MAROON WHITE

First Anniversary Dance

Given by the

Monarchs Social Club

Monday evening, March 29th, 1937

AT THE CLUB DANCELAND

322 West 125th Street

Music by Leon Gross Orchestra

Subscription - - - - - 39 Cents

Loges 75c & 50c. - - Tables 35 Cents

MAROON WHITE

The Monarchs Social Club

INVITE YOU TO ATTEND THEIR

First Anniversary Dance

Easter

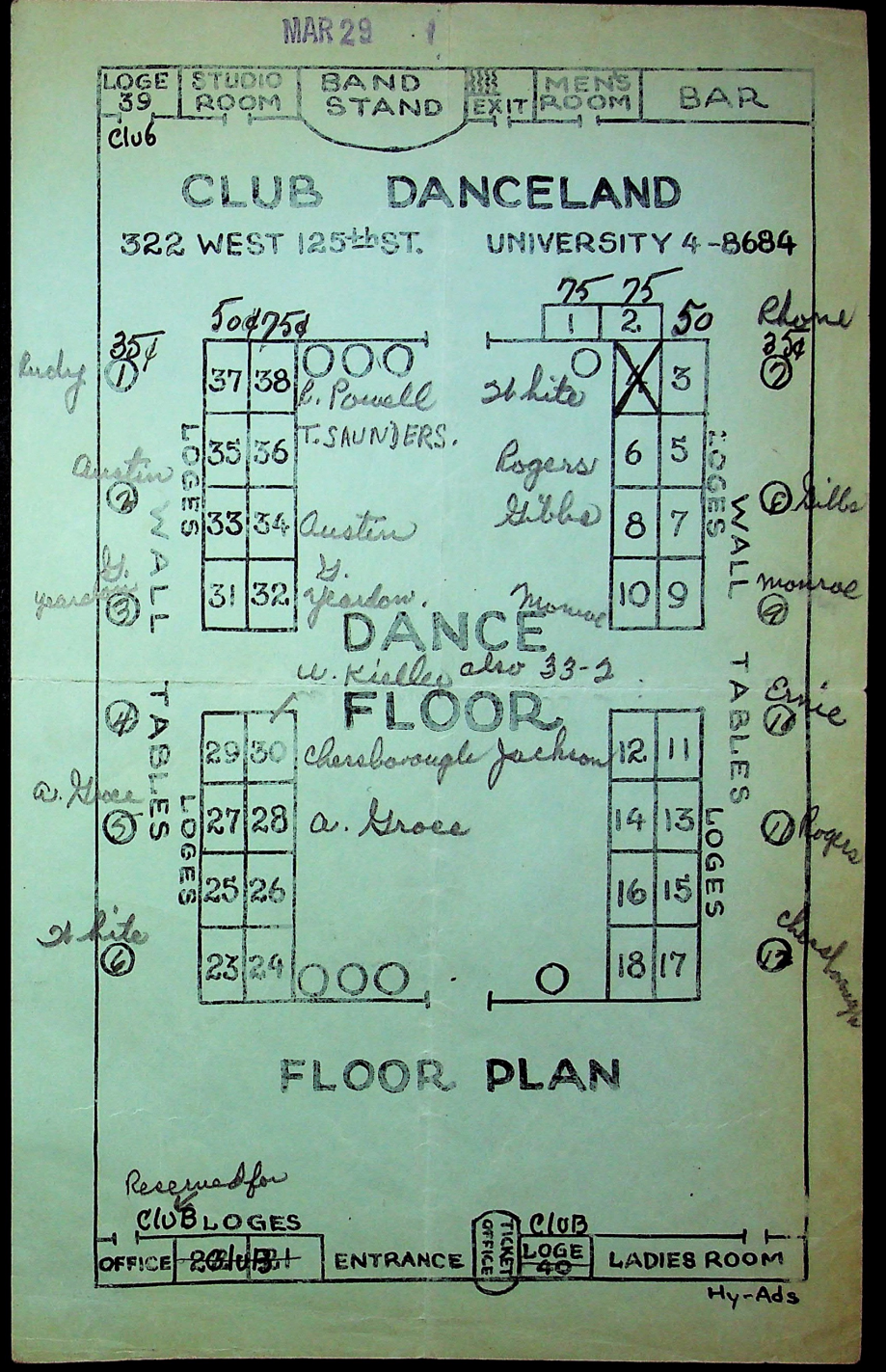
Monday evening, March 29th, 1937

At the Club Danceland

322 West 125th Street

MUSIC BY LEON GROSS' ORCHESTRA

Subscription 39c. *Loges 75c. & 50c.* *Tables 35c.*



BLUE 1930 1936 WHITE

THE "G SHARP" CLUB

PRESENTS THEIR

NINE (9c) PROM

at The Renaissance Casino

138th Street & 7th Avenue

FRIDAY EVENING, DECEMBER 11th, 1936

Adm. In Advance 29c - At Door 39c

BOXES $2.39 o LOGES $1.29

Our Request: All Reservations be paid by December 9th

No. 354



The

Marlboro A. S. C.

— PRESENTS ITS —

INITIAL DANCE

Wed. Dec. 30, 1936

— AT THE —

Congress Casino, 132nd Street & 7th Avenue

MUSIC BY EMIL SNOWDEN

ADMISSION - - 25 CENTS

Boxes $1.00 -:- Tables 75 Cts.

FOR RESERVATIONS SEE:

H. Jackson, 2795 - 8th Avenue, Apt. 8. H. Emanuel, 167 W. 145th Street, Apt. 9

The Alhambra Ballroom

Presents The

Harlem Kiasers Social Club

and their

First Annual Complimentary Dance

Friday Evening February 19th, 1937

Music by The Alhambra Stompers

Boxes and Loges Free

Musicians Fee 15c

Name .....

Address .....

Name .....

Address .....

Reservations WILFRED DeFOUR, 17 W. 129th Street

DAVID NESBIT, 361 W. 122nd Street

Red MSC Blue

Moonbeam Social Club

cordially invites you and your friends

to attend its

Second Annual Dance

to be held at the

St. Mark's Auditorium

57 West 138th St. New York City

Saturday Eve., April 17th, 1937

Music by Harrell's Alabama Stompers

(Harlem's latest swing Sensation)

Subscription (Inc. Tax) 65 Cents

Boxes seating 6 $2.00

White Gold

Forword

In presenting our Second Annual Dance, we take this opportunity to thank our many friends for their past patronage.

Every effort has been made to make this dance a gala affair and we assure you that you and your friends will have an enjoyable evening.

The MOONBEAM SOCIAL CLUB

Invited by.....

Officers

Emelda Crighton.....President
Marion Pitt..... ....Vice-President
Maggie Munro ....Financial Secretary
Nester Millet .....Recording Secretary
Howard Millet ..... Treasurer
Rhoda Herbert .....Business Manager
Anita Rouget ..... Chaplain

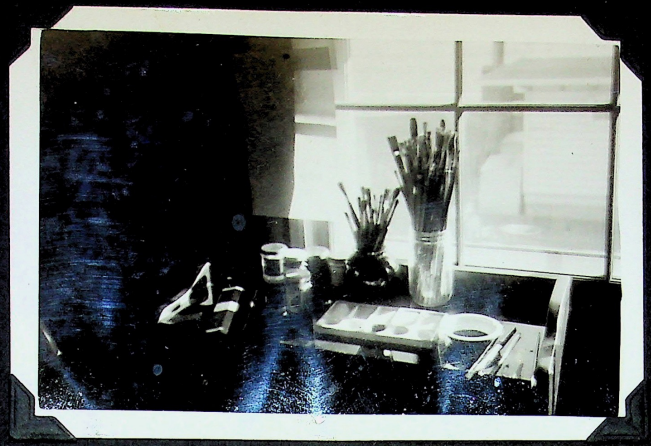
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For Reservation

Mrs. R. Herbert, I59 Edgecombe Avenue
Mrs. M. Munro, 257 West 111th Street
Mrs. H. Millet, 229 West 1I5th Street
Mrs. M. Pitts, 55 West 140th Street



THE EMELINE DOCK



MY ROOM AT DIX –

(Tel. David Johns)
Martin Slaughter
28 Dearborne St.
Yonkers 3. N. Y.

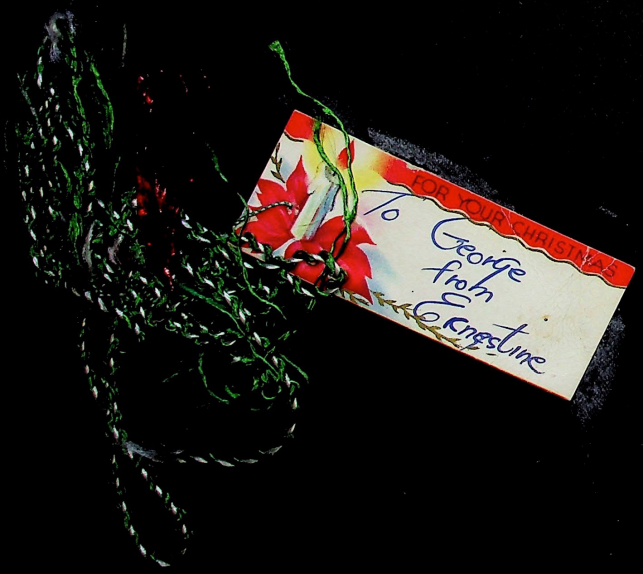
MINE



ERNESTINE



NEW YEARS DAY
JAN 1, 1946



'Walk Hard'



Voss

Leonard Yorr, Mickey Walker, Fiona O'Shiel and Maxwell Glanville in a new play Tuesday at the Chanin Auditorium.

OLD SCHOOLMATE MAKES GOOD –



"ALL HAM"

Dukes of Kent S. C.

NEW YORK, N.Y. STA. I
SEP 2
11- PM
1937

Mr. George White
640 Seventh Avenue
New York City.

MARINE BLUE PEARL WHITE

PRESENTING



The Modern Lords & Ladies

The CLUB YORK

Indian Summer Prom

Saturday evening, September 25th, 1937

Name .....

Address .....

Your Guest .....

Address .....

Please Present this Card at the door

BLUE  GOLD

The CLUB YORK

takes pleasure in presenting an

Indian Summer Prom

at the newly beautified

Club Danceland

322 West 125th St., New York City

Saturday evening, September 25th, 1937

Music by

Edward Monford and his Orchestra

Subscription 65c. in advance

ALSO WITH INVITATION

At door 75c. Reservations $1.75

To Our Friends and Patrons:

We take great pleasure and pride in sponsoring this, our first Indian Summer Prom, hoping that our meek and humble endeavors will be the means of conveying to you an evening that will meet with your whole-hearted approval and co-operation. Thank you.

Club York

For Reservations call:
Charles Richardson, APplegate 7-0771

Tickets may be obtained from:
Kenneth Eutemey, 232 Halsey St., B'klyn
Richard E. Gantt, Jr.
272 Manhattan Ave., N. Y. City

Officers

WILBERT H. BLANCHE . President

RICHARD E. GANTT, Jr. . Vice-President

KENNETH JACKSON . . Secretary

URBAN BRAITHWAITE . . Treasurer

«»

Members

Charles Richardson

Bertram Cummings

Selwyn Atwell

William Mayner

Frederick Eversley, Jr.

Kenneth Eutemey . . Honorary Member

The Dukes of Kent
Social Club

Org. 1936

245 West 113 Street
New York City
August 30, 1937

Monarch Social Club
1948 Seventh Avenue
New York City.

Members;

We "The Dukes of Kent," are asking your club to accept a look at our coming dance. As you have patronized us in the past, we hope for its continuance in the future.

You can expect our full cooperation in all your undertakings.

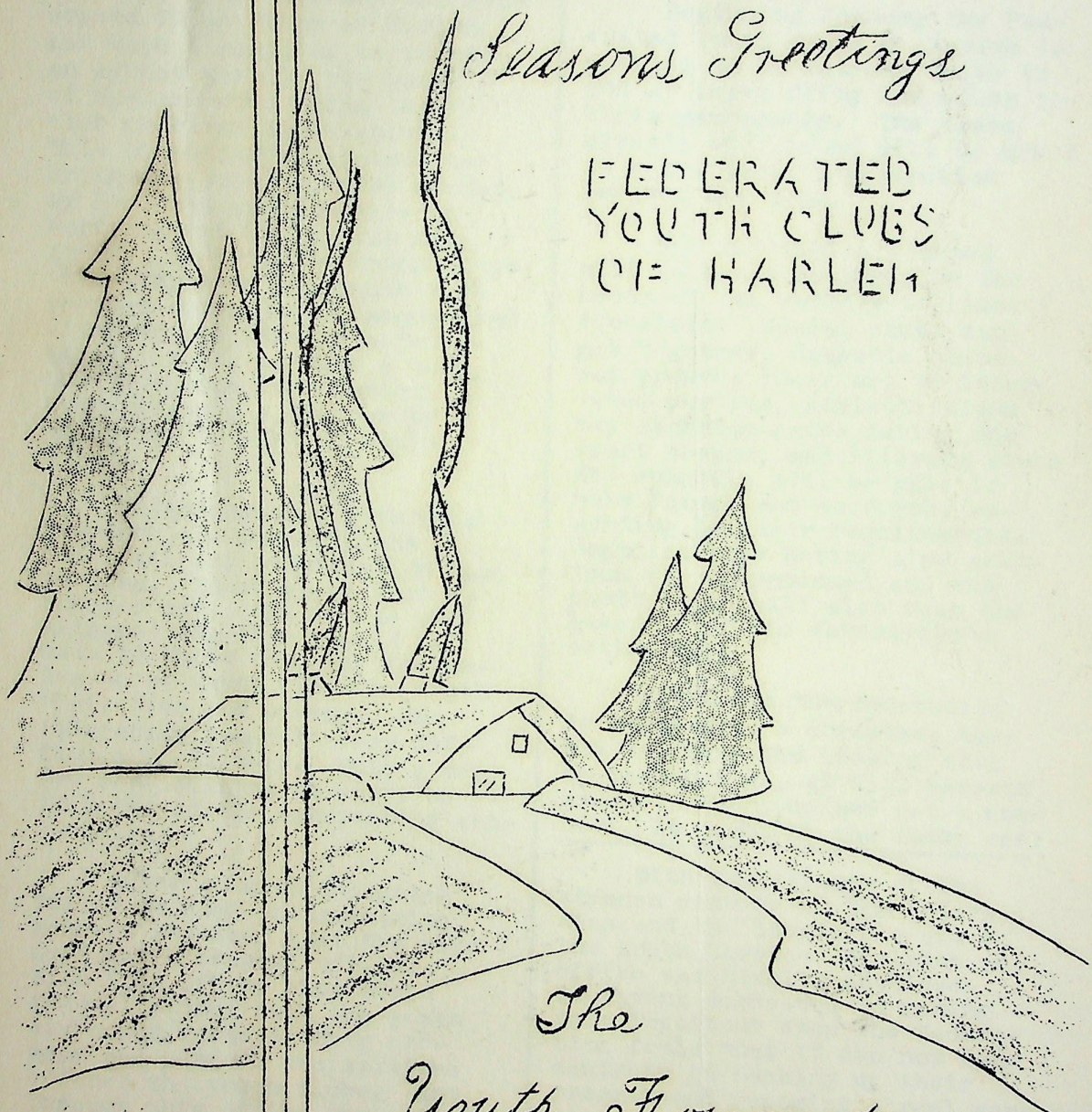
Waiting your reply, we remain.

Yours in Club Spirit

Mortimer A. Johnson
Pres. Sec'y.

Seasons Greetings

FEDERATED
YOUTH CLUBS
OF HARLEM



The Youth Forecast

Vol. IV No. 5 Price 3 cents December 1937

A SPLENDID ACHIEVEMENT

For some time now the Federated Youth Clubs of Harlem has been struggling to become an agency wherein the youth of Harlem could bring their club problems to be solved. This organization aspired to bring the services most needed by Harlem's young people in carrying out their club programs. In order to bring about this situation the youth were invited out and made acquainted with the new idea of a federation. Next, as such a body, the delegates from various clubs planned a program by which the federation could stand.

Unfortunately, gathering together and making plans isn't all any organization has to have. Those plans must be carried out. The people who gathered together should be made to think that the following up of these plans is worth their time and evergy. The federation found it very difficult to do this. Only a very few were willing to carry on in spite of the surmounting setbacks.

After so many delegates failed to come the remaining members resolved that the main need was a central office. With this office they could gradually draw back the youth clubs and rebuild their program and perform the services offered the youth clubs. And through this office the united youth clubs could begin looking forward to a real youth center in Harlem.

FEDERATION NEWS

Beginning January the Federated Youth Clubs of Harlem is putting on an intense drive to add at least fifty new clubs to their membership. The clubs already affiliated will be asked to renew their registration for the new year.

The activities planned will be based entirely on the needs of the variety of clubs concerned. Social clubs can get together, dramatic clubs can present their art to interested parties, athletic clubs may exchange games during the sport season, and literary clubs and councils will be able to hold forums and so forth, according to their requirements. Organizations having aims aside from those mentioned and who participate will also reap the benefits of the federation's activities.

Right now the federation is sponsoring a Christmas turkey raffle. The drawing will be December 23, at 2132 Seventh Avenue. Hurry up and get a number! It might be the lucky one!

With the efforts of the staunch members of the federation and the invaluable aid of the Youth Service Division an office was finally obtained. In having succeeded in making this important step the federation feels that it can now concentrate on backing up their program and becoming a real service to the youth in Harlem.

****

CLUB NEWS!

The Royal Dexters S. A. C. are giving their second annual dance, Thursday, December 28 at the Congress Casino. The music is to be by the Congo Stompers. The tickets in advance will be twenty-five cents and at the door thirty-five cents. For reservations see:- Leo Coaxman, 235 W. 116 St., Apt. 16 - Billy Moss, 312 W. 119 St., Apt. 3W - Garrett Kroonce, 139 W. 112 St. Apt. 5.

The Jocularity Boys, who have so kindly offered their aid in publishing the Youth Forecast have ambitious plans for a pgper of their own. Of course, we all remember The Snub. Here's to the long life of the club's paper.

The Literary Culture Club has broken with a bit of romance. Two of their members, Miss Ruby Murray and Mr. Henry Thompson have joined in holy wedlock. The wedding reception which the club will attend, is to be held at the home of Mr. and Mrs. Thompson, Sunday, December 19.

The Harlem Christian [illegible] Council is having a big meeting at the Y. M. C. A., Saturday, December 18. You can have interesting discussions, refreshments, fun and worship all in one evening. Clubs send your delegates. This is one meeting you should not miss.

The "G" Sharp Boys intend showing the swing followers a real good time Wednesday, December 27. They're giving a comp at the Club Danceland--- oh, of course, apprehending a swell shindig in February.

INTRODUCING !!

THE METROPOLITAN YOUTH COUNCIL

The Metropolitan Youth Council of the Metropolitan Baptist Church meets every Thursday night at 8:00 P. M. in the church. With the able assistance of Mr. Lamont, the club has been progressing rapidly.

The club started some four months back with seven interested young people. Today there are sixty-nine members in the organization of which there are forty active members. Quoting the club:

"We have been very fortunate in securing some of Harlem's outstanding youth leadership, Barrington Dunbar, Marion Forrester and others. We have sent delegates to the Harlem Christian Youth Conference and have the intention of sending delegates to the New York State Model Legislature, sponsored by the American Youth Congress in January.

Our latest club activity is the formation of a club newspaper, in which we intend to encourage our groups to patronize the stores in their vicinity with the help of neighboring clubs and organizations. We hope someday to begin a cooperative store in our neighborhood in which we can place Negro boys and girls.

Clubs, if you have a delegate to the Federated Youth Clubs of Harlem, you, too, can have a column in "The Youth Forecast"

THE YOUTH FORECAST

The official organ of the FEDERATED YOUTH CLUBS OF HARLEM. Published monthly. Send all News sare of THE FEDERATED YOUTH CLUBS OF HARLEM, office at 2132 Seventh Avenue.

PUBLICITY COMMITTEE

Gweniolyn Hill..Leonard Walker
Betty Evans.....Ben Frazier
M. Glanville.....Vincent Baker

****

To the members of the Federated Youth of Harlem.

Dear Youth:

I recently heard about your wonderful organization and immediately became very much interested in your program. I'm glad to think that you, the new generation of today, have foresight enough to see where your present problems will lead you and to try to build up an impenetrable resistance against the battles that life has to offer.

A boy or girl who spends his or her leisure time under conditions made specially for the young people, such as the youth center which you are striving for, is a happy one. The character amd mental outlook of such a person is always favorably effected. I want my girls to benefit from the best the world can afford, and I know other mothers feel the same about their children.

From the day you open your office I hope you keep on progressing as you have been. All that I can do to assist you in your cause I gladly offer.

Sincerely yours,

Mrs. Ruth [illegible]

A NEW NAME: Betty Evans

The American League against War and Fascism decided by an unanimous vote at the People's Congress for Democracy and Peace to be known henceforth as the American League for Dem - ocracy and Peace.

