

**IN THE...  
★ Nation's Service**

**Steinmetz of Toledo Survives Bismarck Sea's Sinking**

Ens. C. P. Steinmetz, USNR, of Toledo, Ore., survived the recent sinking of the baby flattop USS Bismarck Sea, which went down under Japanese aerial attack in the western Pacific, the navy announced today.

Ensign Steinmetz piloted an Avenger torpedo bomber from the flight deck of the Bismarck Sea until she went to the bottom. He has recently been spending a leave at home and will soon resume flying duty with another navy squadron.

During many strikes against the Japs he bombed Jap underground oil storage, barracks, and destroyed several small cargo ships.

He is the son of Mr. and Mrs. Edm. Steinmetz of Toledo. He attended public schools in Toledo and San Mateo junior college at San Mateo, Calif.

**AN AIR SERVICE COMMAND DEPOT**, England—Hailed by leading civilian aircraft authorities for scoring one of the outstanding production triumphs of the war Sgt. Michael G. Miller of Salem, Ore., and his fellow technicians at an air service command depot in England, recently overhauled their 2500th Packard Rolls-Royce engine after one year of operation.

A cablegram from the heads of the Packard Motor Car Co., congratulating the men in Sgt. Miller's engine overhaul hangar told them that their sensational record had "topped that of any other depot by 1500 engines."

Constructing scores of new, production-speeding machines and testing devices, Sergeant Miller and other specialists at the hangar have the 500 hours once required to overhaul and reassemble the engine's 14,000 parts, while increasing the combat service time of each overhauled engine from 90 to 200 hours.

Sergeant Miller is the son of Mrs. R. Miller, 1845 North Summer st., Salem, Ore. He was employed by Curly's Dairy, Salem, before joining the armed forces in November, 1942.

**SILVERTON** — For the second time, PFC Wendel Loe has been wounded in action in Europe. His parents, Mr. and Mrs. Emil Loe, received word from the government that the wound was not serious.

**MEDITERRANEAN AIR TRANSPORT SERVICE** — Somewhere in Italy—Lt. Raymond E. David, son of Victor P. David, Silvertown, Ore., has been assigned to a ferrying squadron of the Mediterranean air transport service at a busy air base in Italy.

Graduated and commissioned a pilot from the army flying school at Ellington Field, Tex., June 27, 1944, Lt. David was stationed at Victorville, Calif., and Marfa, Tex., before leaving for overseas service in April, 1945.

A graduate of Silvertown schools, he was a student at the University of Oregon, Eugene, before entering the service.

Lieutenant David's squadron is engaged in co-ordination of scheduled air transport service in the Mediterranean theatre in support of air, ground and naval operations; operation of a scheduled U. S. mail service within the theater; ferrying of replacements and "war weary" aircraft between depots and tactical units in the MTO; maintenance and operation of a pool of aircraft for VIPs (very important persons); and time operational part of the theater material control "dusting" project.

**FORT LEWIS, Wash., May 7**—Ronald W. Rusk, chief of the troop training of this army service forces training center, has been promoted to the rank of major, according to a war department announcement. Husk served in the southwest Pacific for two years with the 41st division, was wounded in 1943, and spent a year in army hospitals before coming to Fort Lewis last July. Major Husk, whose home is in Salem, Ore., was graduated in 1939 from the University of Oregon. Major and Mrs. Husk and their 3-year-old daughter, Ann, are living in Olympia.

Sgt. Loyal O. Looney, son of Mr. and Mrs. G. P. Looney, Salem, Ore., has arrived in the United States on furlough from the southwest Pacific theater of operations, where he served 36 months with the transportation corps.

Ralph Burns, seaman 1/c, son of Mr. and Mrs. J. B. Burns of 225 Hollywood, is home on leave. He participated in several Pacific engagements, including the invasion of Leyte, Lingayen gulf and Okinawa.

**Woodburn Airman Aids in Destruction**

**A NINTH AIR FORCE FIGHTER-BOMBER BASE**, Germany—In a sharp attack on a German airfield near Hanover, First Lt. Staryl C. Austin, jr., 24, Salem, Ore.—a P-47 Thunderbolt in the Germany-based 373rd Fighter-Bomber group—recently damaged an ME-110.

Austin's squadron destroyed one and damaged three Messerschmidts in its strafing and dive-bombing attack. In addition the flyers beat up eight hangars on the field.

A member of the Ninth air force group that destroyed and damaged 223 enemy aircraft on the ground without loss in the four days before R-day, Austin entered the army in September, 1942. He is the son of Mr. and Mrs. Staryl C. Austin, sr., route 3, box 740, Salem.

**ATC BASE, Abadan, Iran—T/5 James B. Hardin** of the medical corps, stationed at this remote but important air transport command base on the army's vital supply route between east and west is doing his job toward rushing in hospital planes more than 2500 wounded from Europe and the far east to the United States each month.

Technician Hardin is the son of Mrs. Grace E. Garbe, Aumsville, Ore. His wife is the former Hazel Dell Sheridan of Aumsville.

He is assigned to the 19th field hospital as a cook. Preparing meals for patients and transient air evacuees calls for skill and ingenuity, Hardin finds, but due to ATC's tremendous facilities with a direct air route back to the United States, shortages are quickly met.

Overseas for 28 months, Hardin will have been in the army for three years on July 15. He prepared for his present assignment at the cook and bakers school in Andimeshk, Iran.

He attended Aumsville high school and was employed by the Carnation Milk Co., in Portland, Ore., before entering the service.

