

November 2, 1942

British Women Can Teach Ours Plenty, Says WAAC Head Here

by Cpl. Charles Kiley (Staff Writer)

America has a lot to learn from Britain's women at war.

That is the conclusion of Col. Oveta Culp Hobby, director of the Women's Auxiliary Army Corps in America, who has been making an inspection tour of ATS, WAAF and WRNS establishments in England.

Col. Hobby told a press conference yesterday that she has learned "a great deal" about women's war work since her arrival here, and is prepared to make recommendations for the WAACs when she returns to Washington.

Although she accompanied Mrs. Roosevelt on a flying trip across the Atlantic and has been with the First Lady on a few visits, Col. Hobby has devoted most of her first week here to studying the operations of the British women's forces.

BRITAIN'S WOMEN "DEVOTED"

"Enthusiasm does not describe their efforts," said Col. Hobby. "The better word is "devotion." Our girls will derive much from the example set by the women of Britain."

The WAAC director said she was not in a position to specify the recommendations she may make as the result of her visit, with the exception of one that has to do with non-specialist training for the WAAC.

She referred to the type of training afforded by the centers in Des Moines, Iowa, and Daytona Beach, Fla., where a girl's future in the WAACs is largely determined by what she did in civilian life.

England's women's services, on the other hand, include a "superb" non-specialist training course, Col. Hobby said, whereby a stenographer, for instance, may be training in cooking, or an interior decorator may learn about motor transport.

TWO OPPORTUNITIES HERE

The English system thus provides those in the services with two opportunities, rather than one, of obtaining a regular job when the war is ended.

Col. Hobby revealed that the present strength of the WAACs is about 6,400, including those in training and the few already in the field.

A reserve list of 5,600 has been maintained, Col. Hobby said including those who have enlisted and are awaiting orders to report to training centers. The capacity at Fort Des Moines is 7,200, while the newly-opened center at Daytona Beach will house 8,000.

The present setup covers four basic courses for the WAAC "administration," "communication," "motor transport," and "cooks and bakers." But with the addition of Daytona Beach as a training center there will be nine courses.

WAAF HAS 62 COURSES

The WAAF and ATS each have about 652 specialized courses for their women. A question concerning possible conscription of America's women was parried by Col. Hobby, who said she felt she was "not qualified" to answer it. However, she did say that volunteer enlistments had not slowed down, and for the present there was no need for conscription.

Asked whether any of the WAAC cooks or bakers had been placed in army camps, she replied: "there have been almost no requests for cooks by the army. That speaks well of the male cooks."

ONLY FEW DIFFERENCES

After her first week of inspection, Col. Hobby said she had found only a few differences in the operational system of the ATS and WAAF and the WAAC—for instance, WAAC women must be governed by their own officers, whereas the British women may have males as their superior officers, for one thing.

One of her most emphatic statements during the interview was Col. Hobby's observation that "absolutely nothing is wasted in Britain, from what I can see. Everything is used for something. Even the smallest and, ordinarily, the most useless item is put to some good somewhere."

Col. Hobby declined to say how long she would be in England.

November 7, 1942

Meet Lt. Pavlichenko, Red Army Soldier Soviet Sniper Here After Visiting America

no byline

Introducing Junior Lt. Ludmilla Pavlichenko.

But you don't need to "give the little gal a hand," gentlemen, because this good-looking officer in the Russian Army is entirely capable of taking care of herself.

VISITED AMERICA

Here by bomber from a tour of the United States, this heroine of Odessa and Sevastopol received the Press yesterday at the British Ministry of Information. She is in England with two male companions of the Soviet Youth Delegation.

Miss Pavlichenko had an interpreter, but nobody asked any too personal questions. The Press, for once, was careful. However, she was smiling and pleasant enough. Modest, too.

"I'm really nobody," she said, "compared to Sgt. Maria Bardia." Maria was killed after machine-gunning 400 Germans and disposing of 11 others in hand-to-hand combat.

"The women of Russia," Lt. Pavlichenko said, "are volunteers for combat service. There are no separate units of feminine fighting forces. In this respect we fight side by side with our men."

WOUNDED FOUR TIMES

She told of visiting several detachments of the Women's Auxiliary Army Corps in the States and being highly pleased with the American girls' work. She was introduced as one who typifies the courage of Russian women, having been wounded four times in combat as an officer in the regular army.

"Everywhere in the United States," the Russian heroine said, "I saw signs of growing military power and industrial might."

Ludmilla wears a medal of the Order of Lenin, and the medal of the decoration, Hero of the Soviet Union.

One of her companions, 23-year-old Lt. Vladimir Ptchelinstev, has the Order of Lenin and a Hero medal too. He is another sniper expert, credited with using 154 bullets in killing 152 Huns.

CHILD GUERRILLAS

The third member of the delegation, Nicolai Krasavchenko, organized 60,000 Russian youths for the defense of Moscow. He also serves as a leader of guerrilla detachments, operating in the enemy rear.

"Children in Russia often are used in guerrilla warfare," he said. "I know of at least six who have been decorated for heroism in this respect. I have seen children from seven years of age up to 16 in guerrilla activity."

Since arriving in Britain the USSR delegation has visited again with Mrs. Roosevelt, who was Ludmilla's sponsor on a tour of 43 American cities. Here the trio will visit colleges, factories and youth settlements.

After that, Junior Lt. Ludmilla Pavlichenko, modest heroine of the Soviet, will go back to Russia—"for just a few more."

November 10, 1942

£100 Raised in 30 Minutes

by Charles Kiley, Stars and Stripes Staff Writer

Here's a record to beat!

Contributions at the rate of over £3 a minute were collected from every man in a company of Engineers in Britain for The Stars and Stripes War Orphan Fund.

Lt. Albert W. Sinnott, company commander, shouted "Give!" at 4:30 PM. A half hour later he had £100 and 124 prospective uncles of "a boy, preferably a roughneck."

Yesterday, three days after the boys kicked in, Lt. Sinnott and his regimental commander, Col. Helmer Swenholt, walked into The Stars and Stripes office waving a check and a letter from the men.

IT'S GOT TO BE A BOY

"We want to help a war orphan," said Lt. Sinnott. "Here's the money and it's got to be a boy. Every single man in the company donated willingly."