The Peoples' Congress adopted at the close of its 3 day session a 9-point program for 1938 which is asfollows:

"Organize citizens committees for labor's rights whereever those rights are attacked.

Defeat legislative attempts to compel incorporation of unions and to control or inspect union finances by governmental or other agencies.

Press for an anti-lynching law; and measure to guarantee full rights for the Negroes and the foreigh born.

Oppose vigorously the propaganda of race prejudice and discrimination.

Defeat the war department plan to conscript labor and industry and regiment press and radio.

Support the nationalization of the manufacture of arms, etc. forbidding export except when ordered by Congress.

Promote the people's boycott of Japanese goods.

Seek to remove and prevent restrictions on the access of the governments of China and Spain to our markets, applying regulations to purchases and shipments designed to remove the rish of becoming involved in war.

Demand a foreign policy on:

The distinction between the aggressors and victims. The necesity of denying our economic resources to the war-making aggressors.

The necessity of concerted action to quarantine aggressors.

HARRIET TUBMAN********

"Cut of the gloomy past
Till we now stand at last
Where thebright gleam
Of our new day is cast,"

Women have played a definite part in making these immortal lines so true, yet we hear and know little about them. One of these was a little Negro slave woman called by many the "Moses of her people.

Harriet Tubman was born a slave and reared on a plantatation in Maryland. Like other slave children her life was wretched and miserable. As she grew older Harriet realized shecould no longer be oppressed and planned to escape. To becaptured and killed on the road to freedom was better than to suffer and die as a slave. So one morning she made her miraculous escape to freedom through the mountains.

Ninety different times she made her way back to the land of bondage and led more than 300 men and women to safety through an underground railroad. Always she came back alone--carrying only a rusty gun-yet in no way was she ever discovered. Who thought of looking for a frail woman in a faded bonnet.

Her genius was recognized by many. John Brown was one and enlisted her aid when he w was making that desperate but futile battle at Harper's Ferry. In all his references to Miss Tubman, he called her "he" so as to keep her disguise.

The U. S. government also knew and acknowledged the greatness of thiswoman. During the Civil War she acted as an official spy in the south for the U. S. government. Her work was proven invaluable to the government. Invaluable as was her contribution to the Negro race.

FRATERNAL GOSSIP

You can't tell what young folks are doing nowadays! Anything seems to be Okay dokay. L. C. of the Lotus Club and G. C. supposed to be engaged found each others company so interesting that itwas 6:00 A. M. after a certain party before they said good-night.

.....

Melvin (Pushkin) Turpin, promenades the avenue with some other guy's girl. Hey, what about a certain incident at a showing of the "Good Earth"?

.....

I also heard there was a mighty fine squabble after the Troika Debs dance. Maybe over some straying sweetheart. At any rate Leonard Walker seems to know all about it.

.....

The St. Philip's Parish House office is no longer the scenes of merriment and geniality. You now see 'efficient-looking sec's' banging desperatelyat poor typewriters and only stopping to see what time it is.

.....

A certain demure miss better put out her efforts to keep her man. Methinks there was a powerful mamma after the guy in question.

....

THE BATON

SWING SENDERS

by Maxwell Glanville

Music seems to continue as a theme for most of us these days. With this continuance, the average Harlemite is satisfied to hear a good radio program, an entertaining program or a beautiful dance .... The radio offers taht incomparable Make-Believe Ballroom with Martin Block's suave personality. The contest now being held warrants your support of the tan orks leaders. Saturday night Swing Session and various other popular tunesmiths and swimg programs are always attractive....Turning to programs find that we have many up-and-coming young girls who are thrilling Harlem with really good voices. There's Isabelle Preston of the Social Committee of the "Y"..Rachel Robinson of Freddie Williams band..Gladys Schuster of the Excelsior Girls... Doris Beatty and Vera Elliot of the Modernistic Debs.. Eunice Morgan of the Manhattan Music Center ..Anna Jackson and Clara Gale of the Irristible Debs...we could go on to name many more if we had time....at various dancehalls or local theatres we may happen to hear .. Jimmy Lunceford, Chick Webb and Ella, Willie Bryant, Vernon Andrade Erskine Hawkins, Ed Bonelli, Leon Cross and horde of others. Some of the orks really go to town on swing yet others are not so hot..."nyway we can readily say that however swell or poor the bands play they can make a lot noise to be the strange outlet that keeps us either clapping our hands, stamping our feet, dancing or listening to it's beautiful tones which encourage us to endure and enjoy this life of struggle as much aswe can!

AN INTRODUCTION TO SPORTING YOUTH

by Ben Frazier

The sole purpose of this column is not to givew rites on such stars as Joe Louis, Jesse Owens, etc. We shall endeavor to write about the local lads and lasses who are cutting swath in high school, YMCA and other athletic clubs.

Willie Smith, the only lad to register a knockout inthe recent International Golden Gloves classic, plans to forsake the medal-chasers for the lure of cash.

Ralph Hammond, High School of Commerce track ace, is almost a certainty to annex the 220 yards championship to his other records.

F Franklin's hopes for a successful basketball season centers around that little five feet three inch demon of the court, "Red Braithwaite."

Claudie "Red" Philips lead Benjamin Franklin to victory over Vocational High. He was a highscorer with 22 points.

- - - - - - - -

Please notify Miss Betty Evans of change of address So that you may receive your mail as member clubs promptly.

Member Clubs

CHALDEANS S.C.

LITERARY CULTURE

Pushkin Fraternal

Etco S.C.

Jocularity Co-ed

"G" SHARP

Les bb Melodaires bb

Royal Dexter S.A.C.

Frederick Douglass Alumni

Metropolitan Youth Council

Monarch S.C.

Ultra Modern Girls

Youth Opportunity CLUB

RENAISSANCE Club

Falcons ASC

Salem Senior Council

Merry X mas, folks!

Astorites

Happy New Year!

Gallant Gents

Marroon White

The Monarch Social Club

Cordially invites you to their

First Sport Complimentary Dance

at the

"Club Dance Land"

322 West 125th St. :-: New York City

Monday Evening June 28, 1937

Leon Gross & Orch.

White Maroon

MONARCHS A. S. C.

This is to certify that one:

Name .....

is a member in good standing of the Monarchs A. S. C.

Rudolph Powell Pres. George Yeadon Sec.

Officers

FRANK REEDY *President*

FRED DREHER *Vice President*

JOSEPH THOMPSON *Rec. Secretary*

JAMES NICHOLS *Fin. Secretary*

RAYMOND GODWIN *Treasurer*

WILLIAM BRIGGS JR. *Bus. Mgr.*

CHARLES MULRAIN *Asst. bus. Mgr.*

STUART ROBINSON JR. *Serg't at arms*

ARNOLD JOHNSON *Chaplain*

Members

LEON RITTER

KENNETH ROBINSON

JOHN TILLMAN

Merry Christmas!

Dixie, Bing and the boys came up with the most beautiful Christmas card of a season distinguished by stunning cards . . . The Crosbys' card, about 8"x8", has an inch border of tiny blue, gold and red flowers. Within the white panel, and sheer against the white, stands a golden Virgin Mother and Child . . . I've never seen a Christmas card that so simply expresses the spirit and meaning of the holiday . . . The holiday hit a new record: Of the more than 1,000 Christmas cards that have come this way, only one was the product of a vulgarian, a soiled twist to the most wonderful day of the year. Opening it was like getting a blow in the face, and after sending it back, you felt like washing your hands of the uncleanliness.

As my personal nomination for All Americas, I'll skip Blanchard and Davis and Trippi and Lujack, and give you instead the Fort George Robins and the Inwood Redskins . . . Never heard of them? Well, listen, and you'll agree that they are All-America in breed!

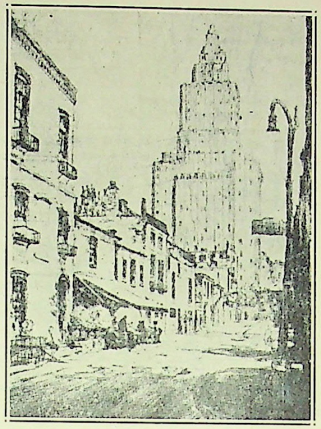
The youngsters on these two teams just fought a bitter football duel on wind-swept George Washington H. S. field, 192d St. and Audubon Ave. . . . To play the game, the teams arrived early in the morning and dried up the field by bucket brigade . . . They played in the mud later that afternoon, and it was a freezing day . . . The players did something else, too. Via a house-to-house canvas, they sold 6,000 tickets . . . The game and the ENTIRE proceeds were dedicated by these youngsters to the Washington Heights Disaster Committee, for the victims of the dreadful Amsterdam Ave. fire.

This reporter was lucky enough to see the game, because Solomon Press, one of the players, telephoned: "We need some help," he said. "The fellows have invited Msgr. Philip Furlong, Municipal Judge Charles Mark and Samuel R. Rosenberger to the game for between-halves speeches, and we got nobody to introduce them. The guys thought that maybe you'd come up and handle it for us, give it a Madison Square Garden effect." . . . Well, as a newspaperman, you're privileged to see a lot of wonderful things, but this was something extra special. . . . And I'll take the Fort George Robins and the Inwood Redskins as my All-Americas of 1946.

There is no little town in the country with greater compassion than this vast city of ours. Strangers, visiting it for the first time, mistake the concrete-and-iron hugeness of it for coldness and indifference . . . In this disaster, the people of Washington Heights set to work instantly to relieve the distress of the youngsters who were oprhaned. Judge Marks' committee went beyond that, in initiating a long-range program designed to raise $150,000 to take care of their later education. . . . Of the 38 victims, 31 were Catholic parishioners of Msgr. Furlong's St. Elizabeth's Church, but a Jew and Protestant headed the committee. "We didn't ask the city at large to help," explained Judge Marks. "The victims were of our community, so we wanted to keep it right in our own community of Washington Heights."

Most beautiful girls in town, the eyefuls assembled by Wally Wanger for his boss, Lou Walters, at the Latin Quarter . . . Henny Youngman, His Lordship Dick Buckley, Georgie Tapps and the Arnaut brothers make this a "must" on your holiday nightclubbing list . . . After its New Year's Eve shindig, the Zanzibar shifts its show to the old Moulin Rouge, downstairs under the Latin Quarter . . . in 3½ years, Negro performers have earned, in salaries, $1,860,000 at the Zanzibar showplace . . . One of the big band spots on the Stem considering switching to a cafeteria policy after New Year's.

Fred Waring and his group of 55 gave U. S. Marine Hospital its merriest Christmas. What a guy!! . . . Gus Van, in "Toplitzky of Notre Dame" at the Century Theatre, made his musical comedy bow in that same theatre in 1916 in "The Century Girl" . . . Widow of Steve Olsen, Ole's brother, expects Sir Stork in February . . . Henry Leblang and Lily Sanguro honeymooning in Florida . . . From Quebec, a $25 money order from James E. Laverty "to help some wounded veterans at Christmas" . . . From ex-GI Victor Gilbert, who runs Stonehenge, near Danbury, Conn., a $25 money order "for a warmer Christmas for some kids in military hospitals" . . . The money will be used for pajamas and socks for 21 veterans at Seton Hospital, at 232d St. . . . Queens' Boy Scouts raised $6,000 and gave every one of the wounded and staff of St. Albans' Naval Hospital Christmas presents.



From original etching by William C. McNulty

The Jumble Shop
Restaurant and Bar

28 W. 8th St. - 175 MacDougal St.
3 MacDougal Alley
Spring 7-2540 New York City

Black Red

The New York
FOOTBALL FLASHES

Invite you to attend their

Initial Dance

at the

PARK PLAZA

5 West 110th Street

New York City

Friday, Eve., Dec. 26, 1941

F

Music by
Steve Pulliam's
Manhattan Sextette

(CENSOR'S STAMP)

To: S/SGT. GEORGE A. WHITE 32006448
[illegible] CO. 513 C/O POSTM STER
NEW YORK, N. Y.

From: BILLY GIANT
410 WEST 129 STREET
NEW YORK, N.Y.

SEE INSTRUCTION NO. 5 (Sender's complete address above)

DEAR GEORGE,

I'M GLAD TO KNOW THAT YOU STAND A CHANCE OF COMING HOME IN THE NEAR FUTURE. I SINCERLY HOPE THAT BY THE TIME THIS REACHES YOU , YOU ARE ON YOUR WAY HOME. VERNON TOLD ME THAT BENNY IS IN THE PHILLIPINES. HE IS NOW A STAFF SERGEANT. MIMO GULPS IS IN TOWN, HIS BOAT HAVING IT'S TRIP TO THE PACIFIC AND COMING TO THE US A FEW WEEKS AGO I HEARD FROM MIKE BRAMPLE OF THE MARINE CORPS WHO IS NOW IN THE MARSHALL ISLANDS. HE ALSO SENT A PICTURE OF HIMSELF IN WHICH HE LOOKS VERY WELL. ONE SUNDAY AT THE ROMA I SAW MORTIMER, "SPIDER", AND CRIPPLE REID. MORT AND "SPIDER" WERE BOTH OF FURLOUGHS SO OF COURSE THEY WERE GETTING HIGH AS THEY COULD. REID SEEMS TO BE A PLAYBOY THESE DAYS, HE EVEN HAS HIS HAIR STRAIGHTENED. I'VE HEARD THAT IRA IS IN TOWN BUT I DON'T THINK IT IS TRUE BECAUSE HE HASN'T CALLED OR STOPPED BY AND I'M SURE IRA WOULD IF HE CAME HOME. CHARLIE NICKENS HAS GONE BACK BUT I DON'T KNOW WHERE HE IS YET BECAUSE HE HASN'T WRITTEN ME. YOU HAD BETTER GET BACK SOON BECAUSE MY TEAM IS DESPERATELY SHORT OF ENDS. I'VE GOT A MOB OF GUYS OUT FOR THE PACKFIELD BUT FEW FOR THE LINE. TOMMY TOLD ME THAT "TED" IS IN TOWN. I SURE WOULD LIKE TO SEE HIM AGAIN. THE N.Y. GIANTS ARE GOING TO USE THE "T" FORMATION IN ADDITION TO THEIR REGULAR STUFF , HOPE IT WORKS. ARMY AND NAVY ARE LOADED WITH STARS FROM OTHERS COLLEGES SO ONCE AGAIN THEY WILL DOMINATE COLLEGE FOOTBALL. SO LONG BE GOOD.

Have you filled in complete address at top?

REPLY BY V-MAIL

Have you filled in complete address at top?

POST OFFICE DEPARTMENT PENALTY FOR PRIVATE USE TO AVOID POSTAGE, $300

CERTIFICATE

19 Sept 1945
(Date)

1. I certify that I have personally examined the items of captured enemy equipment in the possession of S/Sgt George A White 32006448 and that the bearer is officially authorized by the Theater Commander, under the provisions of Sec VI, Cir 155, WD, 28 May 1945, to retain as his personal property the articles listed in Par 3, below.

2. I further certify that if such items are to be mailed to the US, they do not include any items prohibited by Sec VI, Cir 155, WD, 28 May 1945.

3. The items referred to are :

1 = Mauser rifle, Model 98, No. 8003
1 = Dagger, bone handle
xxxxxxxxxxxxxxLast Itemxxxxxxxxxxxxxxx

HEADQUARTERS UNITED STATES FORCES EUROPEAN THEATER
OFFICIAL

J. HERTLING
(Signature)

J. HERTLING, CAPT, QMC
(Rank, Branch and Organization)

(This certificate will be prepared in duplicate)

AG USFET Form N° 33

Lef. 8-46 5.000.000 78.920





MEMORIES OF PINE BLEIFF
-OF THE PICKUP BY OLIVER
AND JEMIMA — LOVELY
JEMIMA WITH THE BLACK
HAIR - HER LIPSTICK IS
STILL ON THE CUP.







FROM NEEZE

Norddeutsche Ausgabe
283. Ausg. / 54. Jahrg. / Einzelpreis 20 Pf.

„Freiheit und Ehre"

VÖLKISCHER BEOBACHTER

Norddeutsche Ausgabe
Berlin, Freitag, 10. Oktober 1941

Kampfblatt der nationalsozialistischen Bewegung Großdeutschlands

Die große Stunde hat geschlagen:

Der Feldzug im Osten entschieden

Heeresgruppen Timoschenko und Woroschilow eingeschlossen — Heeresgruppe Budjenny in Auflösung

Neuer Kessel bei Brjansk

Die letzten voll kampfkräftigen Divisionen der Sowjets geopfert

Aus dem Führerhauptquartier, 9. Oktober.

Das Oberkommando der Wehrmacht gibt bekannt:

... stern durch Sondermeldung bekanntgegeben, ist eine starke deutsche und slowakische Truppen verstärkte deutsche Panzerarmee aus dem Raume ostwärts Dnjepropetrowsk zum Asowschen Meer vorgestoßen und hat der bei Melitopol geschlagenen 9. sowjetischen Armee den Rückzug verlegt. Gleichzeitig haben deutsche und rumänische Verbände die Verfolgung von Westen her fortgesetzt. Dabei ist es einem Schnellen Verband der Waffen-SS gelungen, entlang der Küste des Asowschen Meeres nach Berdjansk durchzustoßen und den von Norden kommenden Panzerkräften die Hand zu reichen. Von allen Seiten eng umschlossen, stehen hier sechs bis sieben feindliche Divisionen unmittelbar vor ihrer Vernichtung. Den schwachen Resten des geschlagenen Gegners, die auf Rostow abzuziehen versuchen, ist der Verband der Waffen-SS bereits bis Mariupol nachgestoßen.

In der Mitte der Ostfront haben — wie ebenfalls durch Sondermeldung bekanntgegeben — die tiefen Durchbruchsoperationen zu einer weiteren großen Umfassungsschlacht geführt. Von starken Panzerkräften im Rücken angegriffen, haben nunmehr auch im Raume ... Brjansk drei feindliche Armeen ihre Vernichtung zu erwarten. Zusammen mit ... Wjasma eingeschlossenen Verbänden hat hier der Marschall Timoschenko die letzten kampfkräftigen Armeen der sowjetischen Gesamtfront geopfert. Das Ausmaß der Angriffserfolge, die von der lügenhaften Propaganda des Gegners ... seit Wochen zugeschrieben wurden, ist damit endgültig zerrissen.

Erneute Versuche des Feindes, die Einschließungsfront westlich Leningrad zu brechen, scheiterten unter schweren Verlusten für den Gegner. Zahlreiche ...

Die Luftwaffe unterstützte an der gesamten Ostfront mit starken ... Angriffe richteten sich gegen feindliche Truppenansammlungen, ... bahnanlagen. Das Rüstungswerk Südostwerk Charkow wurde mit ... Kampfflugzeuge kriegswichtige Anlagen in Leningrad an.

Das Verminen der Gewässer um die britische Insel wurde ...

In Nordafrika bekämpften deutsche Sturzkampfflieger Truppenbereitstellung und Verladungen des Gegners. Deutsche und italienische Flugzeuge bei Marsa Matruk und Fuka.

Der Feind flog nicht in das Reichsgebiet ein.

Im Kampf gegen die britische Luftwaffe ... 55 feindliche Flugzeuge ...

Das militärische Ende des Bolschewismus

Heute vor einer Woche, in der Nacht vom 1. zum ... Wortlaut wir auf Seite 3 wieder ... gewaltigen Hieb, der auch ... tal ... Front Führer und Volk ... Bolschewismus ... hier ist er verwirklicht ... maschine aller Zeiten.

Dies ist die heute ...

Die nord... Woros... Misse... ste...



...ine Gruppe ...machten, son... den Ostkrieges ... hat der Reichs... ... heute morgen aus ...quartier in Berlin einge... ...ür den Männern der deut... ...sse an Hand der neuesten Infor... ...nen über die militärische Lage sie... ...ndig klargemacht. Schon der Aufruf des Führers an die Soldaten der Ostfront ließ erkennen, daß sie damals sechs Gegner ... gig. Die neuen großen Operationen, die am Morgen des 2. Oktober anrollten, waren das Produkt einer umfassenden Planung und Vorbereitung von langer ...

Wehrmacht ungeheure Verluste an Menschen und Material erlitten und war sie bereits schwer angeschlagen worden. Aber noch waren zwei ihrer drei Heeresgruppen von beschlicher Kampfkraft, und die mittlere von ihnen, die Heeresgruppe Timoschenko, bereitete ihrerseits eine Offensive vor, für die die letzten voll kampfkräftigen Armeen des Sowjetheeres eingesetzt werden sollten. Hier sei vermerkt, daß die Behauptungen der bolschewistisch-plutokratischen Propaganda, daß Timoschenko bereits seit drei Wochen in einer erfolgreichen Offensive gegen Gomel begriffen sei, vom ersten bis zum letzten Wort erlogen waren: Timoschenko hat, wenn man von den stumpfsinnigen Vorstößen einzelner Kompanien und Bataillone absieht, überhaupt nicht angegriffen!