T/Sgt. Gerrit L. Cooper, nephew of Mrs. Elsie Noteboom, 1049 6th st., Salem, Ore., has arrived in the United States on furlough from the Mediterranean theater of operations, where he served 10 months with the 15th air force as radio-operator and gunner on a B-24. He completed 61 missions, 35 sorties, totaling 275 combat flying hours.

**Normandy Landing and Battle Of France Constitute One of History's Greatest Campaigns**

(Editor's note: The following story on the so-called Second Battle of France was prepared by the Associated Press as an appendix to the complete war story as published on pages 1 and 19 of the second section of today's Statesman. It carries the European action from the time of the Normandy landings to the liberation of France, Belgium, the Netherlands, and the actual invasion of Germany itself.)

The first 49 days after Gen. Dwight Eisenhower's forces landed in Normandy (June, 1944) were spent in securing, enlarging and building up the beachhead. Extremely bloody battles were fought in beating the Germans back from one hedgerow and sunken road to the next. Cherbourg, the Allies' first major port in France, was taken by American troops on June 27, 1944, just three weeks after D-Day after a bitter fight.

Then American, British, Canadian and Allied troops liberated France in one of the swiftest campaigns on record. They did it from a beachhead—one of the most unusual of military feats.

While still depending on beach installations for a flow of supplies, Lt. Gen. Omar N. Bradley struck out on July 25 for the great objectives of the invasion. Bradley's U. S. first army broke through at St. Lo and began throwing armored looks westward toward the Normandy coast which repeatedly trapped large numbers of German troops.

Taking command of a new U. S. third army, Lt. Gen. George S. Patton began a sensational sprint southward through Avranches into Brittany, sent roaming columns speeding westward and southward to Brest at the tip of Brittany, St. Nazaire, Lorient, Nantes and across the Loire, then turned his main forces eastward in a stabbing offensive which seemed aimed straight at Paris.

Out-generaled, out-numbered and overwhelmed by superior equipment, fire power and air power, the Germans seemed powerless in the face of lightning moves such as they had employed so successfully to conquer France in 1940.

**Real Intent Unmasked** — At Chartres, 55 miles southwest of Paris, Patton suddenly unmasked his real intent and wheeled northward toward the Seine.

Field Marshal Gen. Guenther Von Kluge, German commander in the west, had stripped the defenses of Brittany, and drained divisions from the 15th army north of the Seine to bolster his defenses in the rugged territory below Caen on the Allied left flank, where the ferocity and determination of Marshal Sir Bernard L. Montgomery's British second army and Canadians had led him to believe that the main attack would be delivered.

Here Von Kluge held on, de-

spite Patton's spectacular penetrations toward Paris, in the apparent delusion that as long as the Caen anchor positions held the allies would not venture far inland. From the Mortain area he had mounted his fiercest armored counter-attack toward Avranches in the mistaken belief that he could split the allied armies and bring them to disaster.

**Beaten to Pieces** — Suddenly, all these German forces were threatened with entrapment. The attacks by Montgomery and the newly created first Canadian army under Lt. Gen. H. D. G. Crerar became an anvil upon which Patton and Lt. Gen. Courtney H. Hodges of the U. S. first army beat the German 7th army to pieces.

By August 21, General Montgomery was able to proclaim that the bulk of German forces in northwestern France had met with "definite, complete, decisive" defeat and that the end of the war was in sight.

Already Patton's forces were plunging south of Paris and across the Seine northwest of Paris to carry out even more audacious plans.

**Underground Springs Up** — The underground in Paris rose in battle. The city of light and symbol of liberty in the western world was liberated on Aug. 25, just a month after the breakthrough at St. Lo, by French and American troops entering the city.

On August 15 the army of France under Gen. Jean de Lattre de Tassigny and the U. S. 7th army under Lt. Gen. Alexander M. Patch invaded southern France from the Mediterranean in a huge and skillfully coordinated action which speedily won control of the whole coast. The Germans began a precipitate withdrawal from all southern France, but by the first of September the German 19th army was fighting for its life up the Rhone valley where it had been intercepted by fast armored columns slicing across the French Alps.

While allied forces in the north and south neared a junction, the American First and Third armies began a series of amazing dashes toward the Rhine. Belgium was invaded September 2, along the road to Mons, Namur, Liege and Aachen in Germany.

**200 Miles in 4 Days** — Lt. Gen. Sir Miles C. Dempsey's British Second army tanks made an astounding march of more than 200 miles in four days, roaring through the Belgium capital of Brussels, the big port of Antwerp and into the Netherlands.

On September 6, just three months after the invasion and on the 4th day of the offensive which had begun at St. Lo, and with more than 400,000 casualties inflicted upon the Germans who had lost 25 divisions and suffered heavy

casualties to at least 18 others. General Eisenhower, his armies already probing German soil, the liberation of France and Belgium.

being all but complete, and the freeing of the Netherlands progressing—proclaimed the battle of Germany about to begin.

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*A thought for Americans as news comes of Europe's liberation*



**GOD** of our fathers, known of old...  
Lord of our far-flung battle-line...  
Beneath whose awful Hand we hold  
Dominion over palm and pine—  
Lord God of Hosts, be with us yet,  
Lest we forget, lest we forget!

The tumult and the shouting dies...  
The captains and the kings depart...  
Still stands Thine ancient sacrifice,  
An humble and a contrite heart.  
Lord God of Hosts, be with us yet,  
Lest we forget, lest we forget!

This excerpt from Rudyard Kipling's famous poem "Recessional" is published as a tribute to the men, women and children of the United Nations who have sacrificed much to bring victory to the cause of freedom. A reproduction of this message in color (size 10 x 14") suitable for framing, with no company signatures, will be sent free on request. Write Standard of California, Room 627, 225 Bush Street, San Francisco, 26.

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