Col. Swenholt predicted that the rest of the regiment would be heard from soon. An officers' meeting was to be held last night and War Orphan contributions were to be discussed.

"It's a great thing," said Col. Swenholt. "I'm sure the rest will follow the example of Lt. Sinnott's men."

This wasn't the first time that this particular company displayed generosity and sound judgment. The officers and enlisted men are 100% subscribers of War Bonds. Each man in the unit buys an average of one \$18.75 bond a month, according to Lt. Sinnott.

100% FOR WAR BONDS

Accompanying the War Orphan check was a letter from the men, signed by Lt. Sinnott.

"After successfully subscribing 100% for War Bonds," it said, "the officers and enlisted men of Co. E, Engineer Regiment, again unanimously and cheerfully decided to help an unfortunate victim of the war. They agreed to furnish the stipulated amount for this worthy cause.

"The preference of our company is a BOY, a roughneck if possible, and we enclose the necessary £100 to cover expenses involved to aid this child during these difficult times."

November 12, 1942

French Fleet Reported Out to Join Allies

Vichy Denies Rumors But Reports of Sailing Continue

no byline

Where is the French fleet?

Is it in the harbor at Toulon, or at Marseilles? Has it put out to sea to fight the Allied forces or is it going to join the United Nations and help liberate France? On the answer to those questions today rested one major phase of the Mediterranean war.

Persistent reports are being circulated that the fleet has left Toulon and is somewhere off Corsica, on the way to join forces with the United Nations.

An earlier German report said the fleet was seen off Sardinia.

A Canadian broadcast, picked up in New York, quoted Vichy sources as reporting that parts of the French fleet, based at Toulon, had sailed out to join the British and American men-of-war in the Mediterranean, according to United Press.

VICHY DENIES MOVE

However, Vichy radio last night denied that report, saying, "The French fleet was still in harbor at Toulon at 4 PM tonight."

While the whereabouts and intention of the French fleet were being discussed the Nazi SS radio this morning called Adm. Jean Darlan "a traitor." The presence of Darlan, former supreme commander of all Vichy fighting forces as a "guest" of the Allies in Algiers, brought the Berlin comment, "A scoundrel like Darlan travels to Africa before our eyes in order to negotiate with the Americans."

That Adm. Darlan will play any part in future developments in French Africa and the Mediterranean was considered most unlikely in many circles.

In reference to the French fleet, a spokesman from Allied Forces Headquarters today is reported to have placed all vessels at Dakar, Toulon and Marseilles.

At Toulon and Marseilles, the spokesman said, were the 26,500-ton *Strasbourg* and *Dunkerque*, most modern and powerful ships in the French Navy as well as the old 22,000-ton battleship *Provence*. Four eight-inch and six six-inch gun cruisers, 50 destroyers and a like number of submarines, also were there, he said.

Other sources placed the battleship *Courbet* and the aircraft-carrier *Commandante Teste* at Toulon.

RICHELIEU AT DAKAR

At Dakar, the Allied Forces have placed the 35,000-ton battleship *Richelieu*, the 7,600-ton cruisers *George Leygues*, *Gloire* and *Montcalm* as well as some destroyers and submarines.

The *Jean Bart*, 35,000 tons and the newest battleship in the French fleet was bombed at Casablanca and reported set on fire.

When the Franco-German armistice was signed, part of the French fleet was "neutralized" at Alexandria, the Egyptian port. It included the 22,000-ton *Lorraine*, the 10,000-ton cruisers *Suffren*, *Duquesne* and *Tourville* and the 7,000-ton *Duguay-Trouin*, some destroyers and submarines.

The aircraft-carrier *Bearn* and the cruiser *Emile-Bertin* are under U.S. control at Martinique.

November 13, 1942

Mayor Asks Yanks to Tea and Winds Up as a Guest

by Charles F. Kiley, Stars and Stripes Staff Writer

“Who’s t’rowin’ dis party for who?”

Mayor Richard H. Kent, of Hammersmith, a London borough, might have asked this question Wednesday afternoon if he had lived in Newark, N.J., U.S.A.

But he doesn’t live in Newark—he’s Mayor of one of London’s cities-within-a-city—so the question had to be asked with a broad “A.”

It seems Mayor Kent asked the Red Cross to bring him a group of American soldiers from his favorite U.S. city, Newark. Only one Jerseyite came, and when the party got going, the Mayor said, the soldiers did most of the entertaining.

Mayor Kent’s son, Harold, lives in Newark, N.J., and it was for this reason the mayor specified Newarkians. His son, he said, married a Newark girl, Doris Adams, after they met at Bonn, Germany, in 1939. They went to the U.S., and still live in Newark, where the son is helping with air raid protection.

The one Newarkian in Wednesday’s party of nine Americans was Sgt. Harry Goode, Air Force. Sgt. Goode, it developed, attended the same high school in Newark where the mayor’s daughter-in-law was a teacher when she met her husband on a European holiday.

After Mrs. Kent had served tea, with peach and apple pie in the official parlor, the Mayor led the Yanks through the almost palatial City Hall.

Sgt. Goode, who at home lives under the paternalistic eye of Boss Hague [Frank Hague, (1876-1950) was political boss of Hudson County, NJ during the first half of the 20th Century), took one look at the teak-paneled council room and sighed:

“Jeest! Frank Hague’d give his eye-teeth for this joint!”

November 16, 1942

Infantry Outfit Wants Brunette As War Orphan

Bomber Unit Raises £105; Headquarters Ballots On Choice

no byline

The Stars and Stripes War Orphan Fund finally has found an outfit that doesn't want a blonde.

An infantry unit comes forward with the statement that it is a "gang of fighting men who don't go for blondes," and backs it up with a draft for £100 with which to aid a "baby girl, with eyes as dark as night and hair as black as a raven's wing."

Capt. Paul L. Davis, commander of the unit, says he was surprised when a delegation of his men walked into the orderly room with the necessary cash and a request to help a "dark-haired baby" instead of the usual blonde, blue-eyed type.

From a bomber group in the Air Force comes a check for £105, enough to bring comfort to the third orphan helped by men from this particular field. Previous contributions amounted to £210.