Es galt nun, diese beiden Heeresgruppen ebenso endgültig auszuschalten, wie die Heeresgruppe Woroschilow durch ihre Einschließung um Leningrad schon ausgeschaltet war. Bei Budjenny, der über die Hälfte seiner Verbände schon in tourigen Kessel von Kiew verloren hatte, handelte es sich im wesentlichen um die Zerschmetterung seines Südflügels, die durch den Frontalangriff bei Melitopol und den Flankenstoß aus dem Raume von Dnjepropetrowsk erreicht wurden ist. Timoschenko aber, der im Raume von Kiew nur einen Bruchteil seiner Streitkräfte, seinen äußersten Südflügel, eingesetzt hatte, mußte in äußerst starken, seit vielen ...

Führer in einem Aufruf, ... aufgefordert „zu dem letzten ... vermitteln soll" — aufgerufen ... einer Gnade und Barmherzigkeit ... Entscheidung im Sinne des ... verwirklicht werden konnte ... der ungeheuerlichsten Kriegs... wieder erholen kann.

...chen ausgehauten Stellungen frontal ...packt werden mit dem Ziel, ihn so zu ... finden, daß die Umfassungsbewegungen ... vollzogen werden konnten. In mittleren ...Abschnitt glich die Lage also durchaus der vom 22. Juni, als die großdeutsche Wehrmacht zur ersten Kraftprobe mit dem Bolschewismus antrat.

Und wieder ist der Durchbruch gelungen! Auf Anhieb gelungen nach dreieinhalb Monaten ununterbrochener Kämpfe, riesiger Marschleistungen und ungeheurer Strapazen — tausende Kilometer von den Kraftquellen der Heimat entfernt, während der Gegner gerade in diesem Frontabschnitt unmittelbar an seinen großen Versorgungs- und Nachschubbasis Moskau stand! Daß aus dem Durchbruchserfolg heraus selbst, innerhalb weniger Tage, raumintensive Zangenoperationen vorgeschaltet werden konnten, ist ein einziger leuchtender Beweis für den militärischen Genius des Führers und den unübertrefflichen Kampf- und Angriffsgeist seiner Soldaten. Timoschenko ist derart überrumpelt worden, daß er keine einzige seiner noch voll kampffähigen Armeen aus der tödlichen Umklammerung retten konnte.

Moskau, London und Washington bezeugen, daß der „große Feldherr" Timoschenko durch den deutschen Angriff nicht überrascht worden ist. Wir haben keinen Grund, an der Richtigkeit dieser Behauptung zu zweifeln: denn selbst der miserable bolschewistische Nachrichtendienst muß wenigstens etwas von den umfassenden deutschen Vorbereitungen gewußt haben. Wie Timoschenko sich aber die Abwehr dieses Angriffs vorgestellt und was er dagegen unternommen hat, bleibt rätselhaft. Tatsache ist, wie die ganze sowjetische Strategie und Taktik in diesem Kriege ... Augenscheinlich haben Stalins militärische Stümper uns auch hier wieder den Gefallen getan, ihre ganzen Heeresmassen stumpfsinnig in die Front im engsten Sinne zu stecken, anstatt unter Ausnutzung der berühmten „Weite des russischen Raumes" elastisch und ausweichend zu kämpfen. Wir haben gestern in unserem Leitartikel die völlige Geistlosigkeit dieser „Führung" schon eingehend gekennzeichnet.

Daß Timoschenko den Kardinalfehler der bolschewistischen Kriegführung — es ist ein eingeborener Fehler des Bolschewismus — auch jetzt wiederholt hat, ist nicht wieder gutzumachen! Denn diesmal sind ihm die letz-

Das war in 1941

Der italienische Wehrmachtbericht

Brände größ...

Angriff größ... Pe...

Der italienische ... Donnerstag bei ... Größere Infan... fen gestern Nach... schaftlicher ... Abwehr des ... sengen, die ... Befinde ... unseres Flug... zurück, ein... Flak.

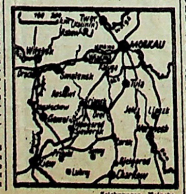
In der ... Einflug auf ... Sizilien durch ... gewehrangriffe ...

... Ko... ...östlich ... den Sitz der ... die wichtige Stiftung ... im kräftigen Verein ... jedes Widerstandes wurde ... Flucht geschlagen und ihm be... erlitt beigebracht. Wiederholt ... stelle des Feindes wurden zurück... ...agen. Unsere Truppen ließen den Sitz ... feindlichen Kommandos in Pleasance ... stehen und zerstörten ein Munitionslager so... wie die Radiostation, ein kehrten mit Gefangenen und erbeuteten Waffen und Material an ihren Ausgangsstützpunkt zurück. Alle beteiligten Einheiten und besonders das 16. Infanterieregiment zeichneten sich durch Entschlossenheit und Tapferkeit aus.

Am Nachmittag des 9. Oktober beschoß ein unserer Flugzeuge, das sich auf einem Aufklärungsflug entlang der Straße von Dobra Tobor befand, feindliche Kraftfahrzeuge mit Marschgepäck/Heer und steckte sie in Brand.

Ein Luftangriff auf Tripolis hatte lediglich leichte Materialschäden zur Folge.

In Ostafrika griff eine starke aus italie...



Kartenskizze: Reuter

Hier fängt der Wiederaufbau an



Aus einem amerikanischen Gefangenenlager — einem von vielen:

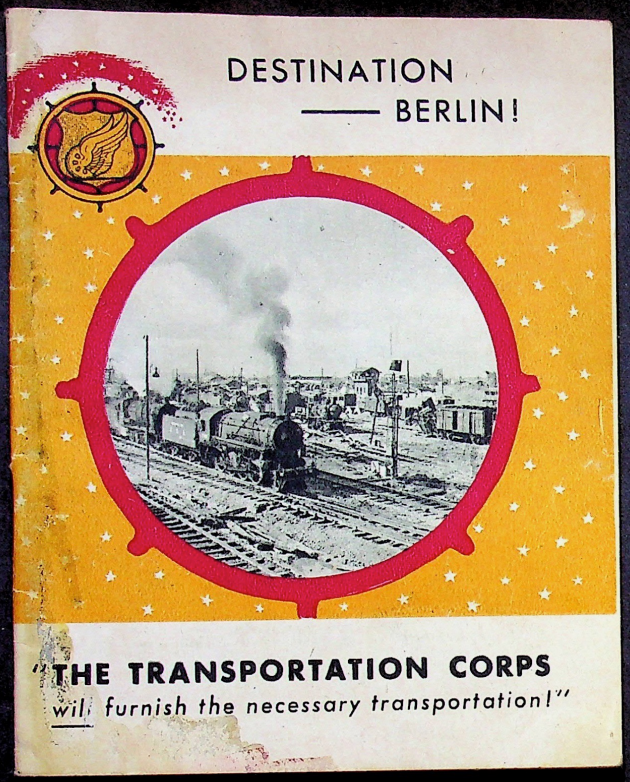
9 Klassen mit durchschnittlich 45 Mann Belegschaft bereiten die Teilnehmer auf die höhere und mittlere Beamtenlaufbahn vor, mit anschliessender Abschlussprüfung.

In der Lager-Universität finden Vorlesungen in folgenden Fächern statt: Recht, Medizin, Philologie, Naturwissenschaften und Technik. Durchschnittliche Zahl der Vorlesungsstunden pro Woche in jedem Fach 15 bis 20, in Medizin 30. Die Anerkennung der von der Lager-Universität erteilten Prüfungsdiplome durch die deutschen Hochschulen steht bevor. Ferner ist ein landwirtschaftlicher Kurs vorhanden, der auf die Laufbahn des Diplom-Landwirts vorbereitet.

Weitere Unterrichtskurse: Sprachen (Englisch, Französisch, Spanisch, Russisch), Technik (Maschinenbau, allgemeine Technik, Elektrotechnik), Handwerk. Die Lagerbibliothek umfasst tausende von Bänden. Ausserdem stehen zahlreiche wissenschaftliche Werke zur Verfügung.

Sie werden Deutschland wieder aufbauen!

Z.G. 7



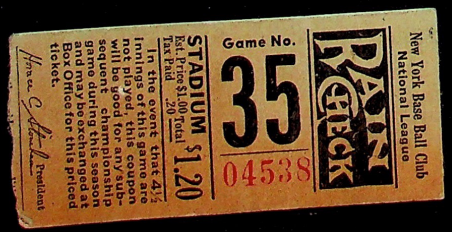


AUNT LYDIE



HOSEA SLADE







Name George A. White

Date enlisted Nov. 27, 1940 (DRAFTED)

Assigned to T.C. Dec. 16, 1942

Date arrived ETO Dec 16, 1943

Awards Soldiers Medal, Two

Citations Bronze Battle Stars

PASSED BY CENSOR FOR MAILING HOME

This is the second of a series of G. I. Stories of the Ground, Air and Service Forces in the European Theater of Operations, to be issued by the Stars and Stripes, a publication of the Information and Education Division, Special and Information Services, ETOUSA... Maj. Gen. Frank S. Ross, the Chief of Transportation (ETO), lent his cooperation to the preparation of the pamphlet, and basic material was supplied to the editors by his personnel.



It is with pride and emotion that I indorse this story of the Transportation Corps in the European Theater of Operations. This story is your story: it is the story of your aching muscles, long and arduous hours of unsung labor, and your devotion to duty. It is the story of the unsung stevedore working in the holds and on the quay sides. It is the story of the weary truck driver with his load of precious cargo moving to the front along strange roads with lights blacked out. It is the story of the duck driver, ferrying vital supplies amid mine-infested waters.

It is the story of train and engine crews moving over unknown paths to strange destinations with that same spirit the American railroad man has shown for generations. It is the story of the weary but alert dispatcher, humble section hand, switchman and dispatch rider, each doing a vital part.

It is the story of the back shop, round house and harbor craft repair crews: grimy, faithful, essential. It is the story of tug boat crews in strange and dangerous waters, and the story of the RTO at outlying dumps, control points, and stations. It is the story of men and women working long and arduous hours at desks throughout the Theater. In short, it is your story; it is a tribute to you, and you may well take pride in it.

Let it serve to inspire you to still greater efforts. The sole reason for the existence of the Transportation Corps is to carry to the fighting man at the front what he needs. If we do that, we will have accomplished our mission. If we fail, we will not have kept the faith. Let each of us remember that our individual efforts are capable of swelling into a stream of men and supplies moving steadily and relentlessly to the front. Let us resolve to increase constantly this stream until Victory is ours and until we return to our homes. Carry ever in your hearts our slogan that «The Transportation Corps will furnish the necessary transportation.»

Frank S. Ross

Major General, U.S. Army
Chief of Transportation

The Story Of The Transportation Corps

MILLIONTH YANK LEAVES SOUTHAMPTON

OCTOBER 25, 1944: Infantry Replacement Pvt. Paul Shimer of Chambersburg, Pa., adjusted his field equipment, turned for a last glimpse of England, straightened, and walked to the waiting LSI.

When he approached the gangplank for his cross-channel journey, Sgt. Murray Ley of the 14th Port pulled him aside to point out that he was the 1,000,000th Yank embarked from Southampton since D-Day.

Upon arrival at Cherbourg, Shimer's outfit boarded the "Twentieth Century Flyer," pride of the 729th Railway Operating Bn. By nightfall it was well on its way to the front.

At an advanced railhead a fleet of trucks met the "Flyer." Shimer jumped into the nearest. It was an old "6x6." Soon the last lap was over and Shimer and his buddies were engaging the Germans.

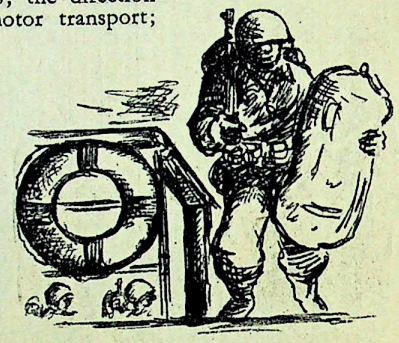
Shimer's trek is essentially the story of the Transportation Corps. Speeding on the seas, roaring on the rails, rushing down the highways, the TC knows every corner of the European Theater of Operations and then some:

the stifling Persian and African deserts, the snow-laden Elburz Mountains, the ice-packed Klondike and Yukon, the back country of Australia, the tropical southwest Pacific, the jungles of Burma, the farthest parts of China.

Although June 6 always will signify its start, in reality the invasion was launched when the first boatload of Yanks left New York Harbor.

Departure from the U.S.A. likewise marked the beginning of the TC's job. Prior to D-Day that job fell into three classes: movements of men and material to the United Kingdom, within the UK, and out of the UK.

There were hundreds of preparatory matters and projects: the unloading of millions of soldiers and tons of cargo in English ports; the direction of traffic—rail and motor transport; training at Seamills; railroad car assembling and locomotive conditioning; barge building at Totnes; supervising ports and marshalling areas; pre-stowing of vessels.

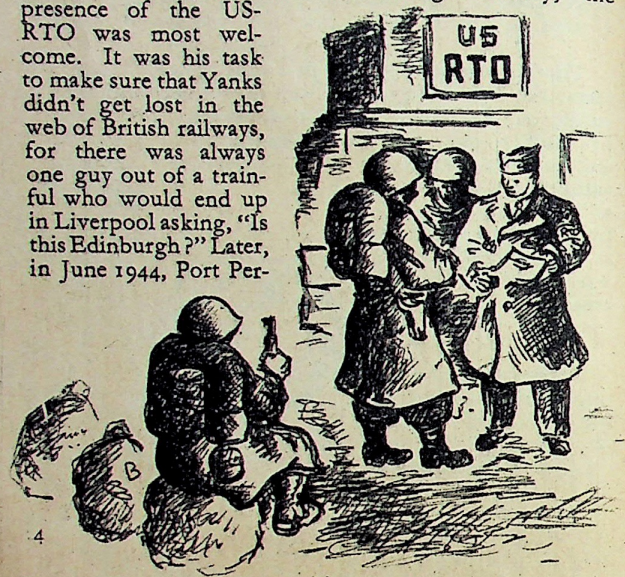


Then came the all-important planning for the operation on the continent—rail, motor transport and marine.

A TEXAN RUNS THE SHOW

SUPERVISING the UK operation was Maj. Gen. Frank S. Ross of El Paso, Tex., who, as a colonel, flew to England on May 12, 1942 to take over the infant set-up which presently was to become a continental organization.

Guiding all movements of water, motor and rail was the RTO with the red brassard of the TC on his left arm—the Railway Traffic Officer. To men who had just come 3000 miles to a foreign country, the presence of the US-RTO was most welcome. It was his task to make sure that Yanks didn't get lost in the web of British railways, for there was always one guy out of a trainful who would end up in Liverpool asking, "Is this Edinburgh?" Later, in June 1944, Port Personnel, brothers to the RTO, embarked thousands of craft loads at the hards. The RTO was a familiar figure at the Marshalling Areas. Yanks met him again at Cherbourg, St. Lo, Paris and...



D-DAY dawned and the greatest transportation spectacle in all history unfolded. Toward the beaches of France moved a mass of seacraft of all types carrying trucks of every description and railroad equipment sufficient to operate any Class I railroad in America.

The invasion was on!

THE BEGINNING OF TC

Now, time out to pick up the background of the TC! On March 9, 1942 the Transportation Service had been set up as a new division of the Services of Supply, and on July 31, 1942 the Transportation Service became the Transportation Corps.

All battalions assigned to railway transportation in the Corps of Engineers had been transferred to the Transportation Corps on Nov. 16, 1942, completing centralization of transportation functions. But Motor Transport had been a shifting service operation between the Quartermaster Corps and Transportation until July 11, 1943, when the TC—already developed into one of the largest of the Army's seven technical services—took over its operation.

Marine Operations

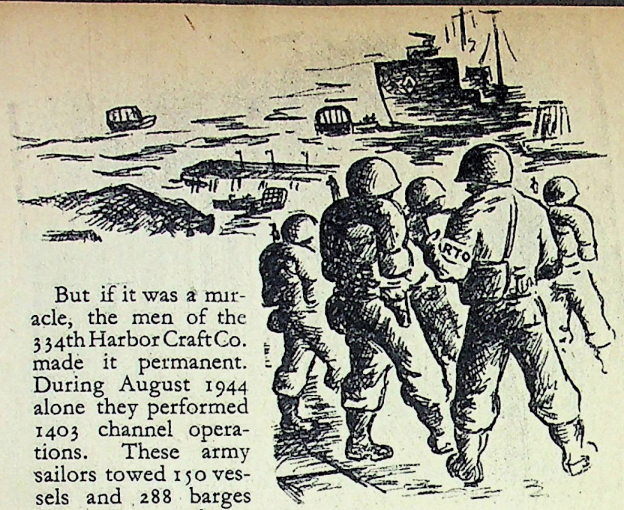
FIRST KEY TO HITLER'S DOOM

THE Nazis came, but Pvt. Bob Shafer and his 186th Port Co. buddies went on working. Time didn't count. Boxes of ammunition did. It was on the fourth day when the last ammo load had started for the beaches that enemy flak knocked Bob out. As he was placed on the DUKW with its precious cargo, the men of the 186th moved to another ship.

Bob says his Purple Heart belongs to the 186th.

Without the loads from the ships there would have been no "battle of the beaches." Battles depend on ammunition, food, and POL— petrol, oil, lubricants. The men of the port battalions, DUKW units and harbor craft gangs knew this as they shoved off early on June 6.

Behind the invasion headlines lay the "miracle" of the Normandy beaches. Miracle? No! Just blood and sweat. No miracle to the port battalion men who unloaded tons upon tons of material for the D-Day build-up! No miracle to that single battalion which worked 102 straight days and nights without time off! No miracle to another, which in a single night unloaded 1226 tons of hellish cargo!



But if it was a miracle, the men of the 334th Harbor Craft Co. made it permanent. During August 1944 alone they performed 1403 channel operations. These army sailors towed 150 vessels and 288 barges into harbors, made 117 ferry trips, and threw in five salvage expeditions for good measure.

The men who joined the June 6 armada had a UK background, and they also had mounted the North African invasion in the fall of 1942. As members of major U.S. port installations at Southampton, Bristol, Belfast, Glasgow and Liverpool, together with their respective subports, they had learned in the school of grimy sweat and aching muscles, for these ports handled the huge influx of men and cargo necessary for the pre-invasion build-up.

Once the invasion started, the supply problem on the beaches was second in importance only to the military effort to hack out the initial beachhead. The Germans reasoned that if they could choke the flow of our equipment to the continent, we would fall easy prey to counter-attack. So the Nazis hung on to the ports.

The 11th Port arrived in Normandy June 8. That unit was in reality a combat outfit, trained for fighting, chosen to carry out the TC's role in the initial landings. The vast Allied army still was exclusively dependent upon supplies that could be hauled across the beaches. To win the Supply Battle of the Beaches, it took the grit and nerve of the 11th Port and their willingness to work long hours to help weary soldiers in the struggle to enlarge the beachhead.

THE KRAUTS CLUNG TO CHERBOURG

CHERBOURG was our first goal. Its capture was delayed by stubborn German defense. Once it was taken, the burden on the beaches was not immediately relieved. The Germans had wrecked the port's installations. Water and land mines were a constant menace. Until the harbor could be de-mined and repaired there could be no relief for the beaches.

Other problems had to be faced. In peacetime, the port had been geared to passenger traffic rather than cargo. Now that had to be changed. Navy salvage crews and engineer gangs had to repair enemy demolitions and adapt damaged installations to accomodate the ships that eventually would arrive. While this was being done the beaches continued to handle all the men and material flowing to the continent.

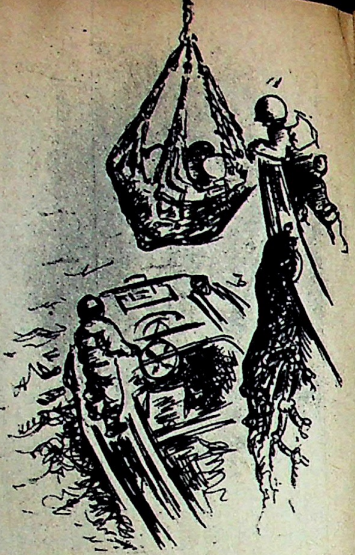
The weather was rotten all through June. On June 20 all hell broke loose in the channel. For three days while a storm raged the Allied supply line was knocked into a cocked hat. The DUKWs got off the waves. Heading out from the beaches, the piers wove and then buckled like accordions. Ships foundered. Derelict craft jammed the beaches. Vessels were pounded to pieces and capsized. Giant causeways, which had been towed across the channel in sections, were twisted beyond repair. When it was over our men had as big a mess to clean up as they had had in the early days after D-Day. The artificial harbor installations were wrecked, the sands were strewn with debris of smashed barges, landing craft and vehicles. But the men pitched in, and within a few days things were shipshape again.

Whatever the job was TC men attached to the engineer shore brigades tackled it!

