

Ohio Trappers Report Skunks Now Scarce

Cleveland (UP)—This is not a story about an odor. Rather it is a tale concerning the increasing scarcity of the possessor of said odor—namely, the skunk.

Trappers in Ohio blame the disappearance of the valuable furbearing animal to disease. Conservation officials, however, report the skunk population has been depleted by "over-trapping."

Meanwhile, the ladies will soon be doing without skunk fur coats. And professional trappers and farmers are losing a rich source of winter income.

Worse, perhaps, is the word from Mantua, O., farmers, who report a serious shortage in potato production because there are no skunks to dig out the grubs which feed on the young potatoes.

Trappers in northern Ohio counties say rabies—found mainly among dogs—was killing off the white-striped woods kitty. Sportsmen report finding full grown skunks lying dead in the fields of northern Ohio.

The Ohio department of conservation, however, discredits the disease report. Assistant Department Chief H. C. Rider says trapping has been "prohibited" in 13 southern and southeastern counties because of "over-trapping."

Arthur M. Johnson, a Chardon, O., fur buyer, says he has purchased only 40 skunk pelts this year. Normally, he points out, "I buy 150 skins by the end of January."

Another buyer, Forest Little of Middlefield, O., says he is purchasing "less and less" skunk.

POLIO VICTIM SETS PACE

Medford, Mass. (UP)—Miss Marion Kelleher, 24-year-old infantile paralysis victim, is Medford's top war bond saleswoman. Already she has sold more than \$40,000 worth.

Privates Head Camp Fathers With 8 and 9

San Diego, Calif. (UP)—Between the two of them, Pvt. Bernard Valdepena and Pvt. Wilfred Elias, trainee soldiers at Camp Callan, Calif., can list 17 good reasons for being in the army.

Pvt. Valdepena, Kansas City, Mo., has the distinctive title of champion father of the camp, with nine children to his credit. Pvt. Elias runs him a close second as father of eight.

With some hesitancy, Valdepena, 36, listed the family roster as Bernard, Jr., Raymond, Robert, Ronald, Richard and Jerry; then, Romana, Rosalie and Betty Jean.

"They're all under 10," Valdepena said. "I'd have to consult the family Bible to name their ages."

Valdepena's 31-year-old wife Marguerite receives an allotment check of \$240 each month from the government.

The champion finds sympathetic company in runner-up Pvt. Elias, 35, Lafayette, La., who gets family mail from Wilfred, Jr., Robert, John, Donald, Raymond, Gilda Lee, Maria Jeannette and Dolores.

Elias' children are between the ages of three and fifteen. Mrs. Elias, who is 35, receives a monthly check for \$220.

"Despite our allotments and honorary titles," Valdepena said, "we'll be glad to get back to our wives and kids."

STUDENTS ON 70-HOUR WEEK

Worcester, Mass. (UP)—Reducing collegiate activities to the impressive decimal point, the Worcester Polytechnic Institute News figures that war-busy students are working a 70.6-hour week under the accelerated program. "However, such a program keeps life from becoming monotonous," philosophizes the News.

Buy National War Bonds Now!

A Pin-up for Those Who Don't Buy Bonds



This American soldier took refuge under a truck during a Jap bombing raid of our positions on Rendova. A Nipponese bomb, however, hit his number on it. Here you see his comrades gently removing his body from under the engine. When you are asked to buy War Bonds think of this picture.

From U. S. Treasury

Bombed Caroline Islands Are Believed Strong Jap Bases

Washington, D. C.—The Caroline islands, struck for the first time by American bombers, are a cluster of coral and volcanic islands whose "big star" is Truk, Japan's strongest mandated area base, says the National Geographic society. Kusaie, the island hit, is at the extreme eastern end of the 1,800-mile island chain, about halfway between Tarawa, recently captured American base in the Gilberts, and Truk.

Were the Carolines (including the Palau group at the extreme west) placed over a map of the United States, they would reach from Baltimore to Denver. Yet in area they aggregate one-third less than that of Rhode Island. The 500-odd islands vary from tiny atolls and reefs to sizeable areas with high mountains, streams, fertile fields and thickly-clustered villages.

The islanders, called Kanagas, are Micronesian—a mixed race of

Polynesian, Melanesian and Malaysian stocks. They often differ island by island, especially in beliefs and customs. Yap islanders are known for their stone money—huge disks resembling millstones sometimes reaching 12 feet in diameter. These "coins" never jingle a-packet, but are planted in front of the high-gabled pabais, or community houses.