HOSPITAL RAISES £100 5s. 1d.

The duty and patient personnel of a hospital forwarded a check for £100 5s. 1d. for the maintenance of "a boy, age approximately six years."

Still another contribution from a bomber group amounted to £56 3s. 10d.

The boys from HQ Company, HQ Command, ETOUSA, decided by ballot what type of child they wanted to help and the "election" favored a six-year-old boy over a blonde, blue-eyed girl by two votes.

This same unit raised £60 last week for its fund by staging a showing of the film, "Talk of the Town." Another drive for orphan money centers around the Special Service Section's Thanksgiving Dance on the night of Nov. 25. Tickets went on sale yesterday throughout all units of the HQ Command. the admission will be 2s., girls free if accompanied by a soldier.

RED CROSS HELPING

A new way to raise money for the fund has been discovered in the Red Cross hostel at Glasgow. Booklets which help American soldiers of Scottish ancestry to trace their families are being sold for 1d. each. All the money collected will go toward the sponsoring of a British war orphan.

Also in Glasgow, the American Seamen's Club is getting behind the drive and hopes to raise £100 through voluntary contributions by the merchant seamen who stop at the club between trips across the Atlantic with war cargoes.

The Edinburgh Red Cross club is putting up a "thermometer" and a poster and hopes to collect its first £100 this month.

HERE'S HOW TO DO IT

Now, how about the rest of you?

Call a meeting of your group, whatever size it may be, get pledges from the men, collect or mail a money order or check to The Stars and Stripes War Orphan Fund, Printing House Square, London, E.C.4.

The minimum amount needed is £100 to care for a war-orphaned youngster over a period of five years. The amount may be paid within a year. If it comes all at once, you can pick the sex, type, color of the hair and eyes of the child you favor. We'll provide a picture of the youngster and regular reports on his or her progress.

If you can't raise the full amount, send what you can. It will be placed with other fractional contributions towards caring for a child.

November 16, 1942

America's Burma Road

Alaskan Highway Is Route North to Victory

by Charles F. Kiley, Stars and Stripes Staff Writer

While American munitions trucks rumbled across French North Africa today, more U.S. transport was moving against the Japs—this time in icebound Alaska, an ocean and a continent away.

The Alaskan Highway, America's Burma Road from Seattle to Fairbanks, is open for fighting men.

Up there, U.S. Engineers and with them Canadians and civilians have fought an ugly, unglorified battle against big timber, mud, cold, deer-flies, mosquitoes every imaginable hardship and danger outside of actual bombs from enemy planes to push the big road through and get 'em rolling.

They have won the fight. They are rolling now.

The 1,671-mile highway leading from the American frontier across Western Canada to Alaska is speeding traffic from arsenals of the United States to bases established as springboards for attack against Japan. Another crushing demonstration that the people of the New World can do it, anywhere, any time. The vital trunkline was open months ahead of schedule.

U.S. Army Engineers are heroes of the job. Under 48-year-old Brig. Gen. William Morris Hoge, the engineers completed this amazing triumph over wilderness, mountain and swamp in six months after it was estimated it would take 18 to 24 months. Completion of the route means that troops and equipment will reach Fairbanks, Alaska, from Edmonton, Alberta, in 80 hours, whereas it previously took nine days by sea and rail from a West Coast port.

How was it done?

EIGHT MILES A DAY

An army of 7,000 soldiers and 2,000 civilians, working 16 hours daily, pushed the road forward at the rate of eight miles a day.

They worked in cold, 25 below zero; slept in pup tents or anything considered "quarters." They withstood the pestering mosquitoes, "no-see-ems" and other insects which fortunately did not carry malaria. They died on the Alcan while bulldozers ploughed on and power shovels groaned and strained. Gales ripped down the valleys and tore army camps to shreds.

The "jumping off" point of the Alcan is Fort St. John, in British Columbia, 610 miles north of Edmonton and 60 miles north of the railhead at Dawson Creek. From there, holding well to the east of the Canadian Rockies to protect it from Jap bombings, it stretches north to Fort Nelson, thence northwest to Watson Lake, Whitehorse and Fairbanks.

Leading to the start of the Alcan at St. John are main highways from Seattle and Portland. To these Washington

and Oregon coast ports streams traffic from Detroit and other U.S. arsenals.

"TALK" FOR YEARS

For years there had been "talk" of such a highway. Theodore Roosevelt is said to have advocated such a road. An enterprising engineer, Donald MacDonald, struggled through the wilderness on foot 11 years ago, dreaming of the day when American resourcefulness could conquer such a road. In 1938, Franklin Roosevelt appointed MacDonald as one of five members of an Alaskan Highway Commission.

On Dec. 7, 1941, the House Roads Committee met, and MacDonald reminded the Congressmen of the highway's importance.

While American troops began moving across the face of the globe, the engineers at home went to work. All the preliminary work on the road was done "on the double." Canada cleared everything of red tape, even sending out agents with dog teams to buy up rights of way needed by the Americans.

THE FIRST SURVEYS

Then came the first engineers, climbing the hills, noting contours and planning tentative courses. Larger survey parties cut straight lines. Their path may have been only the width of a man, but wide enough for the eye of the theodolite to pierce.

The axemen came. Trees fell like corn to a sickle. Next came the mechanical army, tearing out tree stumps, eating its way through ridges, filling up the torrents and chasms. Caterpillar tractors ground into rocks. Mountains were blasted and the deadly muskeg swamps mastered.

One of the engineers' greatest accomplishments was the bridges, all made of timber. It is expected that these will be washed away in spring floods, but duplicate bridges, with machinery to set them up, are on the bank of each stream.

NO FURLONGHS

There were no furloughs or leaves for the soldiers. They knew from the start what they were up against.

As a result, America now has the chance to drive the Japs off Kiska and the tip of the Aleutians, used by them to ravage Pacific ship lanes between America and the Soviet Union, as well as being able to dispatch long-range bombers from numerous airfields to Tokyo, 2,547 miles from Dutch Harbor. In comparison, a flight from Hawaii to Tokyo is 3,390 miles.