When word arrived that a crewless ship was adrift in a mine field, W-O John Potter of East Windsor, Ont., Sgt. Joe Kohler of Ebenezer, N.Y., and Cpl. Henry Botwin of Houston, Tex., volunteered to save the craft. They did.

When the engineers lacked sappers to clear a working space for unloading, TC men cleaned up the beach space.

Under constant enemy fire from the top of a cliff, they helped the engineers remove bodies, wrecked vehicles and landing craft; and then they unloaded ships and got more cargo moving to the front lines.



There were no piers, only ships anchored in deep water far from shore. Stevedores from port battalions worked in the holds of the vessels, unloading supplies into landing craft, DUKWs, barges. The Navy piloted the landing craft into shore, while TC men from amphibian truck companies drove the barges, and "sailjers" of the harbor craft companies towed the barges to shore.

Other men from the port battalions unloaded the craft on the shore, stacked the stuff, reloaded it onto 2½ ton trucks, and the trucks sped off to the dumps.

It was a nightmare to the men running the beaches. The swing shift found it difficult to determine the location of vessels. To get cargo moving, DUKW drivers often were instructed to go out and unload any ship standing close by. They did—heedless of danger.

Enemy action took its toll. For example, five men of a single unit (Sgt. John Souza, Cpl. Don Nelson, Cpl. Mahlen Corsen, Cpl. Jim Parnham and Pfc Johnny Potter) were injured. But, before their Purple Hearts arrived, they were back on the job.

DUKWs were sunk when struck by submerged objects, or blown up by mines—and they were hard to handle.

By the time Cherbourg was captured June 27, tens of thousands of tons had been unloaded. *The first phase of the supply battle of the beaches was won.*

THE GERMANS MISCALCULATED

It took a number of weeks before Cherbourg could operate, and when ships did file into the harbor, operations were on a small but gradually rising scale. It had been anticipated that Cherbourg's tonnage load would be shared by the other ports—Brest, Le Havre, Rouen, St. Malo, Calais, Antwerp.

But the only points defended to the bitter end were the ports. For crucial weeks the enemy kept them out of our hands, and when the harbors finally fell, all but Antwerp were severely damaged. The Germans were sure that with only one major port and two strips of beach we couldn't supply an army of the mammoth size needed to sweep them out of Fortress Europe.

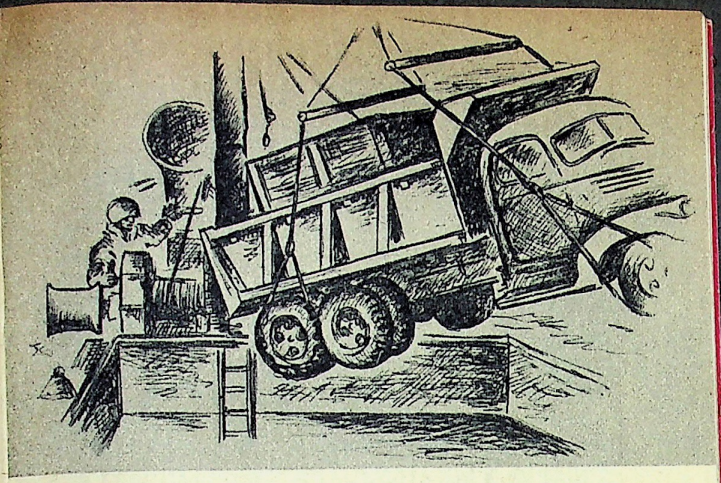
Until the first piers were rebuilt in Cherbourg, unloading operations were carried on in pretty much the

same way as they had been on the beaches. Veteran handlers like Sgt. Floyd Trotter of Portsmouth, Va., boosted the totals. Landing craft weren't used as much as at the beaches; the bulk of the cargo was dumped into DUKWs and barges. Work was twenty-four hours a day in twelve-hour shifts, seven days a week—no days off!

Unloading the ships, loading the trucks and flatcars often meant much more than twelve hours for the men of the port battalions. On the breakwater and on ships anchored in the harbor, they often spent another two hours going to and from work. Sometimes they were stranded aboard the vessels when ferry craft were delayed. The less experienced worked with oldtimers like the 109 men of 392nd Port Bn., all in their fourth year of foreign service, who had sweated out homesickness in Iceland and England long before Cherbourg.

The men of the harbor craft companies had a big hand in making Cherbourg a success. Harbor craft companies are an invention of this war and this theater. The first six companies were activated at the Charleston POE in May 1943. During the last war the Army depended on French civilian tugboats, but this time the enemy made that impossible. The Army had foreseen this situation and was prepared.

This is typical of what these companies were up against at Cherbourg: the crew of one ST-75 in a July 18 convoy from Southampton to Cherbourg was made up of men from the 328th and 335th Harbor Craft Cos. In a dense fog this ST-75 and five other boats became



separated from the convoy about midnight. Fired on when he approached the shore on the following morning, the ST-75's ship's master set a course to the north. Before he could clear the Channel Isles, enemy shore batteries opened fire.

The first round took off the foremast. Seven of the crew went overboard. One soldier—sailor refused to abandon ship and went down. A sergeant was so badly injured that he later died. An officer was severely wounded in the leg. The survivors clung to a rubber raft until nearly dark the next day, when they were picked up by a British destroyer and returned to England.

"America's Secret Weapon"

TWO HANDS ON A STEERING WHEEL

SINCE D-Day the real American secret weapon on the continent has been two hands frozen to the steering wheel—white hands and black hands—driving 200 to 300 miles in a single day to get gasoline and ammunition and rations to the armies.

Truck drivers worked twenty hours a day, and when overcome by fatigue, stopped to splash cold water on their faces, and drove on. They slept on piles of ruins scarcely cool from the heat of battle. For months they went without mail.

But they got the supplies to the front, and some died with their hands still clutching the wheel.

On a single night, five 2000-gallon tankers were knocked out by enemy action. While on his way to a gasoline dump, a driver was killed at Gavray, when his loaded truck skidded off the wet pavement on a curve and turned over in a 20-foot ditch.

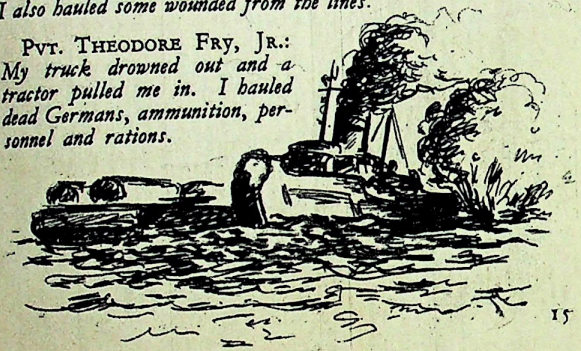
On Aug. 2, in the vicinity of La Haye Pesnil, the driver of a 2½ ton ammo truck, Pvt. Nathan Henry, 3613th QM Truck Co., enroute through a small town, was greeted by machine gun bullets and fifteen Germans. His truck shot out of action, Pvt. Henry dismounted and escaped under fire. He found his way to friendly lines, bunked the rest of the night in a French home. By morning the Americans had captured the town. Pvt. Henry found his truck—a burnt-out wreck.

WHAT D-DAY WAS LIKE

Motor Transport Service units have destroyed the myth that trucking is rear echelon work. The advance detail of the 3683rd QM Truck Co. (TC) came in on D-Day. Here's what the men said:

PVT. WALTER PEARSON, JR.: *My truck drowned out and I had to swim ashore. I dug in on the beach but had to be dug out when it caved in. A couple of grenades were thrown at my truck while I was hauling ammunition. On D plus 3 a bomb fell in front of the truck and tore up the radiator and both front tires. Fragments killed several foot soldiers. I also hauled some wounded from the lines.*

PVT. THEODORE FRY, JR.: *My truck drowned out and a tractor pulled me in. I hauled dead Germans, ammunition, personnel and rations.*



Pvt. Charles Evans: *I believe we came in on the first wave on D-Day. After we landed in about three feet of water, my truck quit and a dozer pulled me out. The engineers kept telling us to get off the beach. In a couple of minutes the enemy came. I read my Bible at night. I kept reading the 23rd Psalm.*

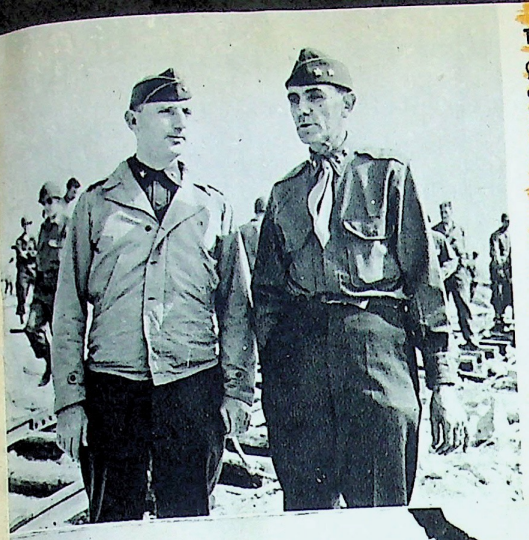
Pvt. Eric T. Davis: *I tried to sleep that first night but machine guns kept me awake. Next day the planes came in low after my truck.*

Pfc. Harry Hill: *I was stuck in three feet of water and they were shelling us. On D plus 2 I was hauling dead Germans to a cemetery. Also hauled ammo from the beach to the dump, which was a quarter of a mile from the beach at that time. It was pretty hot during those short runs.*

Pfc. Elmore Holmes: *I was loaded with ammo when my truck drowned out. Soon as I got on the beach the Krauts started strafing. Every time I'd start to drive, they would come over and I'd dive for a ditch or a slit trench. A piece of shrapnel hit my right front tire.*

Pvt. Randolph Dillon: *Landed during shell fire. My truck quit and I had to get pulled in. Slept on the beach. Hauled engineer equipment and ammo. When the enemy came over we took cover. On the second day a sniper fired at us. The sailor riding with me killed him.*

The planning for this giant trucking enterprise on the continent began months before D-Day. When the liberation was being briefed, almost everyone in the UK was thinking about railroads and ports. But



The Mover
Gen. Ross confers with his rail chief, Gen. Burpee

The Move
POL speeds to the front





U. S. Army Transportation Corps

"Speeding on the seas—roaring on the rails—hastening down the highways"

CARGO
Life Blood
Of Armies



DUKW
King of
Beaches



Col. Loren Albert Ayers, the energy machine of the TC, foresaw the importance of general purpose motor transport. Known to his men as "Little Patton," Col. Ayers was mainly responsible for getting two drivers for every vehicle, for obtaining special equipment and for training port battalion personnel as drivers for short hauls, which released regular truck companies for long trips.

While our forces gathered strength in Normandy during June, Motor Transport had a relatively simple job in clearing the beaches and carrying supplies to dumps within easy reach of the ports. But when Lt. Gen. George S. Patton's Third Army began its drive down the Brest Peninsula and fanned out at the end of July, the real challenge to the TC began. After the breakthrough at St. Lo, on July 25, the trucks of the TC Motor Transport Brigade streamed along the highways day and night in order to keep up with the drive. Never before had such vast quantities of men and material been carried by motor transport. If lined up in convoy form, the trucks of MTB would have reached from Cherbourg to Paris.

Thereafter, the MTB was split two ways to take care of the First and Third Armies. Gen. Patton's Army presented the more difficult job, for its advance depended on whether the TC could deliver the POL. The combat troops could get by on local food or K and C rations and they weren't using much ammunition, but they had to have POL to keep going. It was then that POL rose to 40% of the total tonnage.

GASOLINE CAN BEAT ARTILLERY!

Tanks were gasoline-hungry. Early in September, a POL convoy had stopped at a TCRP and had been directed to its assigned dump, when a colonel halted the lead truck. He rerouted the convoy to a unit of the 4th Armored Division whose tanks had been stalled four days for lack of fuel. The tanks had been swapping artillery fire with the enemy. The appearance of the convoy was like water to a man dying of thirst.

Servicing the First and Third Armies meant standing by for any emergency. A single mistake might have meant the failure of a key tactical operation.

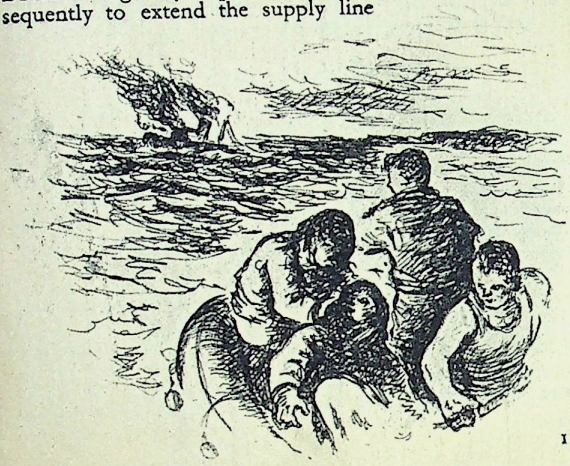
Motor Transport moved everything. On June 25, 1944, two 30-ton Diesel locomotives were hauled on M-19 tank transporters. On Aug. 11, the M-19 tank transporters were converted to cargo carriers for ammunition, carrying on each 45-ton trailer payloads of supply up to 30 tons.

On July 29 hundreds of thousands of gallons of gasoline were moved in five-gallon cans from the beaches to La Haye du Puits for the Third Army. On July 30 scores of 2000-gallon semi-trailers moved thousands of gallons of POL from Cherbourg to Beugeville, and a tremendous movement of gas in five-gallon cans from one beach to La Haye Pesnil for the Third Army was begun.

The daily commitment for hauling POL was raised from 300,000 to 600,000 gallons. An emergency haul of 100,000 gallons of Diesel fuel for the French 2nd Armored Division was completed Aug. 10. The figures indicate the tremendous amount of POL devoured by Gen. Patton's and Gen. Hodges' armies. Without motor support, it would have been impossible to exploit Gen. Patton's breakthrough.

On Aug. 25 the Red Ball Express, designed to haul supplies to the First and Third Armies, was instituted. The name "Red Ball" in pre-war days denoted railway transportation of very high priority. The red ball and the arrow were easy to follow—even at night.

The job of the Red Ball Express was to place 100,000 tons of maintenance and reserve supplies, made up exclusively of bulk POL, in the Chartres—la Loupe—Dreux triangle by Sept. 1, and subsequently to extend the supply line



eastward. Of the 100,000 ton total, an estimated 75,000 tons had to be moved by truck. A special route was designated for the haul, allowing only one-way traffic and restricted to trucks of the Red Ball Express.

Full headlights were used at night on the highway from St. Lo to the River Seine, but approaching the front line the drivers reverted to cat-eyes. On the first night that vehicle lights were turned on, an old woman in Alençon cheered. She thought the war was over.

On Sept. 5 a revised program for the Red Ball haul began. In the new phase the TC carried thousands of tons daily from ports and beaches to armies or forward destinations. In addition, Motor Transport daily moved 1800 tons of bulk gas from pipe line stations to delivery points.

TRUCKS FOLLOW THE BATTLE

The Red Ball Express constantly lengthened as our armies advanced. Originally the bivouac was scheduled midway between the loading and unloading points so that one driver could sleep while the other worked. Trucks were scheduled to operate 22 hours out of 24, leaving only two hours for maintenance. Another method was to allow one driver to complete a round-trip from loading point to destination.

The lightning advance of our armies made the bivouac temporary—Le Mans one week, Alencon the next, then Versailles! Always forward! T-Sgt. Clarence E. Miller of Port Washington, N.Y., whose duty was to locate adequate bivouac areas and supply overlays, became accustomed to the order, "Pack up! Office, kitchen, clothing! We're moving. *Fifteen minutes*!" Once he started out at midnight and in six hours located and prepared an area for several companies.

The elastic nature of the Red Ball highway shifted the bivouac, but rapidly advancing armies created an even more serious problem in the identification of destinations. Cpl. John D. Madden, Jr., of Linden, N.J., was in charge of seven trucks and four trailers which were to pick up equipment at an engineer dump near Fourigny. He arrived at the loading point, secured his cargo and set out. Reporting to the TCRP at Chartres, he was dispatched to an engineer depot—but the depot had moved forward. Three successive locations disclosed that the line had moved up, taking the depot along. In a 150-mile sprint to Chalons the convoy reached the Sixth Engineer Depot and unloaded.

There it was told to gas up for the return trip. The supply was a German tank car on a railroad only two kilometers from the front lines. On the way back, the convoy panhandled rations and gas. Eight days later Cpl. Madden and his buddies reached their own outfit.

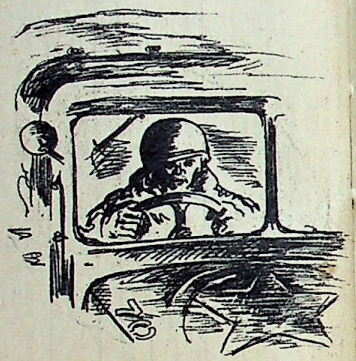
GI ingenuity has been the turning point in many military engagements. At St. Malo the German garrison retired to a seemingly impregnable harbor fortress and defied the GIs to fetch them. The island fort dominated the harbor, and both aerial and shore bombardment failed to budge the Krauts. Only a direct infantry assault, employing landing craft, could succeed. The nearest craft were 200 miles away.

On the next day, Aug. 25, a group of 40-foot semi-

trailers was driven onto the beaches of Normandy during low tide and then waterproofed. When the tide flowed in landing craft were floated and secured atop the submerged trailers. After the tide had ebbed, the semi-trailers were de-waterproofed and driven with their ingeniously loaded cargo to St. Malo, where the sea-craft were refloated. Loaded with infantry they were pulling out from shore when the German garrison surrendered.

Gasoline is a hazardous commodity, and handling it in forward positions calls for courage. What happened at Coutances proves that.

Bombed night and day, Coutances had been knocked to bits. Shells had pulverized the houses, and the town was a sea of flames. Just beyond were our armored spearheads whose advance spelled POL. A convoy of 13 double-bottom, 2000-gallon tankers had to get the gas to Gen. Patton. At a little more than normal convoy distance apart, and with a speed of 45 miles an hour, the trucks dashed through the pitted, rubble-heaped and flame-enveloped streets. One spark would have ignited the fumes on the cat-walks and in ten seconds the entire convoy would have earned a one-way ticket to heaven.



But TC came through with the POL!

All Aboard for Berlin

NOTHING DAUNTS THE RAILROADERS

THE Folligny yards in Normandy were covered by burned and twisted steel, charred railway cars, and rubble from blasted buildings. Bomb craters overlapped. The couple of skeleton buildings still standing became headquarters of the railroad battalion assigned to operate the line from Folligny to Le Mans...

Running the military railroads on the continent is the job of the Second Military Railway Service, commanded by Brig. Gen. Clarence L. Burpee, of Jacksonville, Fla., who came into the service from the Atlantic Coast Lines. The majority of his officers and men are also former railroadmen, and their railway outfits now operating in France and Belgium originally were sponsored by railroads back home. The ace alumni of 35 U.S. lines are currently represented in every aspect of Army railroading on the continent.

Military railways resemble civilian roads in organization. Headquarters of the Military Railways Service corresponds to the office of the general manager. Next come grand divisions, each of which is similar to the office of a general superintendent and operates a section

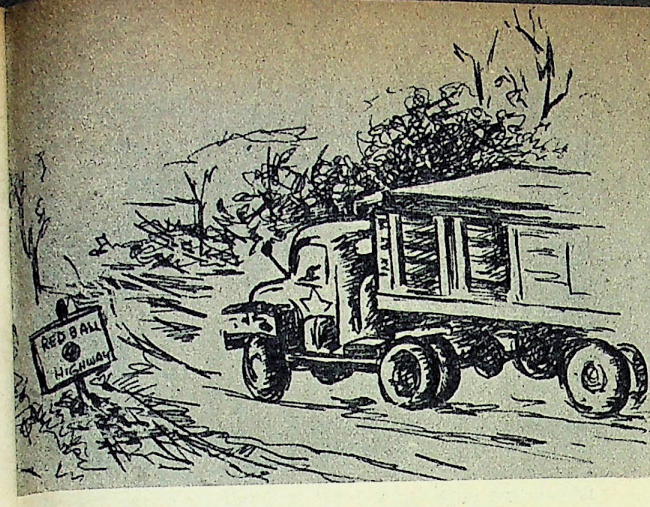
of line. Under the grand divisions are the operating battalions to run the trains, and the shop battalions for heavy maintenance.

Since D-Day, the 2nd MRS has done a whopping job of hauling supplies to the front by virtue of its extraordinary organization and administration set-up. Gen. Burpee's outfit inherited a railway system at a standstill. What our bombers hadn't smashed, the Germans had wrecked before they fled. The first job was to repair track, yards, telephone lines.

Most of the repairs of railway lines were handled by the Corps of Engineers. Since D-Day, their general service regiments repaired over 1500 miles of track, erected 100 railway bridges, rebuilt signal houses, marshalling yards, railway stations. One bridge thrown up by the engineers originally had been destroyed by American bombers, rebuilt by the Germans, smashed again by the R.A.F., and when finally captured was rebuilt once again by the engineers.

