

Only 2 Destroyers, One Landing Craft Lost by U. S. in Channel Assault

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Thousands of rounds of shells in to German coastal fortifications and beat off weak enemy attempts on the sea to forestall the invasion.

Pearl Harbor Vet in Action

Rear Admiral Alan Goodrich Kirk, commander of one of the task forces, directed part of the operation from the U. S. Cruiser Augusta. Rear Admiral Morton L. Deyo was in the Tuscaloosa. The staunch old American battleship Nevada, re-armed and renovated after heavy damage at Pearl Harbor, was in the van of big naval ships.

Among the ships engaged was the famous British light cruiser Scylla, heroine of many a sea fight, flying the flag of Rear Admiral Sir Philip Vian, who was in overall command of the task forces engaged.

Also reported in action were the American battleships Texas and Arkansas, as well as the British battleships Nelson, Ramillies and Warspite, cruisers Glasgow, Enterprise and Orion and the Canadian destroyers Slough and Algonquin.

Demonstrating anew the naval might of Britain and the United States, 600 ships blasted the Nazi-held shore defenses with a hurricane of fire, pounding away with everything from 16-inch rifles to 4-inchers, pouring in 2,000 tons of shells every 10 minutes to prepare the way for the landings.

Boasted Wall Shattered

As the landing forces dashed through gaps blasted in the Germans' boasted Atlantic wall, the allied ships ploughed on to shatter other defense areas along the coast.

OUT OUR WAY



THE BUSYBODY

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By J. R. Williams

Allied Forces Gauge Deeper Into France

(Continued from page 1)

headquarters announced, and cautious officers described the tricky airborne operations as "a complete success."

Field reports said American doughboys were making "excellent progress," biting deep into France.

Great bomber fleets dived out to blast Nazi defenses and troops today, possibly in strength equaling or surpassing the stupendous total of 13,000 sorties yesterday.

Mitchell pilots reported a great ring of fires at Lisieux, south of Le Havre, and a sinister glow over Caen.

It was disclosed that more than 900 of the Ninth air force's C-47 troop transports and gliders were used in the opening invasion thrust, forming a train nine planes wide and 200 miles long.

Berlin dispatches to Stockholm said six allied airborne divisions totalling 25,000 men had been landed since Tuesday morning.

Headquarters still did not identify initial objectives of the American, British and Canadian infantrymen and airborne troops.

Field reports placed U. S. troops well in the fore of the advance, striking inland after establishing beachheads at several points, but said they were under heavy counter-attack early today.

Nazis Claim Successes

The German high command in its broadcast communique declared heavy fighting continued on both sides of the mouth of the Orne river, above Caen, and north of Carentan, a town farther west. Berlin claimed most of the allied beachheads had been "smashed" with most of the airborne formations "wiped out."

Nearly 30 hours after history's greatest overseas military blow had begun, the third invasion bulletin telling of the reinforcing said "satisfactory progress was made." No details of fighting areas were disclosed by the allied commander-in-chief.

U. S. Rangers and British commandos form part of the assault forces streaming inland, the bulletin said.

The weather, a source of anxiety for allied officers, has shown a very slight improvement, but landings are still difficult for the troops.

German broadcasts said fierce counter-attacks had been hurled against the allies east of Cherbourg, apparently a major allied objective, 65 miles northwest of Caen.

"No further attempt at interference with our sea-borne landing was made by enemy naval forces," the allied bulletin said.

"Those coastal batteries still in action are being bombarded by allied warships."

Foe Weak in Air Foray

Most of the communique was devoted to the tremendous aerial assistance being given the allied ground troops.

While noting increased enemy air operations, there still was no sign that Reichsmarshal Hermann Goering had begun to risk his weaker sky arm with big-scale attacks.

"Enemy air activity included

an attack on our beach forces," and the bulletin said. "This proved abortive and four of a formation of 12 Junkers 88's were destroyed."

Thousands of allied planes swept over the continental beaches again today. The communique announced that a total of more than 13,000 sorties had been flown up to dawn.

Supreme headquarters flatly declined to give any details of the land fighting on the grounds the Germans were fishing for information and did not know yet the exact extent of the allied attack.

Staff officers explained their taciturnity here by saying that the German command thus far probably was ignorant of the true strength and disposition of the invading troops. At points where the Germans think they might be engaged by a division there may be only a handful of allied troops, they said. The opposite situation also could occur.

It is certain, however, that some towns already are in allied hands since pilots have reported seeing allied flags flying over them. But their names have not been given out officially.

Nazis Kept Guessing

The American navy announced that there had been no more American naval losses since President Roosevelt's statement yesterday that two destroyers and one landing craft had been sunk.

The German navy was conspicuous by its absence, although the Nazi air force started to react violently toward nightfall Tuesday, sharply engaging the last strategic missions.

It was apparent that the German high command still was in doubt as to allied intentions and had not yet brought the full weight of his armies to bear, although more Axis divisions were being committed to the unfolding struggle.

Bad weather hampered air operations, but the fliers struck with unprecedented power in the greatest series of attacks ever carried out on any war front.

Air Score Favors Allies

Most of the more than 13,000 sorties (individual flights) were flown by Americans yesterday, and a complete report recorded the destruction of 53 German planes for a loss of 31 allied aircraft.

(A German broadcast recorded in New York this morning asserted a total of 94 allied planes were downed yesterday. Even if true, this claim would represent only a small fraction of the total planes in action.)

The attacks were concentrated in support of ground troops and on communications "choke" points behind the breached Atlantic wall.

The "completely successful" air coverage included bomber attacks on railways, communications and bridges in the general battle area and low-flying fighter-bomber and fighter assaults on the enemy's truck columns.