Furthermore, it has been stressed that with a safe ferry across the Bering Strait from Nome, a prospect is opened for a transportation route linked with the Trans-Siberian Railway in Russia. *(Continued on next page)*

November 16, 1942

America's Burma Road

continued

Fairbanks, the last stop north on the Alcan, connects Nome via the Yukon River, and Nome is only 85 miles from Siberia across the Bering Straits.

The preliminary cost of the Alcan has been put at \$30,000,000. It is difficult to estimate what the total cost of it will be when entirely modernized.

Story of Cooperation

Today, the highway is built to serve wartime necessities. Contractors will follow and make the necessary improvements.

The story of the Alcan is also a story of the long-standing cooperation between the United States and Canada. But there were difficulties between the countries when the highway first was proposed, long ago.

Geographically, as the atlas of every schoolboy shows, Alaska looks as if it should be part of Canada and the history books show friction between the U.S. and Canada over Alaska.

American enthusiasts wanted the highway years ago. Canadian sentiment was against it. Hitler and Tojo and the ability of Canadians and Americans to settle their differences in common speech settled the problem. The cost of building was met out of American resources and in return the U.S. is to retain certain privileges on the long and important Canadian sections. Six months after the war it will become an integral part of Canada's highway system.

That's the New World way.

November 16, 1942

‘That’s My Pop’ is Private to Cpl. Ogle

by Charles F. Kiley, Stars and Stripes Staff Writer

Remember the times your old man led you into the woodshed and blistered your seat? Or when he interrupted some of your very confidential sessions with Mary on the front porch and chased you to bed?

With this in mind you probably never thought you’d see time march on to the day when you out-ranked the old man in the Army and were able to shout, “That’s my pop!” as he answered your question with “Yes, Corporal.”

Well, T-5 Wayne Ogle, Idaville, Ind., is in that enviable position. At present, he’s stationed in Britain while his dad, Pfc Clifford Ogle, is at Fort Benjamin Harrison, Ind.

‘Straighten Your Tie’

“You never can tell, though,” says Wayne, hopefully and smilingly. “I may meet up with him soon. Gosh, I’d love to see his expression when I said, ‘Ogle, your uniform isn’t neat,’ or ‘Straighten your cap, rookie.’”

Still, Ogle’s father isn’t an ordinary rookie. Make no mistake about that. True, he’s been in the Army only two months, during which time he made Pfc.

Ogle, Sr., is a 44-year old veteran of World War I. He has stood at attention longer than his son has been in the Army and is qualified to give the “kid” pointers on soldiering.

Pfc Ogle took part in several major battles during his 21 months in France. Wounded three times, he was decorated with the Purple Heart and Victory Medal.

Then, two months ago, when the best-dressed man on the street was in uniform, he became restless and enlisted.

Did Wayne think his dad was like any other soldier, sneaking into town for a date now and then on the q.t.?

“Sure he does,” was the reply. “Dad is stationed only 80 miles from home and quite often he has a date in town—with my sister. They’re swell company together.”

With the experience his father has, perhaps the Army will see fit to boost his rating, and if father and son do meet, maybe Ogle, Sr., will be a Sgt., or somep’n?

“Gosh, never thought of that,” said Wayne dejectedly.

November 16, 1942

Snyder-to-Snyder-to-Nazis Is Air Force Double Play

no byline

ENGLAND, Nov. 15—The Eighth Air Force doubleplay combination of Snyder-to-Snyder is one of the best in the business. And we don't want to hear any squawks from the Sportsman's Park of Ebbet's Field clientele, either.

It's like this. Pa Snyder builds the engines for big bombers in Detroit's Studebaker plant and his 24-year-old son, Lt. Howard Snyder, helps fly 'em over here.

Young Snyder is co-pilot of the "Kissy-Me-Kowboy," a four-motored job that the old man helped build not many months ago. The Fortress was christened by its pilot, Lt. Clarence L. Thacker, Kissimee, Fla., a charter member of the Florida Chamber of Commerce.

The double play combination clicked like a dollar watch on a sortie over Holland. The Luftwaffe couldn't get to second base, the flak thrown up by the ground crews couldn't even get to first.

The "Kissy-Me-Kowboy" had dropped its load of high explosives on the target area and started for home. Flak popped around the plane like a July 4 celebration at the city park. Messerschmitts and FWs buzzed around, popping away whenever it looked safe, which wasn't very often.

A high-explosive shell knocked out one of the engines. But Pa Snyder, back in Detroit, had one a good job. The other purred a sweet song of power.

One of two accompanying planes ran into trouble. The boys at the controls knew that Pa Snyder had helped build those engines, so, even with only three working, the "Kissy-Me-Kowboy" went back to lend a hand. It looked like the damaged plane might land in the channel and the "Kissy" was going to be there to drop a raft or send a position-report to the British Air-Sea Rescue Service.

Neither step was necessary. The badly hit plane struggled back to the home airdrome, escorted all the way by the "Kissy-Me-Kowboy" on three engines, which flew around like a fretful mother hen and its proverbial one chick.

The score: The target area bombed with hits observed; two enemy fighters probably destroyed and three others damaged seriously, and one badly damaged ship convoyed safely home. Tinkers and Evers and Chance couldn't do any better than that.

November 20, 1942

Here's a Preview of Our Own WAACs and They're Nice

by Charles F. Kiley, Stars and Stripes Staff Writer

She's about 5-3, weighs 110 pounds, is 23, uses lipstick, speaks our own "slanguage" ... and brothers, she's nice!

That's a picture of the average CWAC (Canadian Women's Army Corps). If you haven't met her yet, you will. More than 100 of them just arrived in Britain with the first detachment to proceed overseas, and there's more on the way.

Like a lot of us, you're wondering what our WAACs will be like when, and if, they get over here. The CWACs give you the nearest thing to a preview of our gals inasmuch as the only line that separates them is the 49th Parallel, and that's only imaginary.

Don't get a wrong slant on this, buddy. The ATS are swell. So are the WAAFs and WRNS. But these Canadian girls are as close as you'll get to the one who's waiting back home... you hope.

SAME MONEY TROUBLES

Lt. Patricia Connolly, one of the CWAC officers, said the girls are having the same difficulties we knew. They don't know the difference between tuppence and a half crown. Instead of walking to a destination in five minutes they take the Underground and get lost. So—as long as the dough olds out—they depend on the cabbies.