REPAIR, REBUILD, THEN OPERATE !

Tracks and railway-yard demolitions represented only the first problem facing military railroaders. In addition, engines and rolling stock needed to be placed in operating condition. The Germans had wrecked plenty of their equipment, but much could be saved. Everything from toilet paper to tin cans was used to patch up the cars. Sometimes, when boxcars had been damaged too severely, the sides were entirely cut out, and the cars converted into flatcars.

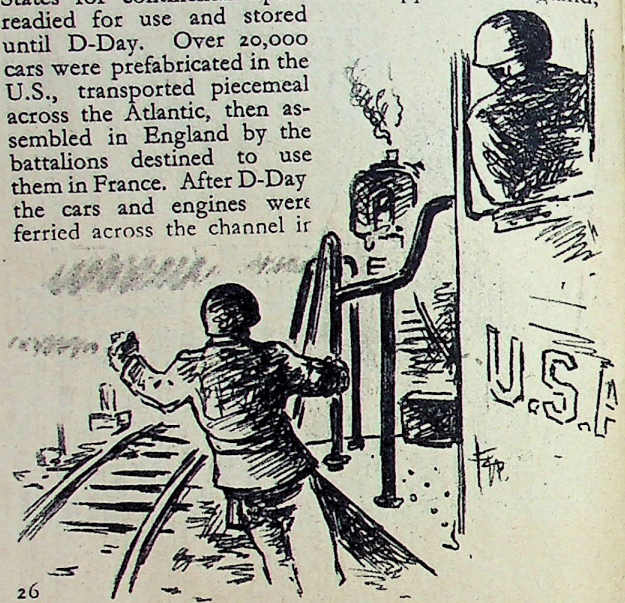


Captured rolling stock included French, Belgian, German, Austrian, and Czech cars. Streamlined passenger cars from the Cherbourg-Paris run were a particular prize. Some of the engines that fell to us had been manufactured in 1865, while the newest ones were marked 1944. In Cherbourg, twelve captured locomotives had been sent to France by the American Army during World War I. Their World War I duties over, they had been handed to the French for civilian use. They served the Germans during the occupation, but finally we got them back in World War II.

Captured equipment fell short of carrying the tonnage demanded of the railways. The bulk—both engines and cars—had to come from the States.

LOCOMOTIVES FROM THE U.S.A.

Planning for this "ferrying" program started back in 1942. Over 900 locomotives were manufactured in the States for continental operation, shipped to England, readied for use and stored until D-Day. Over 20,000 cars were prefabricated in the U.S., transported piecemeal across the Atlantic, then assembled in England by the battalions destined to use them in France. After D-Day the cars and engines were ferried across the channel in



seatrains, ocean-going freighters especially constructed to carry railway stock; in 300-feet steel barges; and in converted LST's.

After lines were repaired and sufficient rolling stock put in shape, other problems had to be solved by the army railroaders, who were obliged to follow closely behind troops. Trains ran on the heels of the engineer gangs repairing the tracks. These first trains were decisive, since their job was to deliver priority cargo to the troops on the move. They had to be dispatched down the line long before complete railway facilities could be installed. No time to wait for communication lines, fuel and water points!

Trains were loaded, the five-man crew given a case of K-rations, and off they went with orders to keep going until stopped. Supply dumps might be three or four days away!

CASEY JONES AT MAINTENON

On the way crews had to stop for stalled trains. It was not always possible to stop, which is what brought the ghost of Casey Jones to Maintenon. Now Casey Jones was an Illinois Central engineer who was killed in a head-on collision back in 1893. Before he died he told his fireman to jump.

There was quite a line-up between Rambouillet and Maintenon on the night of Sept. 5 despite the fact that our trains were supposed to run 30 minutes apart. At 0325 a blacked-out trainload of high octane gas roared

around a down-grade curve and crashed into the train ahead. The cars rocked and rolled on the rail under the impact of the explosion.

Of the three men on the colliding Diesel, the fireman leaped out of the window; the brakeman plunged through the doorway; the engineer followed last, hitting the ground as the second car of his train piled over him.

GASOLINE IS DYNAMITE

Gasoline cans burst a hundred feet in air. The little village 1000 yards away caught fire. The heat of the flames welded the Diesel to the rail.

A conductor, Sgt. Ralph Latronica of N.Y., got to within four cars of the burning Diesel, and at the risk of being sliced in half, uncoupled 15 cars.

Sgt. Frank H. Moore, of Granada, Miss. — an Illinois Central man from Casey's own railroad — was the conductor on the train that was rammed. He was on the head end of the collision, but he thought of the deadhead crew asleep in the caboose. The crummy was three cars ahead of the fire. Racing toward the back end, Sgt. Moore fell into a shell hole 20 feet deep — and bounced right up again.

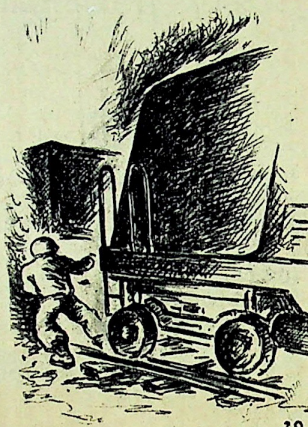
At the same time Pvt. "Bugs" Edward Russel of Mansfield, O. — a New York Central brakeman — worked his way to the rear, hugging the sides of the cars to avoid exploding cans, whizzing by like 88's. When

he got to within three cars of the fire, he began to uncouple the cars.

That took courage, and that's the TC.

Crews had been told to use fueling and water points left by the Germans. These points were found all right, but usually badly damaged. For fuel, the men chopped up broken crossties, scoured the countryside for timber, and crammed their fires with furniture from bombed-out houses. They got water from local fire departments, creeks, and shell craters. They organized bucket brigades of farmers to tap a local lake. They grubbed coal from every damaged engine.

They dispatched trains by bicycle, jeep, radio, walky—talky and positive blocks, which are defined areas between stations where no train may enter until the preceding train has cleared. Railroading in blackout, they flagged with cigarettes, burning newspapers and matches. Crews of railway operating battalions ran blind at night, not knowing whether there were rails under them, or whether the tunnels were mined with TNT, or whether the bridges were bombed out.





The French language also could ball things up. One engineer thought he had received a highball from a French flagman. The hoghead went over a condemned bridge with his 42 cars of ammunition. The last 17 cars crashed with the bridge. The conductor jumped over the brakeman, as the iron pig buried its nose.

The work of the crews was planned so that the men could complete their run and get their rest within 16 hours. More often it was three or four days before they returned; sometimes crews went 12 days with only 16 hours of rest; and one group of men was out for 32 days. The First or Third Army would put an officer on the hand-

bomber, and he'd say to the hoghead, "You're taking this train through." The original crew would stick with the train from Normandy to its destination — over 500 miles away. Yet, however tough it was, the 16,000 men of the 2nd MRS kept troops moving and delivered supplies to the front.

GEN. PATTON NEEDED POL

On Aug. 14 our front was at Mayenne. Gen. Patton said that if he could get 31 trains of ammunition and POL in 14 days, he could take Paris. The 740th Railway Operating Bn. arrived at Mayenne on Aug. 15. Trains, a quarter of a mile long — the equivalent of a 4-mile truck convoy — rolled toward Le Mans, with lights turned on. Snipers shot the windows out of the cars, and German machine guns peppered the boilers with armor-piercing shells, but the trains got through. First Lt. Benjamin "Company" C. Magee, of Gary, Ind. — an Elgin, Joliet and Eastern man — in charge of all movements through Mayenne, went five days without sleep, but the 740th gave Gen. Patton 36 trains in five days. And then on Aug. 30, the 740th took the first train into Paris. It was a fair bargain!

Since then there have been many first trains, and the 2nd MRS plans to take that first train into Berlin!

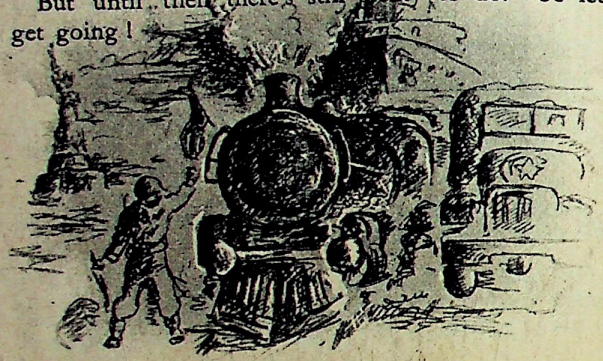
And now one last incident of TC courage and skill — Loaded with 300 American casualties and 60 wounded Germans prisoners, T-5 R.L. "Hot Rail" Ellington

and his crew made a wild run from Chartres to Le Mans for sulphanilamide and blood plasma. With no lights, the GI hoghead babied his train against the current of traffic, and made it! Wounded GIs appreciate a hoghead who applies his brakes gently and nurses his train along.

OUR story does not end here, for the greatest challenge is the final drive to Victory, and then the pay-off—taking everybody home.

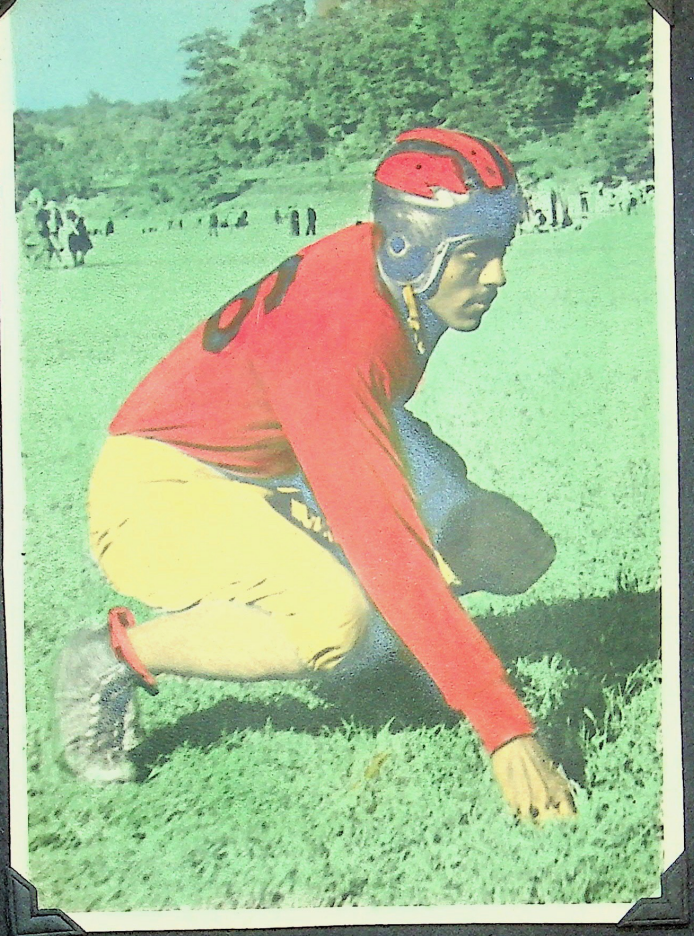
When all of that is done, we will make the rails hum between New York and Chicago, we will rush across the highways to Kansas City and Denver, we will unload cargo at Charleston and New Orleans, we will navigate the Great Lakes.

But until then, there's still plenty to do. So let's get going!



THE TEAM:

Autographs

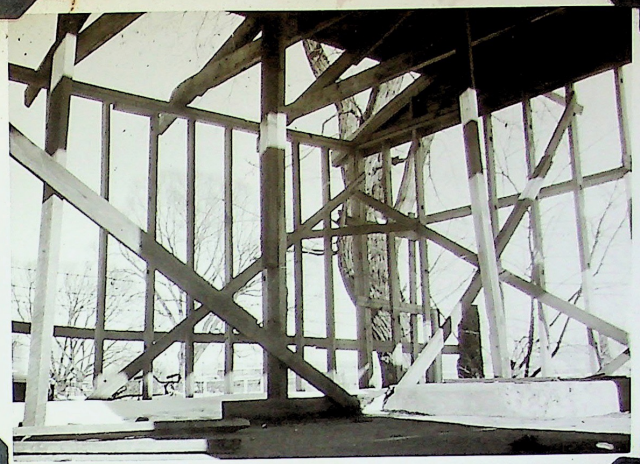




LEFT END OF THE
FLASHES '38, '39, AND '40
TEAM (BEFORE
UNCLE SAM SIGNED
ME UP FOR HIS TEAM)



ICE BOUND RIVER





SNOW AND BOATS —





ICE SKATING ON THE RIVER



OH FLAME I LOVE YOU





BOBBY

THE GIRLS STEPPED OUT ON EASTER (46)





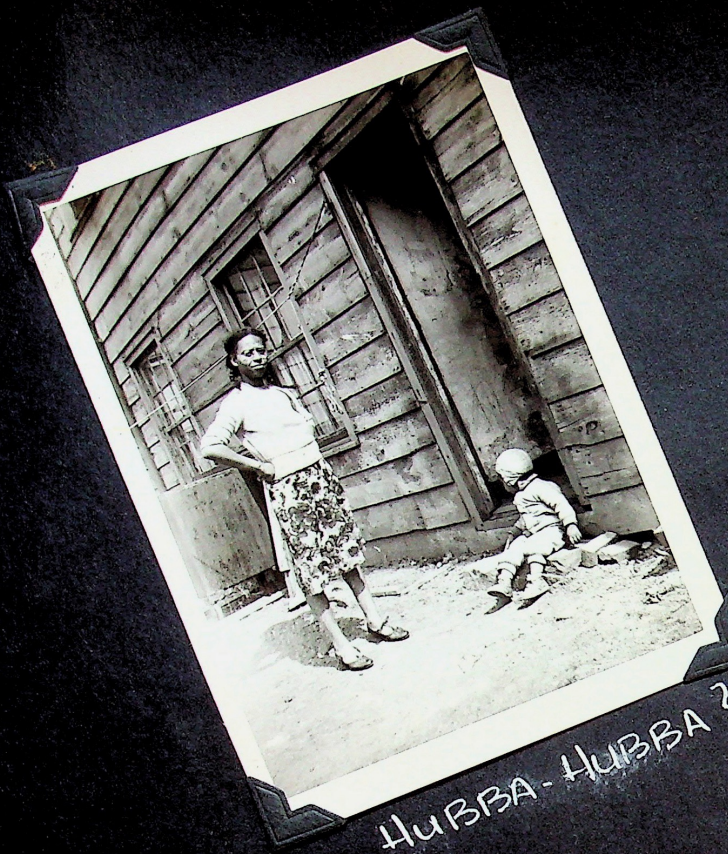


MIDGE LOOKING GOOD FOR A CHANGE





DIDN'T WE MEET SOMEWHERE



HUBBA-HUBBA???



TOO LATE - IVE CAPTURED ALL THAT GLAMMER



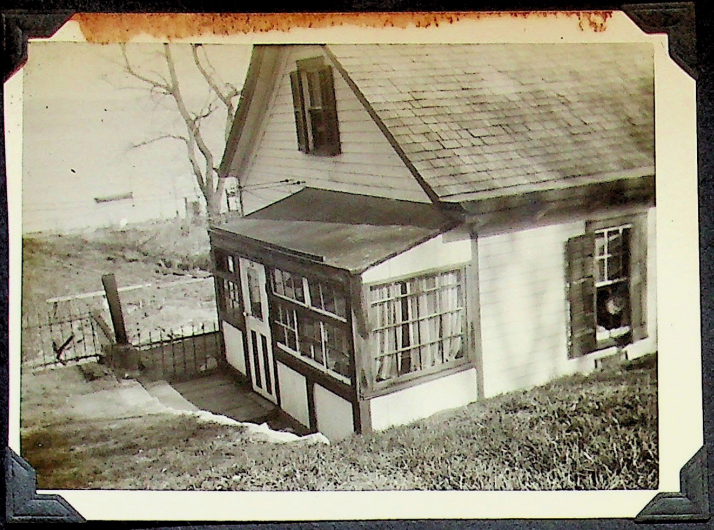
DRIP

I LIKE TO CATCH PEOPLE UNAWARES —





SONNY AND JUNIE RUZZI



THE HOUSE FROM THE FRONT YARD —



THAT OXALIS PLANT IS OLDER THAN ME —



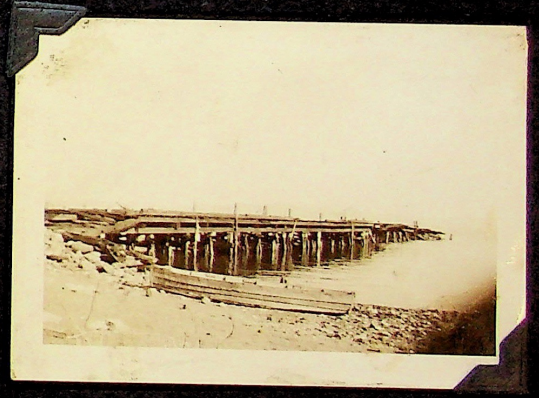
WINNIE HUNTING FOR BABY EELS — AND WHAT IF SHE FINDS ONE ??



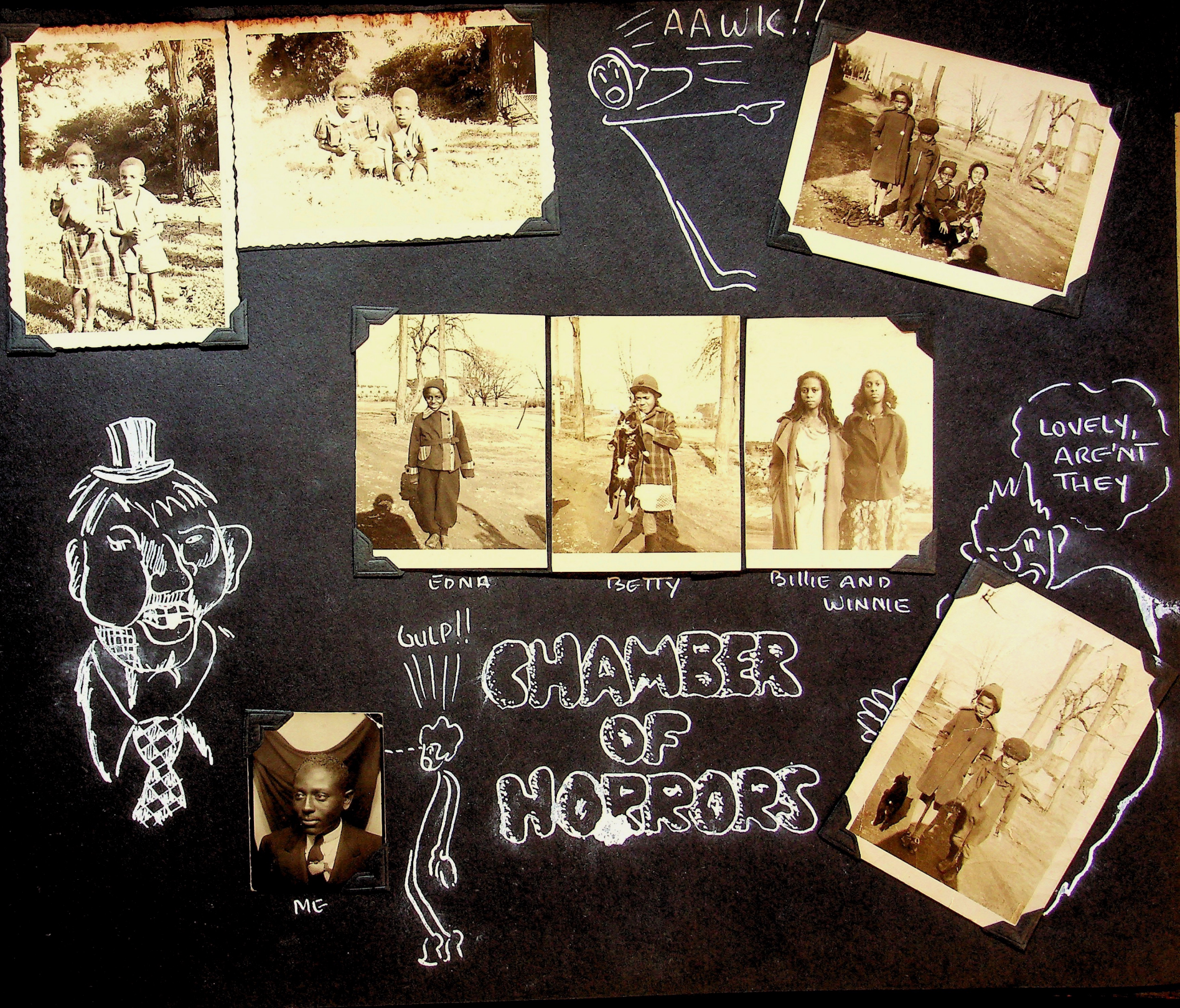
THAT BIG LOCUST TREE IN FRONT —



THE HOUSE



MY FAVORITE DOCK


AAWK!!
EDNA
BETTY
BILLIE AND WINNIE
LOVELY, ARE'NT THEY
GULP!!
CHAMBER OF HORRORS
ME

THE FLASHES

TUTTI NILES SHARKEY SKIPPY BILLY



LEMON

SISTAIRE

ME

KEMPER

BOBBY TYLER TEE BERT MOOSE JACK WRIGTD VAUGHT

WE LOST THE GAME ---- PALS, 7 to 6

IT WAS FOR THE CHAMPIONSHIP OF

THE BRONX BIG TEN --- PLAYED

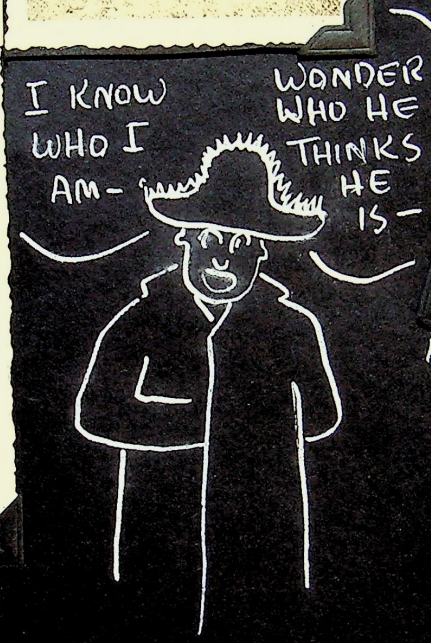
OUR HEARTS OUT --- FREDDY SISTAIRE

CRIED -- DIDN'T FEEL SO GOOD EITHER








I KNOW WHO I AM-
I WONDER WHO HE THINKS HE IS-


MURIEL - SWEE'CEREAL


HIC! ISH MA OL' PAL ARSHER GROCE LESH LOSE ANOTHER WEEK-END HIC!
HIC!