The Carolines, along with the Marshalls and Marianas, comprise the "Mandated Islands" placed under Japanese administration by the League of Nations. They had belonged to Germany since 1899, and before that to Spain. Natives show the results of these changes. Youngsters greet each other in the morning with "Oha-yo," their parents say "Guten morgen," and old-timers use the Spanish "Buenos dias."

Buy National War Bonds Now!

Mustering Out Pay and Draft Notice on File

Seattle, Feb. 21 (UP)—Lawrence Anderson is a patient man but he wishes his Uncle Sam would make up his mind.

Anderson enlisted in the army in 1942, was discharged three weeks later when it was found he had lost his trigger finger many years before.

Forgetting the missing digit, the army drafted him last summer. He served a little over two months that time, leaving again for the same reason.

Saturday he received two communications—one notifying him he is again in 1-A and the other a check for \$100 mustering out pay. He expects to be in uniform again within a month.

Keep backing the attack with extra war bonds.

Details of Bari Bombing Revealed by Eye-Witness

(First details of the big German air raid on the Adriatic port of Bari, a major supply depot for the allied forces in Italy, were permitted through censorship in the following dispatch seven weeks after the disaster, which was compared unofficially in Washington to Pearl Harbor. Staff Correspondents Walter Logan and Frank Fisher were in Bari at the time. Logan was knocked out by an explosion and hospitalized. Fisher witnessed the entire raid and reports what he saw in this dispatch.)

By Frank Fisher

(United Press Staff Correspondent)

London (UP)—German bombers flew over Bari harbor at 10,000 feet on the night of Dec. 2 and blasted it into a nightmare of exploding shells, leaping flames, and shattered buildings by a lucky hit on an ammunition ship.

I stood under the clear, starlit sky on the opposite side of the harbor from the target docks and watched the sight in all its terrific magnificence. Only now does censorship permit me to tell about it.

The German planes struck shortly after 7 p. m. The harbor was jammed with ships, loaded with war goods. The planes announced themselves with a string of chandelier flares, which lighted the harbor.

Bombs Cascade Down

Then the bombs came cascading. The harbor's two long piers stand out from a shore that runs straight for more than a score of miles so it was almost impossible for the enemy to miss.

The first bombs fell short but one pitched into the town 150 yards from the car in which my party was driving and sent a spout of smoke and dust skyward. We drove through the middle of the town to the other side of the harbor.

Watching across a neck of sea a mile from the docks, we saw yellow flame spread out and then a cloud of smoke pour upward, its underside tinged with red.

Without warning, that was blotted out by a terrific explosion. The whole sky seemed to fill with a dull reddish flame.

A sailor near me whispered: "My God, they got an ammunition ship."

Wind Comes Up

There were a few seconds of silence. Then a wind whipped through the town like a tornado.

There was a continuous crunch of breaking glass, punctuated by the heavier sound of doors, window frames, and venetian blinds being ripped out.

Although it was then too late, many persons dropped to the ground for shelter.

We could only conjecture the havoc being wrought amid the

ships and personnel. (U. S. Secretary of War Stimson announced on Dec. 16 that there were roughly 1,000 casualties to service personnel.)

Scores were wounded by flying glass. They walked about as if stunned, their faces like maps drawn with lines of blood.

The plate glass doors of a hotel behind us blew out and as the wounded and those seeking shelter poured through the revolving door, the fragments were ground with a screeching sound.

Freak Of Blast

One of the freaks of the blast was the blowing of three large window frames across a room without damaging a single pane of glass.

A naval officer, slightly wounded, told me later he stood within 200 yards of the ammunition ship when it went up and was not even knocked down.

Ten miles inland, the wind blew out windows. The force was felt at some points 20 miles away. But it freakishly jumped some areas closer to Bari.

Several more persons were killed in the town and virtually every window in Bari proper was shattered.

Ships Are Ablaze

The ammunition ship set afire several other ships. Some sank swiftly and some burned all night. The next morning I counted nine ships partly sunk or burning so fiercely they could not be saved.

The navy has been criticized for putting so many eggs in one basket, but hundreds of ships supplying the allied armies had passed through Bari in a few months. Bari and Taranto probably were the only ports at that time capable of handling a large amount of traffic so the ships pushed in time and again. Every opportunity was taken of a strange German reluctance to attack the port. When they did attack, it was a profitable target, but the total score was only 17 vessels destroyed out of several hundred safely berthed and unloaded and thousands of tons of war materials delivered to the fighting men.

