

# Aussies, Yanks Are Firm Friends In New Guinea

By Frances McCarthy  
(United Press War Correspondent)

Advanced Allied Headquarters, Dutch New Guinea (D)—Service men of no two other nations have mixed so well in this war as the Australians and Americans in New Guinea. Closest or contact over a period of more than two years, from one end of steaming New Guinea to the other, has made them staunch friends. Proven abilities of each are mutually admired.

American airmen and ground staff personnel who began to flow into New Guinea late in 1942 were the first of the "Yanks" to fraternize with "Aussie" navy, army and air force elements. Particularly welcomed by those from "down under," however, were the transport crews who brought much-needed reinforcements of men and supplies flown from Australia, especially those who supplied by air the allied forces gradually but surely stemming the onward Japanese advance towards tiny Port Moresby.

Men of the two nations have since those early days gone on from one striking success to another, decimating the enemy thousand by thousand. Allied capture of Nabzab, Markham valley stronghold, since developed into one of the largest bombing bases in the southwest Pacific theater, represented one particular occasion of Australian-American teamwork. With the 7th Australian division, American paratroopers swarmed then march along the valley, many from the air to take Nabzab and wearing the slouch hat of the "digger," borrowed from their comrades-in-arms, to capture yet another important enemy-held base, that of Lae.

Throughout New Guinea, Australians are to be seen everywhere in the most cordial of relations with Americans. The Yanks and Aussies go together to jungle picture shows, they load and unload LST's side by side for Gen. MacArthur's by passing invasions, they fly to attack the same targets, they do guard duty together—and together they get wherever possible.

**TRUCKS CARRY PHONES**  
Boston (U)—The Boston Consolidated Gas Co. has 11 trucks equipped with two-way telephone sets which cruise the city and answer emergency calls by housewives. During one "air raid," the trucks responded to 100 "incidents."

## Why Super-Fortresses May Withdraw From China



The success of B-29 Super-Fortresses operating from their new Saipan base poses the questions of whether it is any longer militarily profitable to continue basing these air giants in China. Map above gives some of the reasons why the Saipan base is preferable. Twentieth Air Force flyers say the Marshall Islands base is within "easy range" of key targets, whereas the Chinese bases are so far from Japan that the B-29s cannot carry a maximum bomb load.

The long slanting rays of the winter sun cast the "pilots cross" against the clouds beneath—the shadow in the shape of a cross of a huge transport, completely ringed with four concentric rain-bows.

It is a symbol of good fortune, observed by many fliers who span this magnificent arctic wasteland with utmost confidence in their planes and the men who guide them.

## Christmas Strike At Yards Looms

Seattle, Dec. 23 (U)—Leaders of the Independent united brotherhood of welders, cutters and helpers conferred with representatives of five government agencies today in an 11th hour effort to avert a strike of Todd-Pacific shipyard welders tomorrow.

Henry A. Doty, international representative of the union, said he was hopeful of a "substantial constructive solution," but reiterated that 90 per cent of the yard's 600 welders would quit their jobs if the issue of jurisdiction was left unsettled.

Agencies participating in the conference included the U. S. conciliation service, war labor board, national labor relations board, war manpower commission, and the maritime commission, with a representative of the navy present for the talks.

**Proposal Rejected**  
At the company's repair yard, Todd-Pacific dry docks, meanwhile, workers yesterday voted 1,847 to 701 against striking over a similar issue, and Secretary R. E. McLaren of the rival Seattle metal trades council (AFL) declared "The united welders' cause is lost."

It was possible welders at the drydock would call a strike despite the adverse vote, for it was recalled that a similar vote at the shipyard also was defeated by a substantial majority and a government spokesman said the Smith-Connally act provides only that a vote be held—not that it be won.

## Veterans' Yuletide Party Is Planned

All war veterans, whether they are members or not, are invited to attend a Christmas party, given by the Veterans of Foreign Wars, Pondsosa pine post No. 1643, and its auxiliary at 8 p. m. Wednesday night at Moose hall, Cecil Rhoads, commander, announced today.

Families of veterans, and especially their children, are also invited. A Christmas tree will bear

candy and treats for children. A real Santa Claus will be present, Rhoads said.

A dancing party will be held for post and auxiliary members and the families of non-member war veterans. Refreshments will be served.

The chemical market in Mexico was dominated by Germany in pre-war days.

## ONCE AGAIN

# IT'S CHRISTMAS

May it bring you Peace and Happiness

Throughout the New Year

## For Liberty and Peace on Earth



**GREETINGS**

**JOYFUL CHRISTMAS**

There is no finer occasion in all the year than Christmas—it's the season toward which each of us look with eager anticipation. The goodwill of our friends, the cheerfulness of friendly associations, the spirit of giving and receiving, the expressions of love and good wishes, all combine to make life worthwhile.

We hope you will have a joyful Christmas and we wish to add our expression of appreciation to our loyal friends and customers. We wish you a Merry Christmas.