CAW!

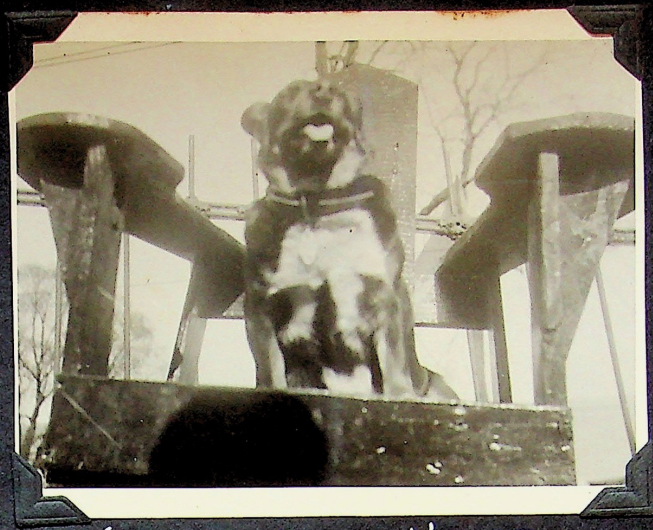



CAN'T BE THE SAME





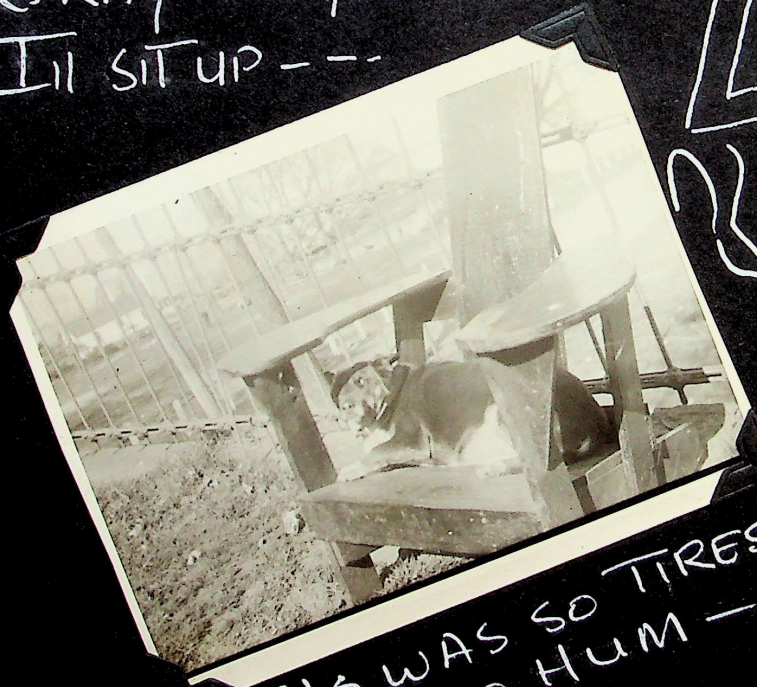
OKAY - OKAY
I'll SIT UP - - -



GEE WHIZ !! I'M GET-
TING TIRED - - - - -



AW, HURRY UP -



THIS WAS SO TIRESOME
HO HUM - - -



CAN'T HOLD OUT -
HERE I GO - ZZZZ















YES, WINNIE, THATS WATER— —WET, TOO....

I WONDER WHAT THAT GUYS GRINNING ABOUT...



THE SUN, WIND AND THE WATER

BETTY SIMULATING FISHING



LOOK AT THESE TWO DOPES— STANDING AROUND IN THE DRINK LIKE THEY WUZ ON 42ND AN' BROADWAY

WHATS HE HANGING AROUND FOR— WE AINT BITING





THEY SAY THEY LOVE WATER—THE FISHES DO

CLAIM FOR SETTLEMENT—UNUSED LEAVE

(Armed Forces Leave Act of 1946)

Form Approved.
Budget Bureau No. 49-R283.

This form for use only of enlisted members of the armed forces of the United States separated from active duty under honorable conditions prior to September 1, 1946.

Before filling out this form, study it carefully and follow the instructions which are attached hereto.

PRINT OR TYPE—DO NOT USE PENCIL

1. LAST NAME	FIRST NAME	MIDDLE NAME	2. ENLISTED SERVICE OR SERIAL NUMBER ON DATE LAST SEPARATED AS AN ENLISTED PERSON.
WHITE	GEORGE	ALFRED	32006448

3. DATE AND PLACE LAST SEPARATED AS AN ENLISTED PERSON.	4. BRANCH OF SERVICE FROM WHICH LAST SEPARATED AS AN ENLISTED PERSON.	5. GRADE OR RATING ON DATE LAST SEPARATED AS AN ENLISTED PERSON.
OCT. 22, 1945, FT. DIX, N.J.	ARMY	S/SGT

6. TO BE ANSWERED YES OR NO ONLY IF SERVING IN THE FIRST THREE GRADES OR RATINGS AT TIME LAST SEPARATED. DID YOU HAVE A DEPENDENT ON DATE LAST SEPARATED AS AN ENLISTED PERSON?	7a. IF ANSWER TO 6 IS "YES" STATE NAME OF DEPENDENT.	7b. RELATIONSHIP OF DEPENDENT.
YES ☒ NO ☐	EDNA G. WHITE	SISTER

8. WERE YOU SEPARATED FROM ACTIVE DUTY AS AN ENLISTED PERSON MORE THAN ONCE SINCE SEPTEMBER 8, 1939?	9. IF ANSWER TO 8 IS "YES" STATE DATES OF SEPARATION OTHER THAN DATE OF LAST SEPARATION.
YES ☐ NO ☑	—

10. Attach to and submit with this claim documents showing each separation under honorable conditions since September 8, 1939. (See *Instruction No. 10.*)

11. During the periods of enlisted service covered by the documents attached, I was:

	DAYS
a. Absent without leave for	0
b. Absent over leave for	0
c. Confined as result of court-martial sentence for	0
DO NOT LEAVE BLANK See *Instruction No. 11* — TOTAL	0

13. During the periods of enlisted service covered by documents attached I was on leave or furlough for a total of 24 days.

DO NOT LEAVE BLANK *See Instruction No. 13*

12. *To be answered only by those who had more than 48 months active service as an enlisted person.*

I had leave or furlough in the amounts and for the periods shown below:

DAYS LEAVE	PERIOD
0	Sept. 8, 1939 to June 30, 1940
0	July 1, 1940 to June 30, 1941
0	July 1, 1941 to June 30, 1942
15	July 1, 1942 to June 30, 1943
9	July 1, 1943 to June 30, 1944
0	July 1, 1944 to June 30, 1945
0	July 1, 1945 to June 30, 1946
0	July 1, 1946 to Aug. 31, 1946

14. *TO BE ANSWERED ONLY BY THOSE FORMER ENLISTED PERSONS WHO SERVED ON ACTIVE DUTY AS A WARRANT OR COMMISSIONED OFFICER AT ANY TIME SINCE SEPTEMBER 8, 1939.*

(a) What was your branch of service _____ (Army, Navy, Marine Corps, Coast Guard)

Serial or file number as an officer _____

(b) I received _____ days terminal leave as an officer.

15. I ATTACH THE DOCUMENT(S) LISTED BELOW:

PHOTOSTAT OF DISCHARGE PAPER (BOTH SIDES)

16. RETURN MY DOCUMENT(S) AND MAIL CHECK AND BOND TO ME AT THE FOLLOWING STREET ADDRESS OR RURAL ROUTE:

15 - 1ST STREET

CITY OR POST OFFICE (*Including postal zone and State*)

HAVERSTRAW, N.Y.

I do solemnly swear (or affirm) that I am the person who served in the armed forces under the name stated above and that the foregoing statements are true and correct to the best of my knowledge and belief, and that on the date of subscription shown below, or September 1, 1946, whichever date is earlier, I was not on active duty (exclusive of terminal leave) as a member of the armed forces.

George Alfred White
(Signature of claimant) (DO NOT PRINT OR TYPE)

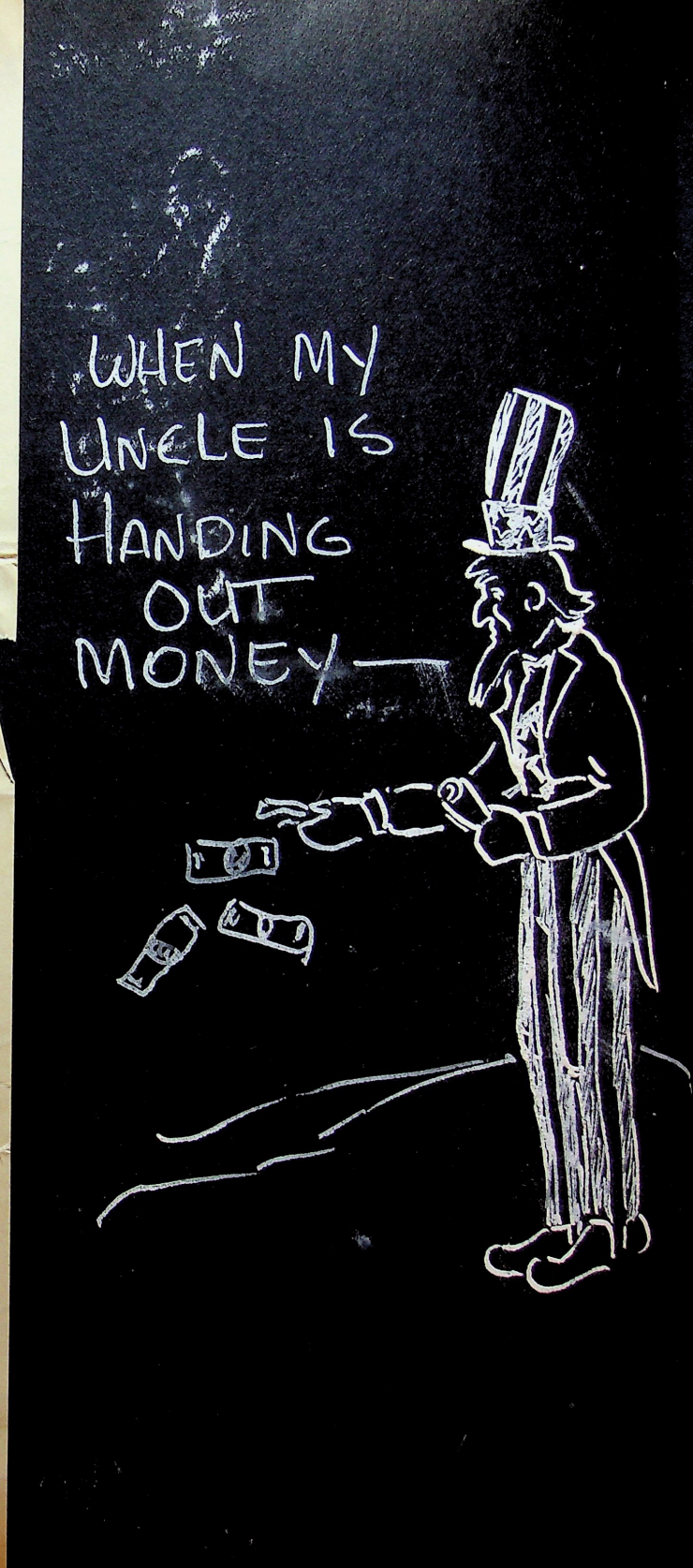
[SEAL] ELIZABETH R. ROSEMA NOTARY PUBLIC

Subscribed and sworn to (or affirmed) before me at Haverstraw, New York, this 24th day of September, 1946

Elizabeth R. Rosema
(Signature of notary public or other [illegible])

U. S. GOVERNMENT PRINTING OFFICE 16—49012-1

Page 1





LES' METTERMAN

"LIL" DYNAMITE





THE COACH-TOMMY CURTIS

"VET FLASHES"



HEAP AND BOBBY TYLER

CHARACTERS AT THE "FLASHES" PRACTICE



MGR- JOHN EASTERLING





BALDWIN SHARP AND BILLY BLAKE

THE PIANO MAN WHO DUG BE-BOP

Out-of-tune pianos disturb Thelonious Monk but the controversial surrealist jazz he started is music to his ears and to a growing new cult



Thelonious Monk, apostle of a new jazz cult, be-bop, playing a few bars for Teddy Hill at Minton's, where bop was born.

I LIKE MUSIC —— ALWAYS

REMINDS ME OF SOMETHING OR SOMEONE ////////

LIKE —— "MEAN TO ME"
"PAGAN LOVE SONG"
AIN'T MISBEHAVING"



63RD ST. —
"SAN JUAN HILL"
"SOUP" SCHOOL
AND
PHYLLIS EDWARDS
MARIAN MITCHELL
RUTH MATTHEWS

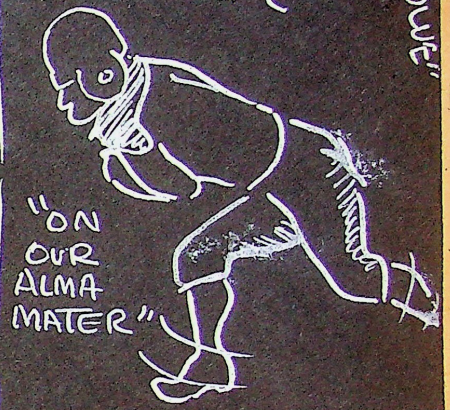
THEN THERE WAS —
"LOVE IS THE SWEETEST THING"
"LETS FALL IN LOVE"



111TH ST.
AND
COOPER
J.H.S.

FLORENCE ROGERS!
BETTY MAY WELL!

"SMASH THRU THE LINE OF BLUE"
"DE WITT C"



"ON
OUR
ALMA
MATER"

DE WITT CLINTON
HIGH SCHOOL

"SOLITUDE" "STARDUST"
"MOONGLOW" "SENTIMENTAL MOOD"

-ROCKLAND
PALACE -

"TH "RENNY"

CONGRESS
CASINO



MY FIRST DANCES —
HOW I LOVED THOSE
SLOW PIECES ——

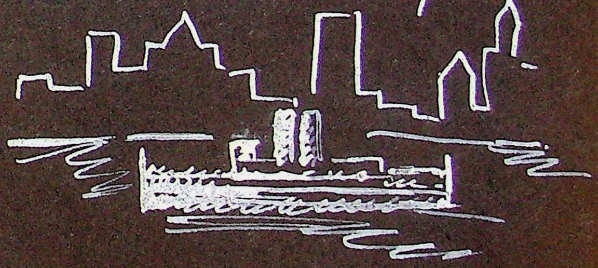
"IM IN THE MOOD FOR LOVE"



"THE SPHYNX"
THE MONARCHS
AND ALL
THE SOCIAL
CLUBS

MY FIRST LOVE —
JUNE MELVILLE
AUDREY GUNN

"AT YOUR BECK AND CALL"
"HAVE MERCY"



THE MANY BOAT RIDES
— THAT ST MARTINS MOONLIGHT
WITH NEEZE SMITH —
ST. PHILIPS TO BEAR MT.
WITH JUNE ——







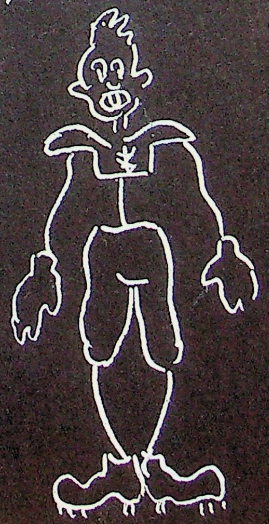
THE DAY OF THE "VOLS" GAME
WE WERE WAITING FOR
OUR JERSEYS



BOY WAS THAT A HOT DAY!!



DANNY, RE MOSES CARRINGTON



NO JERSEY!!!

DOC FINALLY GOT THERE-

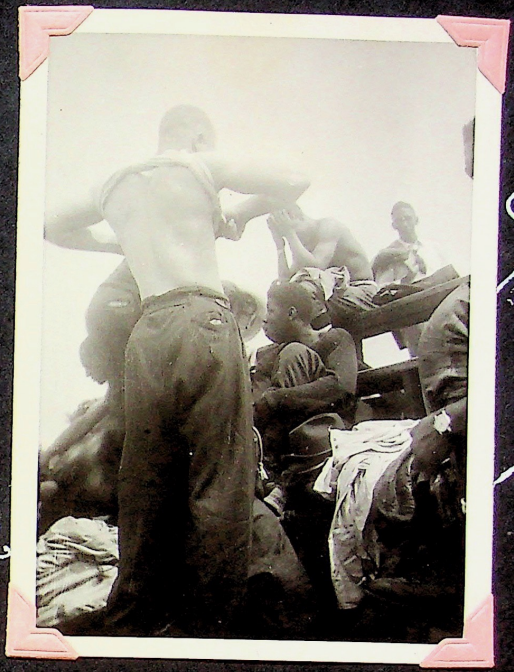
WE GAINED 310 YARDS FROM SCRIMMAGE

TH' SCORE --- 0-0





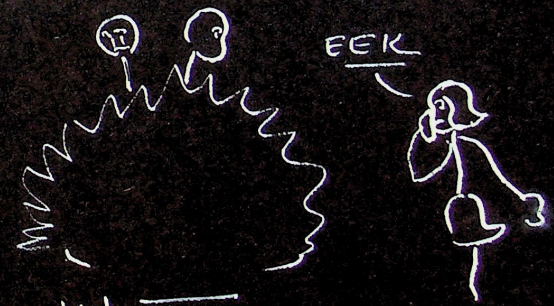
THE CITY WENT TO GREAT EXPENSE TO BUILD DRESSING ROOMS IN CENTRAL PARK





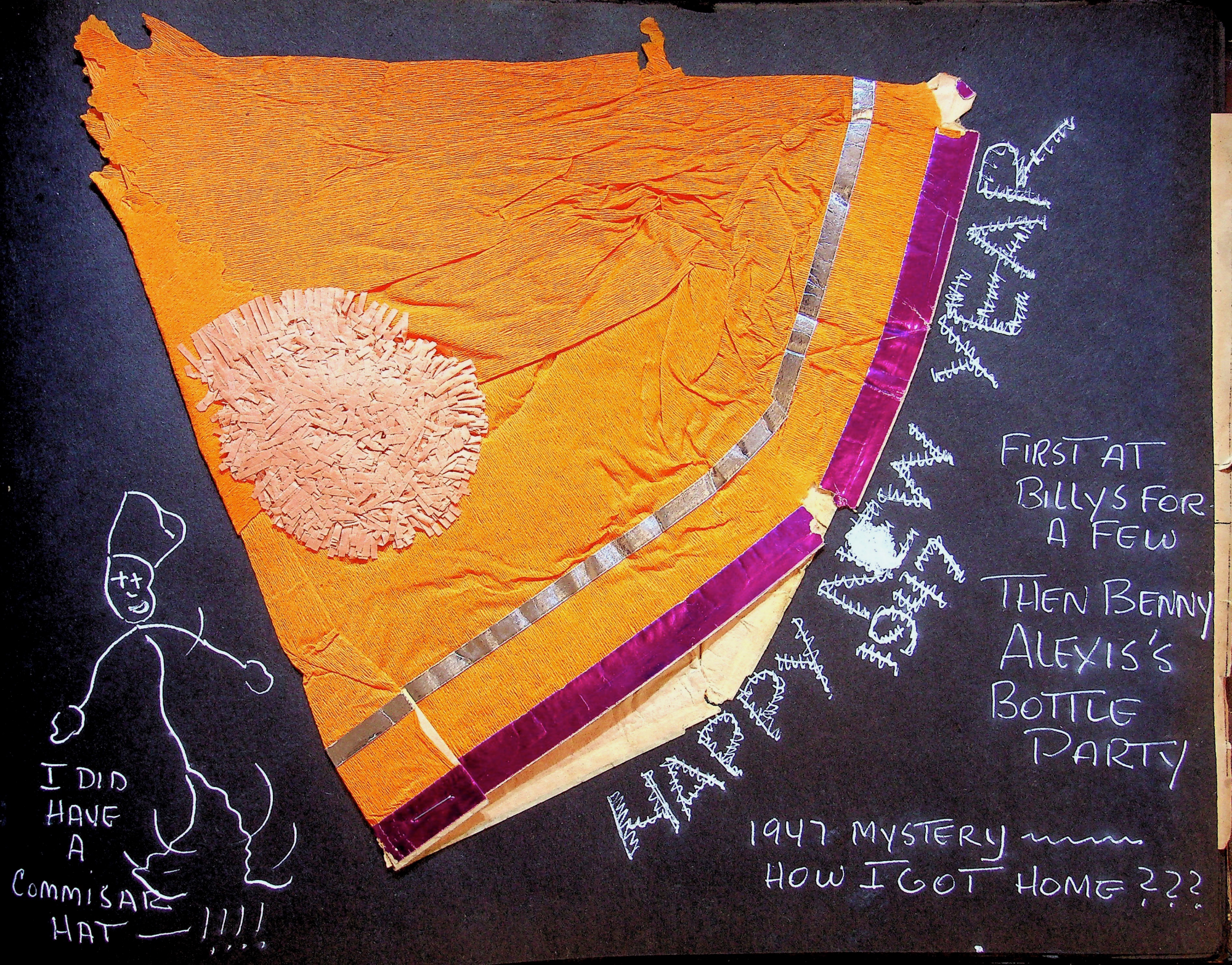






SO WHAT DO WE DO--?