As in the case of our girls, this is the first time in history that the Canadians have called on their women to serve beside their men at war.

The arrivals in Britain have been "in" since the CWAC was established in Sept., 1941, or have had at least eight months' service. All are doing administrative work.

"The girls who follow us over here," said Lt. Connolly, "will be drivers, mechanics, radio operators, cooks, waitresses, laboratory technicians and others schooled in CWAC work. Naturally, the purpose is to release able-bodied men from these occupations to field work.

ENLIST FOR DURATION

Personnel of the CWAC enlist for service in Canada and anywhere else in the world for the duration, plus 12 months should their services be required.

A CWAC candidate, according to Lt. Connolly, must have a minimum height of five feet, weight not less than 105 pounds, or ten pounds above or below the standard weight for her height, must not have children under 16 and must be

between the ages of 18 and 45.

Their salary is below the figure of the WAACs. Whereas our girls get a base pay of \$50 (same as us, chum), the CWACs get only \$27. In fact, a WAAC buck private gets only a dollar less than a CWAC staff sergeant. There's something for the girls to talk about.

If you're lucky enough to have a date with one of our Canadian sisters, don't get too rough. Their slimness and smartness of figure might fool you, but it is well to remember that they have been drilled in the "arts of self defense."

HERE'S THE UNIFORM

Standing on a street corner, you may recognize a CWAC by the following uniform:

She wears a single-breasted tunic with beech-brown epaulets and "Canada" badges on the shoulder. Her gored skirt is slightly flared and worn 17 inches above the ground.

Khaki shirt, beech-brown tie, khaki lisle hose and brown oxfords also are part of her ensemble. The khaki peaked cap is modeled after the French "kepi."

The greatcoat is khaki, double-breasted and cavalry pattern. A gabardine raincoat, gloves, overshoes and rubbers are also issued. (Doesn't say anything about GI girdles, though.)

OWN DISCIPLINE

As far as discipline is concerned, Army regulations are enforced in so far as they can be made applicable to women. the CWAC is disciplined by its own officers but in the event of adequate punishment beyond the powers of a CWAC officer, the offender may be tried by an Army officer.

Lt. Connolly shoWed the way through the CWAC quarters. And, mates, they are living in style.

They arise to a 7AM reveille, have a 7:45 breakfast in mess-hall style, repair to their rooms for last-minute rouging and hair-combing before falling out for work.

Visiting a boudoir was something new but the girls didn't seem to mind since the "intrusion" was properly chaperoned.

It sounded like New York when one of the girls piped, "What's cookin' America?"

November 30, 1942

T/Sgt. Becomes Captain in One Jump

by Charles F. Kiley, Stars and Stripes Staff Writer

SOS HEADQUARTERS, ENGLAND, Nov. 29—A few days ago Dudley Page Dewell was just another soldier with a few stripes on his arm, eating, sleeping and kibitzing around with the rest of his buddies in camp.

Today, he is Capt. Dewell and probably is envied by every sergeant in the Army. He made the big jump—from T/Sgt. to Captain—overnight. But, it wasn't as simple as it sounds.

Capt. Dewell, 42-year-old father of two children, is representative of the General Purchasing Agent, Headquarters, Services of Supply. Its a big job, one of operating an office that is accountable for a great deal.

ENLISTED LAST APRIL

Capt. Dewell didn't stumble on the job, either. He's fully qualified for the work. In civilian live, he was advertising manager for Columbia Phonograph Co. for several years and practiced law for five years before enlisting as a buck private in the Army last April.

Born in Plymouth, Conn., Capt. Dewell comes from Jersey City, N.J. He graduated from St. Lawrence University in 1923. In 1934 he undertook the study of law at the Brooklyn School of Law, despite the fact that he was married, had two sons to look after and held a responsible position. He graduated and was admitted to the bar in 1937.

Then, last April, Capt. Dewell may have been thinking of his brief service in the last war, but at any rate he enlisted. Spending only a day at Camp Upton, N.Y., he was sent to Keesler Field for his basic training. From there he went to a camp in Pennsylvania, before coming overseas.

WENT UP RAPIDLY

He rose rapidly in the ranks, being promoted to corporal in June, T-4 in July and T/Sgt. in Aug.

Capt. Dewell's present post keeps him busy, but contented.

"I work seven days a week, but I enjoy it," he said. "In fact, I've had only one day off since I've been overseas."

His wife and children will be surprised when they get the news of his commission.

"I'll say they will," Capt. Dewell remarked. "I haven't said a word about the possibilities to them. When the commission came through, I just cabled them the news."

The two Dewell boys are 15 and 17.

"My oldest boy will be in the service with his old man pretty soon," Capt. Dewell said.

December 2, 1942

First WAACs Arrive In British Isles

Five Officers Here as Advance Guard of Women's Army

by Charles F. Kiley, Stars and Stripes Staff Writer

An advance party of five Women's Auxiliary Army Corps officers, first of America's women at war to serve overseas, has arrived in Britain.

The WAACs, all of whom volunteered for foreign service upon enlistment, and who hold the rank of second lieutenant, are Martha E. Rogers, Jackson, Miss.; Mattie A. Pinette, Fort Kent, Me.; Ruth M. Briggs, Westerly, R.I.; Alene Drezmel, St. Paul, Miss.; and Louise L. Anderson, Denver, Colo.

Selected by Col. Oveta Culp Hobby, director of the WAACs, as the first detachment to go overseas, the five officers will serve in administrative and clerical capacities at U.S. Army Headquarters in the ETO. At the same time they will set the wheels in motion for the arrival of additional WAAC units in Britain.

TWO IN FIRST CLASS

Lts. Rogers and Briggs were in the first class of officer candidates assembled last July at Fort Des Moines, Iowa. Lts. Drezmel and Anderson were in the second class and Lt. Pinette in the third.

All held responsible positions in civilian life before volunteering.

Lt. Briggs was an executive secretary. Lt. Drezmel was employed by the Minnesota State Board of Examiners of Nurses, while Lt. Anderson was with the Bureau of Reclamation, Department of the Interior, Denver. Two of them worked in Washington, D.C., Lt. Pinette with the Civil Aeronautics Administration and Lt. Rogers with the War Department.