Store Closed Sunday—Monday

**Bend Drug Co.**  
Allen Young

## Terrifying Beauty of Icecaps Grips Scribe Over Greenland

By Reuel S. Moore  
(United Press Staff Correspondent)

Aboard a C-54 Transport, En Route Greenland to Iceland (Delayed) (U)—I have just witnessed something terrifyingly beautiful and majestic. I have just flown over the icy mountains and icecap of Greenland, en route to Iceland.

It was a rare experience to me, an experience which I now share with thousands of American fliers who have flown transports and combat planes across the Atlantic via Greenland.

"Mountains rise along the coasts to 11,000 feet. Between lies a valley full of centuries-old ice and snow, estimated 10,000 feet in depth.

**Stretches to Horizon**  
Today the sky was clear, the sun bright. The icecap stretched as far as one could see, seemingly soft and inviting. Rocky peaks jutted above the surface irregularly here and there.

But often the icecap is shrouded in clouds and snow, beneath which the rocky mountains lurk menacingly for all fliers. Many distressed fliers have landed safely on the icecap, only to face the dangers of hidden crevasses, thousands of feet deep, covered with a film of treacherous snow, which particularly menace the inexperienced.

BW-1, the southern Greenland base we just left, and BE-2, the east coast base we have just flown over, are both located between jagged rocky mountains at the head of fjords, dangerous to land on unless weather is clear.

This hard country fiercely challenged fliers back in 1941 and 1942, hopping the Atlantic above the submarine menace.

**Flying Dangers Beaten**  
Now the challenge has been met, by technicians and resourceful fliers. Hundreds of combat planes have flown this way monthly in comparative safety. They must make shorter jumps than the big transports. About 25 planes all told have crashed on or near Greenland in the last two years. Col. James E. Pratt, Denver, Col., commander of the Greenland base command, estimated, and 90 per cent rescues have been made. Only one plane definitely known to have gone down was not found.

Greenland has been beaten,

thanks partly to a chain of weather stations, permitting accurate weather forecasts. Flights are not undertaken in unfavorable weather. A series of fields provide alternate landings. There are numerous radio range stations and other radio aids. Finally, planes, boats, dogsleds, motorsleds and experienced personnel stand by for rescue work. They can even jerk an individual off the ice by a sling like a glider, though this has yet not been necessary.

Reassured by this knowledge, my only sensation was enjoyment as our huge four-engine transport command Douglas plane rose from BW-1 shortly after daylight.

As we climbed from the fjord, the rising sun, behind the mountains to the east, emblazoned the fringe of clouds hanging close to their crest a fiery red, as if some giant hand had strung the ridge for miles with neon lights.

**Points Out "Graveyards"**  
Maj. E. E. Dryer, Cleveland, former American Air Lines captain, was our pilot. At my elbow in the cabin with 11 other correspondents stood Capt. F. P. Koupal, former Pennsylvania Central Airlines captain, St. Louis, an old hand up here. He indicated where one B-17 sank through the ice on a fjord, and another spot where four P-38's and two escorting B-17's landed on the icecap in formation when the Lightnings exhausted their gas. All personnel were saved in both instances. Back in the winter of 1942-43 Koupal used to fly supplies to Armand L. Monte Verde and his companions, who were rescued from the icecap after 148 days of winter.

We followed the icecap to the Arctic Virel, where it was partly covered by clouds. We flew above them.

**PLANTS FOR NOW AND CHRISTMAS**

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Jerusalem Cherries  
Peppers • Cyclamen  
Begonias • Primroses

**PICKETT**  
Flower Shop & Gardens  
Phone 530 629 Quimby

**THE LIGHTS OF Christmas COME ON AGAIN**

The lights of Christmas come on again, driving back War's shadows and clearing a little space of warmth and good cheer where friends may gather together and wish each other happiness.

May we add our sincere wishes to the many others you will receive: Merry Christmas and Happy New Year.

**Pilot Butte Inn**  
Bend

At This Christmas Season May You Be Blessed with Every Happiness

**NISWONGER & WINSLOW**  
Morticians

MERRY CHRISTMAS

MAY CHRISTMAS and the NEW YEAR HOLD MUCH HAPPINESS IN STORE FOR YOU.

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**Bend Troy Laundry**

Yuletide 1944 Greetings

Our sincere wish for your great happiness at Christmas time, and through the coming year.

Glenn H. Gregg  
Gladys Gregg  
Robert Hall  
Josephine Hall  
Walter Beal  
Robert Kulstad  
Ray Dietz  
Ralph Cantrell

Millard Schaefer  
Philip Frederickson  
Hattie Howland  
Elvina Bergstrahl  
Ann Stevenson  
Harold Wilkins  
Wayne Wills

Grace Bluff  
Elizabeth Edmison  
Earl A. Gregg  
Paul Spental  
Ida Chambers  
Ann Amoth  
Gertrude Russell

**Gregg's BANNER BAKERY**