WE DRESS OUT IN THE OPEN ~~~ WHILE ITS WARM


I DID HAVE A COMMISAR HAT — !!!!
HAPPY
1947 MYSTERY
HOW I GOT HOME ???
FIRST AT BILLYS FOR A FEW
THEN BENNY ALEXIS'S BOTTLE PARTY

Program

66th DIVISION

PANTHERS



VS.

Southeast Missouri
STATE TEACHERS COLLEGE

LITTLE ROCK HIGH SCHOOL STADIUM

Saturday
Night
8:30
October 9, 1943

5c

Southeast Missouri State Teachers College

★

Coach E. R. STUBERS

Assistant Coach W. L. LAWSON

★

No.		Pos.	Wt.
26	Dan Bellus	RE	170
38	Leroy Hoover	LE	195
46	Kenny Woolard	RT	195
53	Earl Foltz	LT	190
18	Paul Johnson	LG	175
49	Francis Galbraith	RG	185
75	Bill Keeler	C	195
60	Dennis Mulcahy	RH	165
32	C. Peters	LH	170
48	D. B. Waggoner	QB	187
16	Dale Wallace	FB	170

★

OFFICIALS

ALVIN BELL, Vanderbilt
CLIFF SHAW, Arkansas
BOOTS COLEMAN, Hendrix
JIM McLEOD, Arkansas

66th Panther Division

Head Coach	CAPT. CHARLES R. GOODWIN
Assistant Coach	LT. LYNN F. MOORE
Assistant Coach	LT. EARLE VOSSEN
Assistant Coach	CPL. GROVER EDDY
Trainer	PVT. FRED KRASTNER
Equipment Manager	PVT. FRED SHACTER
Business Manager	LT. WILLIAM P. BENGHAUSER

1st Team

No.		Pos.	Wt.
44	Lou Robustelli	RE	195
36	Alex Yurick	LE	180
11	Albert Baisi	RT	225
21	Norman Scarazzo	LT	195
37	George Herbert	LG	200
16	Frank Martinko	RG	182
35	George Sinclair	C	195
42	L. C. Anders	QB	182
56	Joe Silovich	LH	193
43	Ed Halas	RH	190
41	Glen Bauman	FB	188

2nd Team

No.		Pos.	Wt.
31	Abner Lesser	RE	193
46	Robert Hoban	LE	185
53	Charles Withem	RT	220
21	Paul Workman	LT	230
29	Saul Schecter	LG	170
33	A. Cabrio	RG	185
19	William Grimes	C	187
34	W. Smith	QB	170
47	Richard Shortway	LH	185
50	Clarence Spears	RH	190
52	Mort Bernstein	FB	200

Squad Members

No.		Pos.	Wt.
91	Jack Love	HB	190
45	Phillip Ockunzzi	FB	210
13	Milton Lowinger	RE	185
92	Northcott	C	205
63	Sarantides	T	210

Roy Rowland
George Naventi
Melvin Dunsworth
Leo Hecker
Jules Pernot
Adam Millius
J. Pukas
C. Bianco
A. Pasquarello
H. Garrison
H. Stubbs
H. Jockish
J. J. Granahan

F. Pizzutti
P. Kozlowski
J. Kelly
J. Sollami
Robert Zutelis
Joe Higgins
Joe Curcio
John Challinor
Lewis Cunningham
Joseph Asher
C. Cywinski
F. Taylor
R. Clancy
W. Robinson

W. Atherton
J. Ralls
A. Gillespie
E. Minor
W. H. King
M. Voynavich
L. Wolff
Robert Wilcox
Lloyd Creager
Anthony Marino
Bernice Harden
John Balasz
John Loverro
Mel Stromer

J. Ciavarella
B. Lynch
P. Hobson
J. Seefeld
R. Post
J. Hallman
G. C. Enkowski
H. Connolly
J. Minor
H. Skokandish
M. Skorohod
Richard Fay
Ken Maynard

FOOTBALL

FLASHES



VJ

AT

VAN CORTLANDT STADIUM

ON

SUNDAY
NOV. 46

THE ST JOHN'S GAME ---

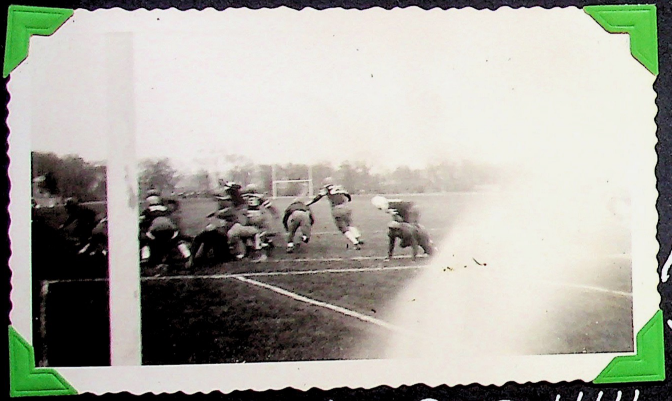
FLASHES - 19
ST JOHNS - 0



DOLORES AND CARMEN SIDE BY SIDE !!!!

WE REALLY STEAM ROLLERED THEM



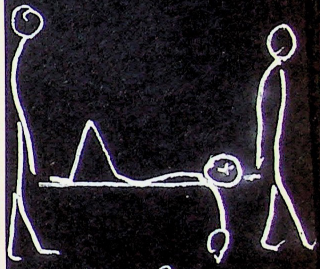


WE SCORED !!!!!





ST JOHNS RUNS THE END



SKIPPY WAS KNOCKED OUT



DANNY OVER "5"



THE BENCH GANG





CARL GLASS



AHEM



BLAICE, CURTIS, LYTELL

Mr. and Mrs. Ernest Tollerson
and
Mr. and Mrs. Francois Devereaux
request the honour of your presence
at the wedding reception of their children
Verdeen
and
Benjamin
on Saturday, the twenty-fifth of May
nineteen hundred and forty-six
at six o'clock in the evening
Brides Residence
40 Morningside Avenue
New York City

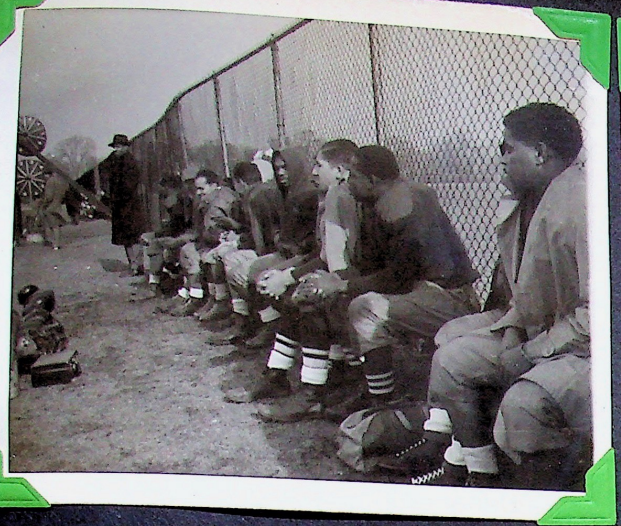
BEN'S GOT MARRIED!!!

SO DID VERDEEN

SHE MARRIED HIM



For remembering us
with such an
attractive wedding gift
Sincerely,
Benny and Verdeen









ST. IGNATIUS SCORED ON US IN THE FIRST QUARTER THEY LED 6 TO 0 — WE OVERTOOK THEM — IN TH' LAST QUARTER 7-6



THEY PASS !!!







(NEWS foto by Hoff)

High-Flying Tackle

Eddie Warner, DeWitt Clinton, leaves the floor to grab the ball on a rebound in the first quarter of PSAL hoop championship at Madison Square Garden yesterday. Mel Seeman, Abraham Lincoln center, is right behind. Clinton won, 49-44. —Story p. 100



Herald Tribune—Frank

TRYING FOR GOAL: Eddie Warner (11), of De Witt Clinton, pulling the ball out of the air and trying for a shot in the midst of Andrew Jackson players during yesterday's P. S. A. L. play-off game

DeWitt Clinton Prides Itself on Record in Sports



Herald Tribune—Frank

DE WITT CLINTON STAFF: Coaches at the school in conference with Ed Hastings, chairman of athletics. Left to right: Morris Plager, tennis; Jacob Silbert, track; Henry J. Kanter, handball; Hastings, Hank Jacobsohn, football; Nat April, basketball; Dave Tobey, cross-country and golf; Charles Scher, track

School Is Second to None in Athletic Tradition; Tennis Nets Most Titles

By Edward Sinclair

DeWitt Clinton High School this year is celebrating its golden anniversary—the completion of fifty years of achievement in education and, just as important, in sports. There may be schools in the city as old as Clinton and with just as illustrious an alumni body, but this member of the Public Schools Athletic League is second to none in athletic tradition.

To substantiate this fact there is a huge showcase built into the wall of one of the school's main corridors which contains more than 125 cups, plaques and trophies won by Red and Black teams through the years. And in another corridor the one that leads to the athletic office, pictures of Clinton squads in various sports hang in wondrous display.

The oldest framed photo shows the ice hockey team of 1899; the newest presents the championship cross-country squad of 1946. The intervening years are represented by portraits either of city or borough champions which are amazing in their profusion and chronological consistency.

Clinton's athletic supremacy in the past never was limited to one, two or three sports. The Steamroller, an apt nickname, time and again flattened the opposition in a half dozen sports and was an almost perpetual champion in a few. Present records at the school, although incomplete, attest to these facts. Old Clinton grads, moreover, and men like Edwin Hastings, the chairman of physical education who has been at Clinton for twenty-nine years, can recall other Red and Black aggregations, of which there is no written record, that were just as great.

In the number of championships won, Clinton's best sport has been tennis. Since 1933 when Morris Plager assumed coaching duties, the school has won the city title seven times—the first four were consecutive through 1936. Hastings can rememebr at least six basketball crowns and in football the Steamroller was the best as early as 1910 and almost invincible in the roaring '20s and early '30s. Scholastic track, cross-country, swimming, soccer and handball also have come under the Clinton influence.

Great teams necessarily have great performers and in this category Clinton has had more than its share. To name just a few, George Gregory, the Negro basketball and football player; Remy Tys, Oscar Bonom Swede Carlson Babe White, Walter Hoving, Billy Moore and Frank Brodil in football; Frank (Bo) Adams, Wilmeth Sidat Singh, George Wolfe, Danny and Ralph Kaplowitz, Ben Auerbach, Tommy Byrnes and Joel Kaufmann in basketball.

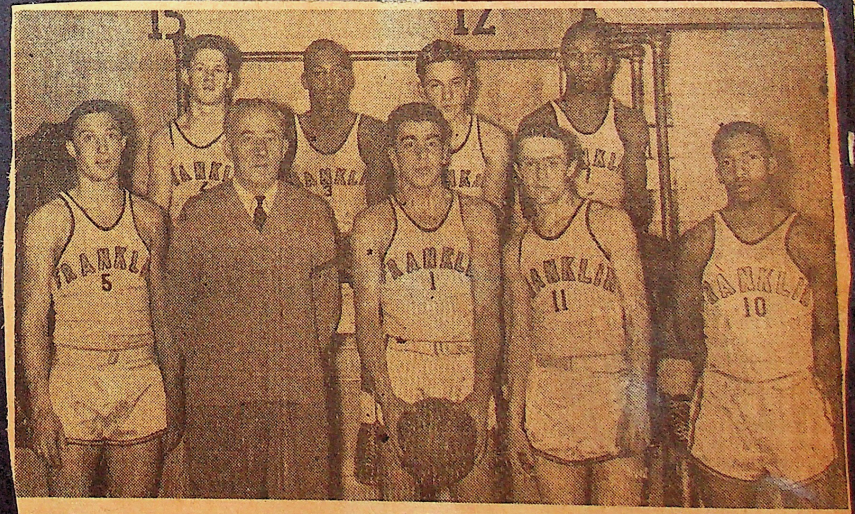
Then there was Marco Hecht, Marvin Kantrowitz, Joseph Fishback and Irwin Dorfman in tennis; John Wohl, John Dreyfuss and George Kojac, who established an Olympic record, in swimming; Ted Ellison, Al and Joe Scott, Edgar Stripling, Archie Banks and John Taylor in track, and Cornelius Styers, Henry Walsh and Dom Corinaldi in cross-country.

Clinton's latest crop of contributions to collegiate ranks includes Adolph Schayes, now on New York University's court squad; Maurice and Stanton Callendar, wearing the Violet in track, and Larry Eilis, last year's best high school miler and a recent enrollee at New York University.

Coaches Come and Go

The men who also had a large share in the casting of this heritage, the coaches, have come and gone with the passing of time. One of them, Milton A. Jahoda, who coached the devastating football forces from 1922 to 1933, is still there, although he has retired from active coaching. Plager, too, after a short stay at another school, is going about his tennis duties.

In the present line-up under Hastings are Henry Jacobsohn, football; Nat April, basketball; Charles Scher and Jack Silbert, track; Dave Tobey, cross-country and golf; William Chambers, swimming; Al Whitehill, soccer; Henry Kanter, handball, and Leo Juillerat, fencing.



Herald Tribune—Frank

DOING WELL IN BASKETBALL: Benjamin Franklin High School team, left to right, front row, Larry Kasperak, Bill Spiegel, coach; Zeke Sinicola, captain; Jim Gallagher and Matty Henderson; back row, Kenneth Lane, Floyd Layne, Bob Cartalemi and Cliff Williams



Associated Press wirephoto

FAR FROM HOME: Preacher Roe, pitcher, tags out Jackie Robinson, of the Dodgers, with plenty to spare as Jackie tried for the plate on a double steal in yesterday's game at Pittsburgh



A NOVEMBER MORNING WITH THE HEYTHROP—A CELEBRATED HUNT MEETS IN THE SQUARE OF STOW-ON-THE-WOLD, IN THE HEART OF THE COTSWOLDS : This winter, hunting has come into its own again, and although the fields are not the size they were in the days before the war, the sport is very much alive. At the moment there is a shortage of good hunters and of hounds, owing to the diminution of breeding during the war

LEGION HONORS POLICE



(NEWS foto by Mortimer)

FOR MERITORIOUS SERVICE. Arthur Wallander is a proud Police Commissioner as he watches some of his men being decorated at Police Headquarters. Daniel Levine, commander of New York Taxi Post No. 1214 of the American Legion, pins medal on Detective Patrick McCormack as Detectives Ray Zanelli, Eldridge Waith, Patrolman Lawrence Alleyne and Detective George Bockhold (l. to r.), look on. They all won recognition for apprehending criminals who made cab drivers their victims.

A. De COSTA

Detective Agency

126 Lenox Avenue

COR. 116TH STREET – N. Y. C.

RI. 9-6984 -:- MO. 2-5068

what is your problem?

A. DE COSTA
PRINCIPAL

ALL INVESTIGATIONS CONFIDENTIAL

Two-Time Champions



Pictured above are the Nyack Meteors, champions of the Nyack YMCA's Gold Medal basketball tournament and also the Suffern Invitational event, posing after their recent one-point victory over the Shanks Village All-Stars in the finals of the Medal competition.

In the back row, left to right, are Sisco, DeFreese, Jennings, Easter, Fountain, G. Williams, and Coach Sisco. Kneeling in front are Perry, Grigsby, Manager Fred Cooke, and Caldwell.

J-A Official Coaches' P. S. A. L. Elevens

Player and School	Pos.	Ht.	Wt.	Age	Class
William Ryan, Brooklyn Tech.	L.E.	6′ 1″	190	18	Senior
Louis Gambello, Manual Train'g.	L.T.	5′11″	195	17	Senior
Harry Brudnick, J. Monroe	L.G.	5′ 7″	170	18	Senior
Norman Carney, Bklyn. Tech.	Center	6′	200	18	Senior
Carmen Ragucci, Curtis	R.G.	5′ 7″	160	16	Junior
Jack Lawrence, DeWitt Clinton	R.T.	6′ 1″	230	17	Senior
Jack Ebert, Far Rockaway	R.E.	5′10″	175	17	Senior
Jack Boyle, Manual	Q.B.	6′ 3″	215	18	Senior
Harold Seidenberg, Lafayette	L.H.	5′11″	185	17	Senior
Ben Mione, B'klyn Tech	R.H.	5′10″	155	18	Senior
Nick Pizzurro, Evander Childs	F.B.	6′ 1″	195	18	Senior

SECOND TEAM

Player, School	Pos.
Shea, Lafayette	L. E.
Gottschalk, Boys	L. T.
Blum, Far Rockaway	L. G.
Proodian, Stuyvesant	Center
Lembo, John Adams	R. G.
Goldring, Samuel Tilden	R. T.
Slatic, John Adams	R. E.
Boeri, Erasmus Hall	Q. B.
Arceneaux, DeWitt Clinton	L. H.
Lanflisi, Stuyvesant	R. H.
Uehlinger, Brooklyn Tech.	F. B.

THIRD TEAM

Player, School
Scauzillo, James Monroe
Metzler, Brooklyn Tech.
Schack, James Monroe
Bannick, McKee
Ehrlic, Evander Childs
Cleary, C. Columbus
Lima, Lafayette
Perry, Curtis
Walsh, Manual Training
Jones, Brooklyn Tech.
Shuttner, John Adams

HONORABLE MENTION.

ENDS — Tellinger, James Monroe; Thomas, Evander; Martsukis, Stuyvesant; Semple, McKee; Discenza, New Dorp; Perkolizzi, Manual; Pike, Tilden.

TACKLES—Gargano, Lafayette; Hochzerg, Lincoln; DiSena, Madison; Kubiak, Boys; Lipschitz, Columbus; DePass, Flushing; Williams, Adams; Lindsey and Golden, McKee.

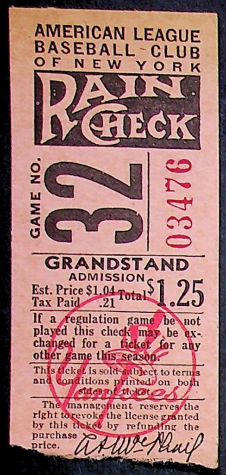
GUARDS — Shea, Clinton; Conley, Stuyvesant; DiMartinis, Curtos; Adler, Lincoln; Diller, Jefferson; Rosengard, Lincoln; Unger, Lafayette.

CENTERS — Muller, Columbus; Stensland, Adams; Peterson Curtis; Koltun, Tilden; Angioli, Lafayette; Gold, Jefferson; McGreevy, Manual.