ALL UNMARRIED

Speaking for the group, Lt. Anderson said, "We are all unmarried. Of course, there are a great many married women in the WAACs but we just happen to be among those unmarried.

Their uniforms consist of OD blouses and skirts, tan shirt and tie, OD cap, fashioned after the French "kepi," U.S. collar insignia and the WAAC lapel insignia of "Pallas Athene," Greek goddess of wisdom; brown oxfords and lisle hose. Brown leather bags, slung from the shoulder, serve as handbags.

After their first morning at Army Headquarters, the five WAACs spent their lunch hour doing what every newly arrived visitor does—they went sightseeing.

Their first stop was Westminster Abbey, where they also took a good look at Big Ben and then laid a wreath on the tomb on the Unknown Soldier. After that they took a short walk along Fleet Street and stopped in at St. Paul's Cathedral. Then, back to work.

December 10, 1942

43 Cadets Get Bars at OCS

Gen. Lee Commissions Officers at Simple Ceremony

no byline

OFFICERS' CANDIDATE SCHOOL, England, Dec. 9— In a small gymnasium before a handful of onlooking officers and enlisted men, 43 members in the first class of an Officers' Candidate School ever established outside the United States yesterday were commissioned second lieutenants in the U.S. Army.

In contrast to the backdrop of more picturesque and historical surroundings that attend officers' graduations ceremonies at service schools at home, yesterday's exercises were simple.

The candidates, from 24 States in the Union and representing 13 branches of the service, listened to an address by Maj. Gen. John C.H. Lee, commanding officer, Services of Supply, from whom they received their diplomas.

Two of the graduates were chauffeurs for Gen. Lee in the States as well as the British Isles, and were personally recommended for OCS by him. They are Lts. Robert B. Hurd, Eagle Point, Ore., and Robert G. Williamson, Bellefontaine, O. Lt. Hurd, 28, has been in the Army over five years. Lt. Williamson, 24, enlisted when he was only 17 and spent almost three years in Hawaii.

17-YEAR ARMY VETERAN

The graduate with the longest service record was Lt. Edd Rhoades, 34, who has been in the Army for 17 years. He was the only one in the class without a listed home town.

"The Army's my home," he said.

After expressing regret that Lt. Gen. Dwight D. Eisenhower, now in command of the Allied forces in North Africa, could not be present, Gen. Lee referred to this Officers' Candidate School as the Military Academy for the European Theater of Operations.

"At such an academy," he said, "I have insisted that we maintain the highest possible standard in everything we do. Your objective in all things, no matter how small, is best stated by this school's motto, 'Melior Quam Optimus,' which means, as you well know, 'Better than the enemy can produce.'"

In his address, Gen. Lee also paid tribute to the class, who went through a vigorous three-month course of training, as being one of the finest groups of officer material he had ever seen, adding that he would be proud to have them all under his command.

"After today you will go to your assignments in many different localities," he said. "Some of you will have grave responsibilities in the procurement of supplies and protection of supply establishments. Others will lead soldiers on the battlefield.

"But, whatever you do, or, wherever you go, I ask you to carry this thought with you.

"In our army we recognize no such a thing as an unimportant assignment. Every task you are given to perform, or which you give your soldiers, must be performed in the most efficient manner.

"We must train our soldiers in the highest technique of our art... as men at arms."

GEN. PERSHING'S ADMONITION

Gen. Lee, in closing, recalled for the graduates the words of Gen. John J. Pershing:

"Let your valor as a soldier and your conduct as a man be an inspiration to your men and an honor to your country."

The exercises were opened by an invocation by Rev. C.G. Metford, an English vicar, followed by a message from the OCS commandant, Col. Walter G. Layman. Following Gen. Lee's address and the presentation of diplomas, the new officers were administered the oath of acceptance by Col. A.W. Johnson, Judge Advocate General, Services of Supply. After the national anthem was sung, Chaplain L.C. Tiernan, chief of chaplains, Services of Supply, gave benediction.

Tonight, the graduates will be honored at a dance at Grosvenor House, London.

According to Col. Layman, the new officers will return to the units from which they came to act as instructors, principally in the ground combat forces. The graduates represented the Infantry, Air Force, Engineers, Signal Corps, Quartermasters, Field Artillery, Coast Artillery, Ordnance, Transportation Corps, Chemical Warfare, Armored Corps, Military Police and Paratroopers.

December 10, 1942

They Keep Supplies Rolling

Quartermasters Play A Vital Role In War

by Charles F. Kiley, Stars and Stripes Staff Writer

A QM DEPOT IN ENGLAND, Dec. 9—This is another story about the “little guys” in the Army—the soldiers who clothe, feed, house and equip their buddies from Alaska to Guadalcanal, from Iceland to North Africa.

It is a story of an army “nerve center,” the Quartermaster Corps.

Typical of Q.M. depots throughout the war theaters of the world is one located in the heart of England, and it is of this vitally important supply center in the European theater that this story is told.

On the surface, this depot doesn't look like much. It is simply a group of plain, square buildings. But, inside, it's a high-gear place, for this unit has its work cut out in supplying 27 camps and hostels that care for American fighting men.

These QMs know how important their work is. They realize that armies are helpless without supply lines, without prompt and efficient delivery of necessities. And that is their credo, “Keep the supply lines moving.”

STAFF MOVES ON DOUBLE

To grease the machinery of six warehouses, a huge cold storage plant, garages, carpenter shops, offices, etc., there is a staff of 84 skilled men doing a big job, on the double. It doesn't sound like a big staff, but it's one that is capable. Take it from the chief, Lt. Bruce C. Bennett, El Dorado, Ark.

“We can and have filled any order that has been issued,” says the Chief of Quartermaster Service, Headquarters, Service of Supply.

One of their big jobs is to handle 110,000 pounds of meat per month in a storage plant that covers 5,000 square feet. Another is to roast and grind a ton of coffee a day.

These QMs also stock check and dispatch from warehouses thousands of items of clothing, food, furniture, stationery, typewriters, files, canteen supplies and a thousand and one other things.