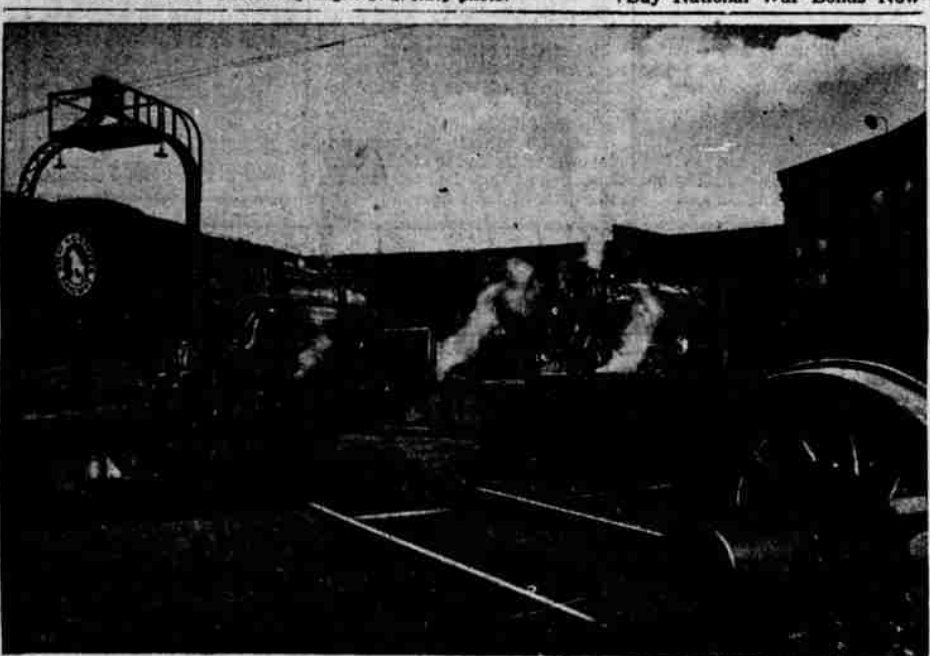
CHOP FISH FROM ICE

Stickney, S. D. (UP)—Residents of this community get their fresh dozen fish the easy way. They simply go to nearby Platte lake and chop fish out of the ice. Platte lake is best described as "a mile wide and an inch deep." When the water froze this winter, the fish froze along with it.

Jap Tank Under New Management



Captured at Makin when Army captured that Gilbert Island stronghold last November, this Japanese tank is now "under new management" at Oahu, Hawaii, is used to familiarize American troops with what Jap light tank looks like from any angle. U. S. Navy photo.



Locomotives take a terrific pounding as they pull their heavy loads across the country. After each run they must be thoroughly inspected and made ready for the next. The picture shows one of the giant steam locomotives that hauls Great Northern's trains across the Rocky Mountains on a turntable at the railway's roundhouse at Whitefish, Montana.

Reinforcements

Roundhouses aren't very glamorous places. They don't make pretty pictures. The men and women who work in them know the smell of smoke and the feel of grease.

For theirs is the serious and rather grimy business of grooming thousands upon thousands of horsepower, day in and day out—overhauling, repairing, servicing and checking the tons of whirling steel and iron that haul the trains.

They fight too, these men and women—fight time, for engines are desperately needed all around the clock; fight engine failures, for failures delay this grim business of war.

When this country went into the war, the Great Northern had 882 engines. That was fewer—by 513—than were in service during the first World War.

With fewer but more powerful engines, the Great Northern is moving more than twice the traffic it did during the first World War. That gives an idea of what has been going on in its roundhouses and locomotive shops.

When Japan struck at Pearl Harbor several huge Diesel-electric engines were nearing completion for the Great Northern. But almost immediately came the

interruption of gasoline and fuel oil deliveries to the East coast by ocean.

This important task had to be taken over by the railroads, and the engines which were built to haul Great Northern freight trains across the continental divide were rushed into action in other parts of the country.

For more than two years the Great Northern has had to do its part of the war job with what it had. Not until recently has there been any relief in sight.

But now three new mammoth Diesel-electric engines are hauling heavy freight trains between Havre and Whitefish, Montana. Each engine rates 5,400 horsepower, measures 193 feet, and weighs 463 tons.

By fall it is expected that ten more of these engines will be in operation on this mountain division. They will release nearly twice that number of steam locomotives for service on other parts of the system.

And that is good news for the determined workers in roundhouses and locomotive shops whose achievement in meeting every requirement for power, when it was needed, has fashioned another brilliant Victory for the home front.

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