Staff officers here spent most of their time warning correspondents what they could not say, but did state that there had been "heavy landing fighting on many beaches," but that most of these beaches now were out of "direct" fire.

U. S. Infantrymen have been

making "excellent progress," and penetrating deeply into France, field reports said. The extent of the advance was not disclosed.

The first steamship to cross the Atlantic ocean was the Savannah, which sailed from that Georgia port on May 22, 1919.

Degree Work Slated at Meeting of I. O. O. F.

Degree work is scheduled in connection with the regular meeting of Philatopian lodge, No. 8, at the I. O. O. F. hall, Thursday night, starting at 8 o'clock. Refreshments will be served at the close of the meeting.

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their work the channel swarmed with landing craft of every description bearing men and yet more men and all the varied equipment and munitions needed for modern warfare.

It was said officially that naval casualties were "very light."

"Our plan was a set piece of such momentum that there was no doubt we should reach the other side," said Admiral Ramsay. "There was no opposition whatever until the paratroopers landed on the other side, when the German coastal batteries opened up. Their opposition was much less than we expected. It is a very good augury for the future."

French Railways, Roads Shattered by Armada Of Allied Warplanes

(Continued from page 1)

ers, one American bomber and 17 allied fighters. As resistance in the air began to increase slowly yesterday 53 enemy planes were destroyed.

The American Ninth air force — now probably the largest in the world and essentially a tactical unit — flew more than 4,800 sorties from dawn Tuesday to dawn today. More than 4,300 sorties were flown by bombers and fighters of the Eighth U. S. air force.

The allies maintained constant fighter patrol over a 60-mile square of France, with Le Havre approximately at its northeast corner. At least 200 fighters were protecting it every minute and enemy planes which attempted to penetrate it were virtually condemned to death.

First enemy air attack on the beachhead was made by 12 JU-88's which attempted a surprise raid under low clouds. Spitfires knocked down four and the Nazis retreated without causing any damage.

Marauders and Havocs of the Ninth air force flew five major operations yesterday and released more than 1,600 tons of bombs in the greatest tactical operation in history.

The losses were five Havocs and three Marauders.

Roads, Railways Blasted

In semi-darkness last night air force bombers attacked two types of targets — gun posts and communication lines close to the fighting zones, and railway yards behind German lines at Amiens and between Amiens and Paris.

The Havocs encountered furious opposition from German ground defenses as they swept low to bomb their targets.

In another departure from usual tactics, the RAF's Mitchells — the same type of ship that bombed Tokyo — flew for a second time as night bombers, battering roads, bridges and railways in a large feeder area behind the battlefront.

Mosquito bombers, out with them, flew very low to pick out pin-point targets. Mitchell crews reported a great ring of fires at Lisieux and a sinister glow over Caen.

RAF four-engine craft, in numbers at least equaling the force that paved the way for the ground invasion forces Tuesday morning, dropped an estimated 6,100 tons of bombs last night, concentrating their attack on roads, railways in the space 15 to 40 miles behind the Normandy landings.

Each strong air attack was designed to block or delay the movement of men and material which the enemy is attempting to bring up by every available means of transport. Flying only short distances from their bases, the British Lancasters and Halifaxes carried tremendous loads of explosives.

In addition to blasting targets in France the night raiders pene-

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GOP Scores Triumph in N. Y. District Election

(Continued from page 1)

triumph "a forerunner of things to come next November."

Dirksen Boom Launched

In Washington, a group of republican representatives came forward with a proposal that their vice-presidential candidate be Rep. Everett Dirksen of Illinois, who has been a candidate for the top place on the ticket.

Several suggested at a testimonial dinner last night that Dirksen run with Gov. Thomas E. Dewey of New York, who has a long lead for the presidential nomination, and Rep. Charles Eaton of New Jersey suggested "a new D. D. degree for the nation" — Dewey and Dirksen.

Meanwhile, with Roosevelt administration supporters and anti-battling for control, Mississippi democrats meet today in state convention to pick a 20-vote slate of national delegates and to act on the choice of 12 democratic electors.

If the anti's, who are in charge of the state's party machinery, have their way the delegation may go uninstructed to the Chicago convention and the selection of electors either delayed or their presidential vote made conditional on the national convention's compliance with "white supremacy" demands.

War Trend Is Factor

The fourth term question bobbed up in congressional discussion of the effect on the campaign of the allied invasion of Europe, with some private speculation that President Roosevelt may want to retire if the signs point to victory in the period which elapses before the democratic convention in Chicago July 19.

Democrats and republicans agreed that swift success in the invasion, with the indications that Germany might collapse, probably would react to the benefit of the republican presidential candidate while, they said, a stalemate might make the voters more reluctant to change the democratic administration in a time of crisis.

Sentiment for Gov. Prentice Cooper as a favorite son candidate for vice president was apparent as Tennessee democrats yesterday wound up the selection of 26 delegates, largely uninstructed as to the presidential nomination.

Commendation for Vice-President Wallace was voiced by Idaho democrats, who also endorsed a fourth term for President Roosevelt, in picking their 10-vote delegation Monday.

In New Mexico, two democratic congressmen were lengthening their bids for renomination. With 258 of the state's 500 voting divisions counted, Rep. Clinton P. Anderson, of Albuquerque and Rep. A. M. Fernandez, of Santa Fe held top spots with 9,531 and 5,185, respectively.

Mrs. Anna Melton of South Deer Creek Dies

Mrs. Anna Melton, 72, widow of the late W. B. Melton, died last night at Mercy hospital. Mrs. Melton had been a resident of the South Deer creek community for many years. The body has been removed to the Douglas Funeral home. Arrangements for services have not been completed.

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