VITAL IN AFRICAN PUSH

They played an important role in outfitting, in part, the force that went to North Africa as well as furnishing a considerable amount of the supplies for the convoy.

For services rendered in the past have come official commendations from Maj. Gen. John C. H. Lee and Brig. Gen. W. B. Smith.

Lt. Bennett tells of an interesting order from Lt. Gen. Dwight D. Eisenhower after the latter arrived in North Africa.

“The first thing he asked for was 50 cigaret lighters. We had 'em on the way in a couple of minutes. Later there was an order for a half-dozen air mattresses and they were sent out almost immediately. They were what you might call small items but they're all big to us.”

The QMs have to be an ingenious lot, in addition to their regular work.

REPAIRS 2,000 TYPEWRITERS

Lt. Bennett gave an example of his men's versatility by introducing Cpl. Donald Pitelli, New York City. Pitelli was an automobile mechanic in civilian life and had never attempted to repair a typewriter. Today he cares for 2,000 typewriters, their maintenance and repair, at the depot.

Pitelli also played a big part in solving the mystery of the depot coffee roaster.

It was the first one set up in the ETO but caused quite a bit of excitement before it was put in operation.

The roaster arrived, piece by piece, in 52 cases. Nobody knew how to put it together until Pitelli undertook the job with the help of three other men, Pvt. Edward F. Newby, Western, Neb.; Pvt. Kenneth Ness Washburn, N.D.; and Pvt. Lewis Larkey, Lacygne, Kan.

A TON A DAY

The first thing to do was to erect a shed to house the big roaster. Two days later the machine was assembled and in a week was turning out coffee, roasted and ground, at the rate of a ton a day. Newby, Ness and Larkey still operate the roaster.

Another busy department is the clothing warehouse, where Cpl. Gus Hrach, Cleveland, Ohio, and his men know where every sock, tie, blouse and overcoat is and where they go. Pfc. John Mabry, Dublin, Va., and Pvt. Max Linder, Brooklyn, N.Y., work hand in hand with Hrach.

These men fight with a singular but vital weapon of war.

Every commanding officer, from the company c.o. to the chief of staff, realizes its value and shouts it 24 hours a day:

“Supply!”

December 14, 1942

There's One Less Shoeless Soldier

by Charles F. Kiley, Stars and Stripes Staff Writer

It was a quiet Sunday afternoon. Typewriters banged away in the office. Suddenly a rumble was heard. Beginning of another blitz? No sound of planes. The rumble developed into a roll of thunder that grew uncomfortably close.

A figure loomed in the doorway. It was clad in the khaki of an American soldier. The noise ceased when the figure's feet grew still.

"The name is Palumbo," the soldier said.

"I am given to understand that The Stars and Stripes would like to see every soldier with a pair of shoes. I am one of those guys who needs 'em, but bad."

Timidly someone asked for the gentleman's size.

"I might squeeze into the pair of 13 EEs you're holding for that guy Dewey, who ain't showed up," Palumbo answered, casting anxious eyes around a room for a box big enough to hold such brogans.

A conference was hastily called and a unanimous verdict rendered in four seconds. Palumbo would get the coveted gondolas. Of course, the fact that T-4 Anthony J. Palumbo, New York City, reaches six feet into the air, weighs 260 pounds, is built like a T-2 tank, and had to come through the door sideways had nothing to do with the hurried decision. Neither did the fact that he described himself as a wrestler in civilian life. Not a.... well, maybe just a little bit.

Before Palumbo departed with the 13EEs firmly grasped in his hands, he revealed that the QMs at Fort Dix spent three weeks getting clothes to fit him. He wears a 19 1/2 short, buy the by. They did find two pairs of gun-boats for him but his duty was "heavy equipment man" with the Engineers is tough on the tootsies. He wore one pair down to his socks four months ago. The pair he was wearing had been repaired four times.

Now Palumbo is happy He's going to write the little woman and tell her so.

All of which means that Pfc Dewey P. Livingston, who originally subscribed for the shoes, and Pvt. Otis L. Martin who had a bid in for them will have to wrestle Palumbo for the shoes. If they keep in touch with this office it will try to get them their 13EE leather lorries.

Other requests to reach the desk of the unhappy "Shoes" editor, have been for a pair of 15Ds for S/Sgt. Everette Black, Air Force, and a pair of overshoes to fit 13B shoes for a "certain Lt." at a QM depot.

Sgt. William Spencer, Texas, presently hospitalized, asks for a pair of 13 1/2 AA COWBOY BOOTS! He says he is in the hospital, has flat feet and wears 14 1/2 AA shoes but can use a size smaller in boots. He needs either the boots or shoes, "very, very badly." Spencer describes himself as being 34, 6 ft. 4 in., weighing 200.

This is no job for a guy with—excuse me—8 1/2s. I think I'll go down to the Lamb and Lark for a Guinness. Everybody's got shoes down there.

December 15, 1942

Veteran Yanks to Attend Eagle Club's Birthday

Organization Two Years Old Thursday; Party Planned

by Charles F. Kiley, Stars and Stripes Staff Writer

The American Red Cross Eagle Club, first service club opened in the British Isles for Americans during World War II, celebrates its second birthday Thursday.

A year ago the club passed over its first anniversary quietly. Thursday night however, the occasion will be marked in a "home-coming" party. While some stars have appeared on many of its programs in the past, the entertainment for this party will be furnished by the men who have enjoyed the club's hospitality and by the volunteer workers.

Mr. and Mrs. R. H. Hutchinson, two of the four members of the original executive committee who now are stationed at a Red Cross club in southern England, will come "home" to cut the birthday cake. Two of the entertainers are Lt. Howard D. Hively, member of the famous Eagle Squadron, and Miss Jane Russell, hostess. Master of ceremonies is M/Sgt. Bill Carey, Chicago, who as a Canadian soldier visited the club on the day it opened, Dec. 17, 1940. Dance music will be by the Eighth Air Force orchestra.

A FAVORITE HAUNT

Not the biggest nor the most fashionable of the Red Cross hostels, the Eagle Club is, nevertheless, the favorite haunt of more decorated officers and enlisted men than perhaps any service club in Britain. Many of them will be present for the anniversary.

