegso, of Campbell, Ohio, shoulders a light machine gun before moving up on the Third Army front.

Retake Town? Never Lost It, Yanks Retort

By William Boni

Associated Press Correspondent

MALMEDY, Belgium, Dec. 22.—American infantry, who from four AM until this afternoon were fighting tanks, heard on the radio that the First Army had retaken Malmedy. They think that's a hell of a note—because they've never lost it, so how could they have had to retake it?

The Germans launched an attack before dawn, found the going heavier than they expected, rolled off and swung into line again.

Making the most of the ground fog, they wheeled their tanks up for direct fire and finally forced an anti-tank platoon to pull back to high ground.

For eight hours troops under Capt. Joseph Reaser, of Gettysburg, fought, although cut off. Germans infiltrated at a few points and three tanks managed to break through to overrun each of their three TDs, as well as some 57mm. anti-tank guns.

But AT gunners, under Lt. Roy N. King, of Lexington, though their main weapons were lost, kept the Germans away. From batteries on the eastern side of the town, Capt. Richard Trouts, of Cincinnati, called for available supporting fire.

When it appeared that there was every possibility the Germans would crash into Malmedy itself, Capt. Charles Pritchard, of Nelsonville, Ohio, mustered headquarters clerks, communication men and others and sent them to front line positions. Just then armored infantry arrived.

All this time men of Reaser's company and King's platoon were busy. AT gunners, without their big guns, knocked out one tank with a bazooka while the combined weight of the supporting fire put out of commission four others, as well as some TDs with U.S. markings.

Of five tanks knocked out, four were U.S. Shermans.

B29s Hammer Japan Again

NEW YORK, Dec. 22 (ANS).—Saipan-based B29s, in the sixth straight day of attacks on Japan's industrial centers, today blasted aircraft factories on Honshu Island, the W.D. announced in Washington.

(Tokyo radio claimed that 100 Superforts had taken part in an assault on Nagoya, site of the Mitsubishi aircraft works. Some planes were reported over Osaka and Shizuoka.)

In the Philippines, American pinners snapped shut on the Japanese on northwest Leyte. U.S. planes, flying for the first time from an airfield on Mindoro, blasted positions on Luzon, 75 miles from the Mindoro coast.

Riot Spreads To Macedonia

ATHENS, Dec. 22 (UP).—While the British captured Piraeus and seemed on the point of regaining control of the Greek capital, reports from the country said that civil war was spreading in northwest and northern Greece.

The Greek government feared that the Bulgarians and Albanians in these areas planned a coup to split Macedonia from Greece.

The official Hellenic New Agency claimed that Greeks in Florina and Castoria in Greek Macedonia were under "open persecution."

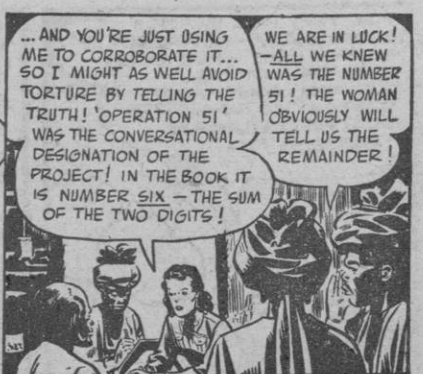
Retreat From Faenza Attempted by Nazis

ROME, Dec. 22 (AP).—Nazi commands in Italy battled stubbornly yesterday to extricate troops, tanks and guns from the bulge northeast of Faenza where they are pinned on the west banks of the Lamone River by Canadian troops of the Eighth Army.

The Canadians captured Bagna Cavallo, ten miles northeast of Faenza, and have broken the enemy's northern flank in the salient. Other Eighth Army units maintained steady pressure on the southern flank.

Terry And The Pirates

By Courtesy of News Syndicate.



By Milton Caniff