Established two years ago as a service club for Americans in war work in England, the Eagle Club was operated with funds voluntarily subscribed by folks in America. The donations amounted to everything from a nickel to \$1,000.

Those Yanks who find this a common meeting place included ferry pilots, civilian technicians, doctors, as well as fighting men serving in the RAF, RCAF, Royal Navy, British and Canadian Armies, Free French—men who were in the thick of the war when America was saying "It can't happen here."

The executive committee then included Mr. and Mrs. Hutchinson, residents of Philadelphia, who had lived in England for 10 years before the war; Mrs. Barbara Blake, London, and Walter Currie, Greenwich, Conn. The latter left the club early this year to join the Army. He is a major in the Special Service Section.

ONE OF FOUR LEFT

Of these four, only Mrs. Blake is still at the Eagle Club. Robert Hutton, Roanoke, Va., was appointed director when the club became a Red Cross organization last March.

Three members of the original staff of British voluntary workers to take part in the anniversary celebration are Mrs. Frederick DePaula, present director of staff recruitment, Red Cross Headquarters; Miss Margaret Jones, manageress of catering, known to the boys as "Jonesy," and Mrs. Stuart Low, hostess.

Mrs. Blake, who has met thousands of Americans service with many of the United Nations, says she would like to see all "the boys" there Thursday. Of course, she knows circumstances will not permit that. Still, she is looking forward to seeing a great many of them.

December 18, 1942

Red Cross Field Director Reunites Service Brothers

by Charles F. Kiley, Stars and Stripes Staff Writer

A U.S. MEDICAL UNIT, England, Dec. 17. Here's one for "Hobby Lobby."

Joe Mason, director of a Red Cross club in southern England, operates a one-man "lost and found" agency for brothers in the service.

One-time publicity agent for the Orange Bowl football game and a resident of Miami, Fla., Mason has traveled all over England, made scores of phone calls and has done some expert sleuthing in reuniting three sets of brothers who hadn't seen each other for periods ranging from 14 months to two years. Now Joe is working on a fourth set.

Sgt. Jim Wilson and Pvt. Ralph Wilson, Indiana, hadn't seen each other for two years until Mason got them together for 24 hours recently. He met Jim Wilson on the boat coming over, listened to his story and then spent weeks tracking down Ralph until he found him, only 40 miles from where Jim eventually was stationed.

Sgt. Jim Ritchie, Boston, journeyed over 600 miles in Britain trying to find his brother, Bill, until Mason joined in the search. A month later the brothers met each other.

After getting a pair of Navy brothers together, Mason started work on his toughest case. He hasn't completed it yet, and for personal reasons can't mention names.

A sailor told him his brother was a casualty on the aircraft carrier Wasp, and was recuperating in a hospital "somewhere." His uncle, a major in the Army who has been a father to them, is ignorant of his nephew's illness. Mason is trying to locate the uncle.

December 19, 1942

Broadway Producer Plans More Soldier Actors in ETO

by Charles F. Kiley, Stars and Stripes Staff Writer

Soldier-thespians whose ambitions have been frustrated and scorned by unsympathetic top-kicks in the past soon will have their day in the spotlight.

Dwight Deere Wiman, one of the most successful theatrical producers in America, is in Great Britain as director of American Red Cross entertainment in the British Isles and it is his plan to introduce more GI talent into future shows.

“Soldier entertainment is the foundation of a good Army show,” he said yesterday, two days after his arrival in Britain. “While I haven’t been here long enough to formulate concrete plans, I will encourage as much soldier entertainment as possible.

“From experience I have learned that the men supply the body of a theatrical cake,” he added. “The stage, screen and radio stars supply the frosting.”

Wiman, who enlisted in the Navy as a gob in the last war and emerged as an ensign, will have the cooperation of British producers, as well as American, and of stars of both countries. He also intends, he says, to bring the best of entertainment possible to both American and British forces.

Before accepting his present post, Wiman was active with the Stage Door Canteens in the States, besides producing two shows that are current hits on Broadway, “The Damask Cheek” and “By Jupiter.”

During his 18 years of theatrical work, Wiman has produced 54 shows, among them “Gay Divorcee,” “Babes in Arms” and “Old Acquaintance,” the latter playing for the President’s birthday in Washington.

Wiman also praised the work of Miriam Jordan, stage and screen star, who has been directing the Red Cross entertainment in London.

December 21, 1942

He's Unofficial Tailor to the Yanks

Sews Uniforms, Puts on Stripes, Gives Good Advice

by Charles F. Kiley, Stars and Stripes Staff Writer

He has pressed your clothes, altered uniforms, sewed on stripes, watched you grow from a Pfc to a M/Sgt., from a Sgt. Pilot to a Colonel. He has given you advice, has been a confidant and friend. And, having met thousands of Allied servicemen in the past year and a half, says: "Yanks are great guys!"

That's Morris Halter, the tailor with whom you do business, four flights up, in the American Red Cross Eagle Club. He's one man who can keep you standing around without your pants on, and make you like it.

The other night the Eagle Club was celebrating its second anniversary with a party and dance. Morris was there, not taking part in the fun, but standing on the fringe of the crowd enjoying himself by watching "the kids" have a good time.

"They're great guys," he said, nodding his head toward the crowded dance floor. "I've known most of them since they've been over here. Met some of them when they were Canadian soldiers. See that officer over there with the DFC ribbon? I knew him when he was a Sgt. Pilot in the RAF. Just a kid then, but he looks grown up now, doesn't he?"

Mickey, as the boys call him, says it's easy to know Americans.

Unlike the Briton, who just isn't built that way, a Yank wants to know you as an old friend as soon as you meet him. Call him Sgt., Lt., or Sir, and he growls, "Call me Tex, okay?"

Having the opportunity to observe their good and bad points during unguarded moments, Mickey has a few other things to say about the Yanks.

"They're the kind of men you like to have on your side," he says. Big strong, cocky and courageous. To an Englishman they seemed like a funny lot, at first. One minute they're cussin' each other or arguing about their home states and the next they walk away to have a drink together or keep a double-date.

"Yanks are careless with their money, too. Many of them have learned the hard way not to carry more than is necessary with them. I advised one chap to check £30 at the club. He didn't and that night somebody lifted it from him."