BACKS—Manus, Columbus; Blagus, Clinton; Pappas and Basso, Seward; Shuster, Clinton; Caputo, Evander; Finkle, Far Rockaway; Rupp, Flushing; Zirunick, Far Rockaway; Moresco, New Dorp; Tierney, Curtis; Royster, Jefferson; Brancato, Lincoln; Lustbader, Madison; Ippolito, Boys; Constantino, Lafayette; Finklestein, Erasmus; Pizzafelli, Midwood; DiMartino, Lincoln; Maglio, Boys; Rugger, New Dorp; Lavery, Curtis and Semple, McKee.



STELLAR ARRAY . . . This season's crop of PSAL football players was exceptionally good and the coaches who selected the Journal-American stars had to do some deep thinking in picking the first eleven. They finally came up with a great line and a quartet of versatile backs. The line averages close to 200 pounds. The All-Scholastic dinner will be held next Monday.


AMERICAN LEAGUE BASEBALL CLUB OF NEW YORK

RAIN CHECK

GAME NO. 32 03476

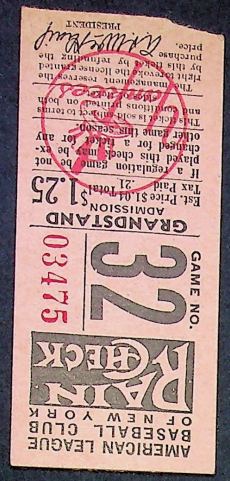
GRANDSTAND ADMISSION $1.25

Est. Price $1.04 Total
Tax Paid .21

If a regulation game be not played this check may be exchanged for a ticket for any other game this season.

This ticket is sold subject to terms and conditions printed on both sides of ticket.

The management reserves the right to revoke the license granted by this ticket upon refunding the purchase price.


GRANDSTAND ADMISSION $1.25

Est. Price $1.04
Tax Paid .21 Total $1.25

If a regulation game be not played this check may be exchanged for a ticket for any other game this season.

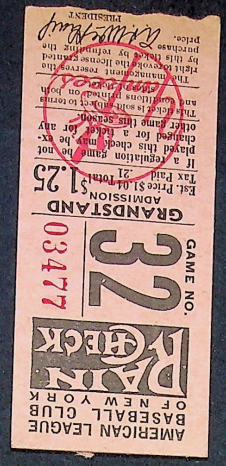
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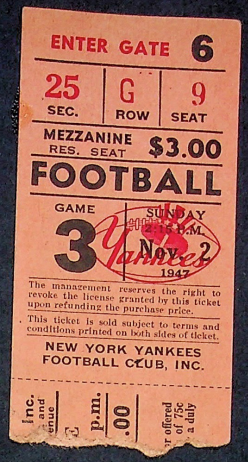
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ENTER GATE 6

25 SEC. | G ROW | 9 SEAT

MEZZANINE RES. SEAT $3.00

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GAME 3 SUNDAY Nov. 2 1947

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NEW YORK YANKEES FOOTBALL CLUB, INC.

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25 SEC. | G ROW | 8 SEAT

MEZZANINE RES. SEAT $3.00

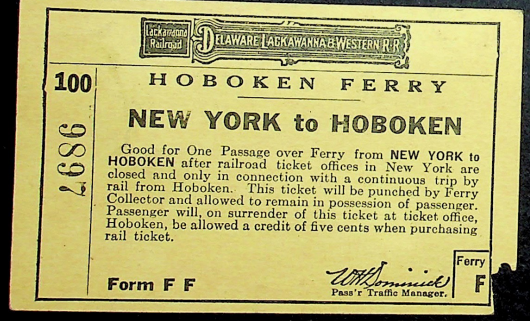
FOOTBALL

GAME 3 SUNDAY Nov. 2 1947

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Pass'r Traffic Manager.

Ferry F


My Autobiography


FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

GK:VF
Enc.

Harold Patterson
598-66th Street
West New York, N.J.

Union
5
4973

I was born on September 10, 1947
(And I don't do much but doze!)

I weighed just 7lb 8 ounces
(That's without my clothes!)

My parents named me
Bertha Elizabeth Thames
(Without asking MY advice!)



And I think they're going to keep me
(For they think I'm pretty nice!)

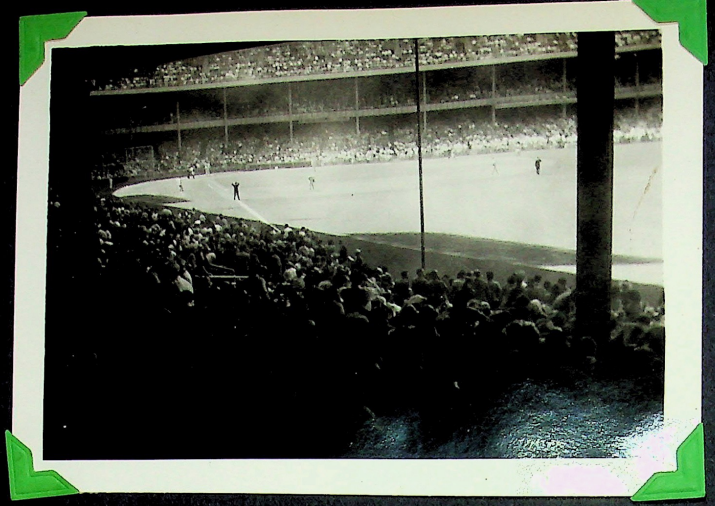




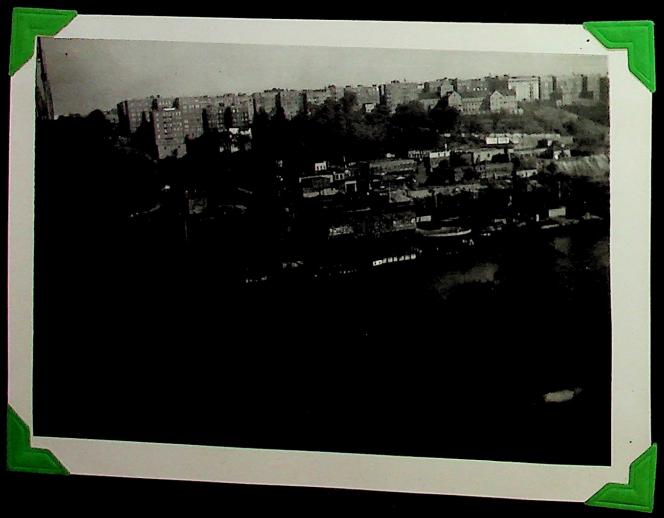


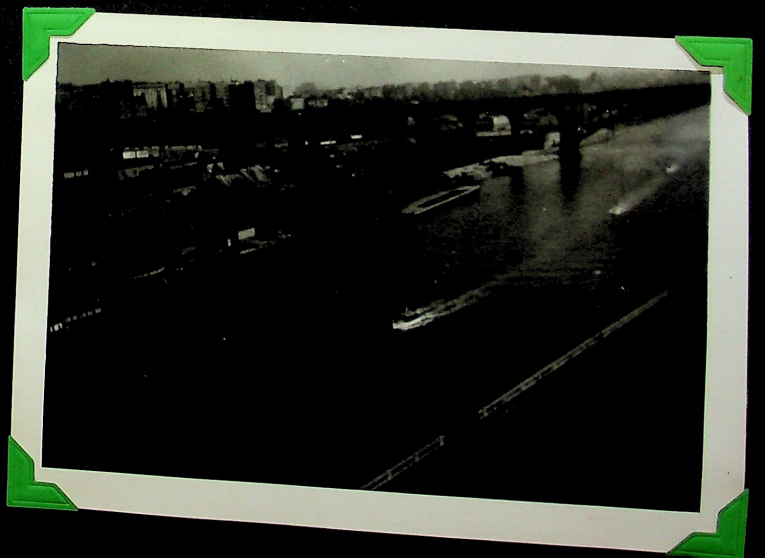












STATE OF NEW YORK
EXECUTIVE CHAMBER
ALBANY

Enclosed is your New York State World War II bonus check. It is the result of bi-partisan action and the approval by the people at the last general election.

It is but a small token of appreciation by the people to those who made sacrifices on behalf of the nation.

Governor

243 St. Andrews, St.
Spartanburg, S. C



Sarah

Mr. and Mrs. Joseph Owens

request the honor of your presence

at the marriage of their daughter

Sarah

to

Mr. Edward C. Glenn

Sunday, August tenth

nineteen-hundred and forty-seven at 6 P. M.

at the

Maxwell Chapel Baptist Church

Spartanburg, S. C.

Mr. Edward C. Glenn









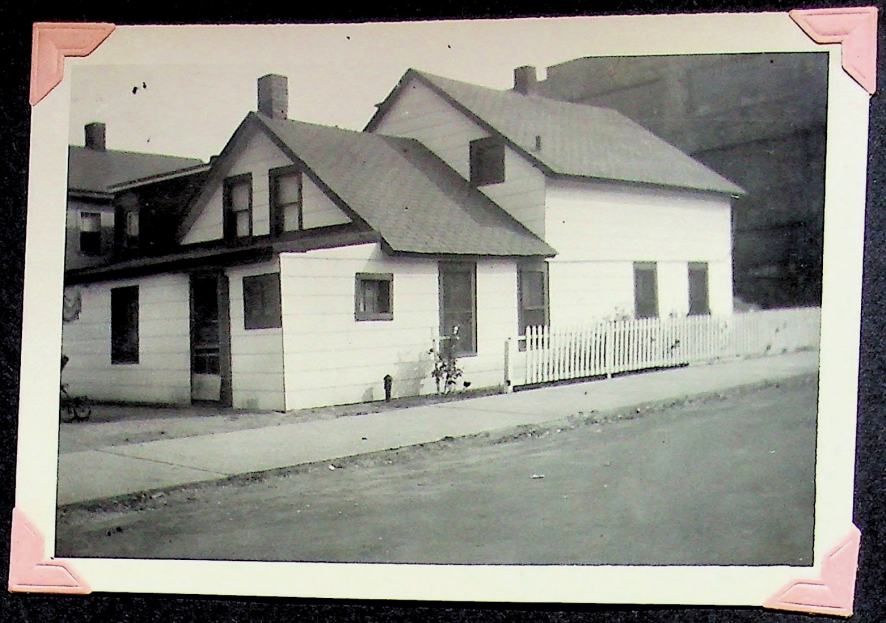






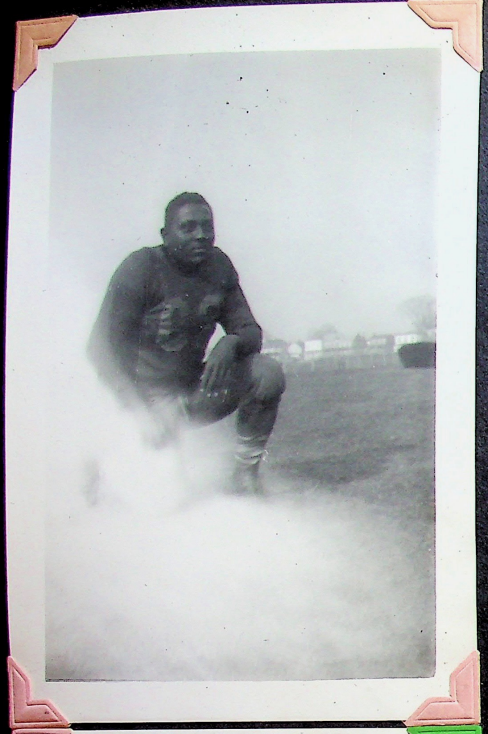














Haverstraw Vets Unable to Buck Peekskill's Line

Take To Air And Defeat Upstaters 14 To 6 On Markham Field Sunday

Unable to penetrate the stubborn Peekskill Indian forward wall, the Haverstraw Vets Council took to the air to score two touchdowns and defeat the upstaters, 14-6, Sunday afternoon before 1,100 followers who witnessed the first independent football clash in Rockland County at Markham Field. Peekskill scored in the opening minutes of the first quarter but were held scoreless thereafter by the equally staunch Bricktown defense.

Quarterback Joe (Josh) Bolack teamed up with end Martin Jacobs to score both of the Haverstraw touchdowns. The initial TD came in the second quarter, the pass play ending in the Peekskill end zone after a 25-yard heave. The second local score came in the final quarter, Bolack passing 21 yards to Jacobs who completed in the end zone. Peekskill scored in the first quarter for a 6-0 lead and a safety in the second quarter brought the count to 6-2.

Tiny Austin took John DeGroat's game opening kickoff from his 28 yard line back to the 38. On the first play of the game from scrimmage Sam DeLuca uncorked a long pass that was completed on the Haverstraw 35 by Lester White and the latter finished the journey for a 6-0 lead. The play carried 62 yards all told. DeLuca's attempt for the extra point was block by the left side of the Haverstraw line.

Jones Blocks Punt

A blocked punt by Jimmy Jones on the Peekskill 20 yard line gave Haverstraw a golden opportunity in the late minutes of the first quarter but after picking up 11 yards on his first try, Evvie Aspinall fumbled and Brown recovered on Peekskill's 15 yard line! Peekskill was forced to punt after a three yard loss and a penalty put them back to their one-yard line. Eddie Samuels brought the kick back to the 32 at the quarter and after three successive losses, Jacobs was forced to kick out of bounds to the Peekskill nine

Haverstraw picked up the points on the safety when a Peekskill pass from center went over the backfield's head and bounced out of bounds in the end zone. Haverstraw got back to the Peekskill one-foot line after the kickoff but were halted. A fourth down pass by Bolack to Jacobs was dropped in the end zone. Peekskill took over, punted to their own 18, and then watched Bolack pass to Jacobs in the end zone for a TD, giving Haverstraw a 8-6 lear, their first advantage of the afternoon.

Peekskill drove to the Bricktown 31 yard line and after Bolack batted a pass down on the Haverstraw three, John Altomonte intercepted a second aerial on the 14 just before halftime. Peekskill picked up the drive after the second half

Haverstraw Vets Mark Up Sixth Straight Victory

Blank Suffern Eleven 19-0 As Jacobs Accounts For Two Touchdowns

Striking three times by air, the Haverstraw Vets marched to their sixth straight pigskin victory of the season Sunday afternoon, defeating the Suffern A. C., 19-0, before a crowd close to 1,000 at the Suffern Athletic Field. Haverstraw scored in the first, second and fourth quarters, Martin Jacobs accounting for two of the TD's and Eddie Samuels scoring the third. The win was the second so far this year over county competition, the Vets defeating Pearl River earlier in the campaign. Friday night, at Haverstraw, the Vets tackle the Sparkill Community Club.

Samuels figured in the first two Bricktown scores. He passed 23 yards to Jacobs in the opening quarter and his circus catch of Josh Bolack's 13 yard heave gave the winners a 13-0 lead by the halfway mark. Jacobs was again on the receiving end as he took an eight-yard pass from Bolack in the fourth quarter for the final score of the afternoon. Haverstraw's brilliant forward wall kept the Suffernites out of scoring range all afternoon.

A Suffern fumble, picked up on the A .C. 43, paced the way for the first score of the afternoon. Haverstraw could do nothing with the game opening kickoff and Jacobs punted to the Suffern 35. Two losses amounting to five yards was followed by a pass from Frankie DePatto to Frank Dunnigan for a first down on the Vets' 48. On the next play, though, Suffern fumbled and George Frisco, defensive end, pounced on the loose ball.

'Beaucoup' Fumbles

Gene Treglia, Samuels, and Louis (Red) Tiner carried for a first down to the 33 and Tiner and Treglia got another to the 23. A line buck was stopped at the line of scrimmage but Samuels threw to Jacobs who made a nice catch in the Suffern end zone. Treglia's placement was good to give the Vets a 7-0 advantage. A second fumble, this time on the Suffern 26, gave the Vets another opportunity but Tiner was tossed for an 11 yard loss and Jacobs fumbled a short Bolack pass with the A. C. recovering on their own 26.

Haverstraw was halted on the Suffern six yard line early in the second quarter but on the third play from scrimmage Suffern fumbled again and the Vets took over from the 21. Tiner threw an 11 yard pass to Jacobs and after Evvie Aspinall was thrown for a three yard loss, Bolack pitched to Samuels who took the ball over for the 13-0 lead. Dunnigan opened up with an aerial attack after the Bricktown kickoff and with two passes to McCormick and one to DePatto, gave his team a first down on the Vet 38.

A penalty momentarily halted the drive but Dunnigan moved across to the Vet 40 and then De-

Haverstraw Vets Blank Wildcats By 19-0 Count

Bricktown Eleven Roams At Will As Pearl River Fails To Hold Them

A hard fighting Haverstraw Veteran "11" roamed at will last Sunday as they handed the Pearl River Wildcats their first defeat of the season by a 19-0 count at the Park Ridge High School field, and at the same time kept their record unblemished.

The Vets got their first score of the afternoon as Josh Bolack took a Wildcat punt on his own ten and raced 90 yards for a TD in one of the most spectacular runs of the new season.

On the play before Pearl River got a tremendous break when an off side penalty against Haverstraw cancelled a bad kick by Stan Kruk that went out of bounds on the midfield stripe.

Immediately Alex Zilko entered the Wildcat lineup and booted down the field, but Bolack took it on the ten and with good blocking went all the way.

Vets Take Over

During the second quarter, Haverstraw held possession of the ball most of the time but they lacked the scoring punch and had to retire the ball to Pearl River. However, the Cats cause was hopeless as poor blocking and sluggish running forced them to kick from the shadows of their own goal post and the Vets began their march once again.

Pearl River kicked off to open the third period and after two plays that netted no gain, Haverstraw kicked and Tommy Cucchiara returned the leather to his own 45. On the first play from scrimmage the Wildcats fumbled and the Vets recovered on Pearl Rivers 35. Bolack then faded to pass and chucked one out into the flats and Jacobs raced over for the TD to make it 12-0. A moment later Aspinall booted the extra point and the score registered 13-0 in favor of Haverstraw.

For the remainder of the third quarter and for eight minutes of the fourth, Pearl River continued to get no place with the Vets driving, blocking and tackling hard.

In the middle of the final period the Wildcats once again kicked with their backs to their own goal line and Bolack returned it to the 27. Following an incompleted pass, Bolack chucked again and hit right end Ricker and he went down to the four. Bolack then swepted the Cats right end for two yards. Triglio then bucked over for the finale score of the day as Aspinall's try for the extra point failed.

With Haverstraw having 19 points in the bank to Pearl River's zero, the Vets tried to score another TD after the Wildcats were forced to kick but time ran out with the ball on the Cats 35.

The lineups:

Pos.	Pearl River	Haverstraw
LE	Faulks	Rooney
LT	Zenovic	DeGroat

Haverstraw Vets Dump Norwalk Eleven, 33 to 0

Bricktown Squad Scores At Least Once In Every Period Of Game

The Haverstraw Vets grid machine chalked up its ninth straight victory of the season Sunday afternoon when they ran through the Pastime A. A. of Norwalk, Conn., 33-0, at Markram Field. A rain-swept, mud-filled field prevented further scores as the locals' decided weight advantage was too much for the visiting Yankees. Haverstraw scored at least once in every quarter, running its scoreless streak to six straight games. Bill Clark and Louis (Red) Tiner starred offensively for Haverstraw.

Apparently the Connecticut "11', who were beaten on the same field last year, 3-0, by a 48-yard field goal by Hawk Jacobs, weren't counting on ill weather for the all-star aggregation that they brought with them were geared for high speed and the condition of the field bogged down the attack until the Bricktown victory was turned into a rout.

Norwalk didn't have possession of the ball in Haverstraw territory once during the first two periods. Haverstraw used its entire string in wrapping the one-sided victory over the Yanks and during the fourth period after the win was insured, Evvie Aspinall, substituting for Coach Bob Hobbs, used several of his linesmen in the backfield. Center Gene Newman streaked 25 yards on the last play of the game for the 33-0 margin.

Circus Catch by Hawk

Red Tiner threw a jump pass to Hawk Jacobs for the first Hav-

selection from the
onally-famous
d County!
HRISTMAS

Haverstraw Vets Blank Suffern 11 By 12 to 0 Score

Victory is Tenth Straight For Bricktowners, Jacobs Racks Up Both Touchdowns

Haverstraw won its tenth straight football game in the season finale Sunday afternoon on Markham Field. Continuing their whitewashing of the Rockland County squads, Haverstraw's green-shirted Vets pounded out a 12-0 victory over the Suffern A. C. on a mud-soaked Markham Field. The Haverstraw team hasn't been scored on in its last seven games and none of its five county opponents have scored.

Some 450 rabid followers who braved rain and hail watched Martin (Hawk) Jacobs grab two touchdown passes to give the Vets their margin of victory. Haverstraw scored on the first play of the second quarter and again in the fourth period. Frank DePatto's brilliant punting kept the invading Sufferites out of further trouble.

Haverstraw penetrated deep into Mountie territory late in the first quarter and on the last play, DePatto was forced to punt from within his end zone, Suffern having possession on the one. He booted to the 31 where, on the opening second quarter play, Eddie Samuels, on a fake reverse, passed to Jacobs who had the ball in the end zone.

Muff Newman Chance

Gene Newman gave the Vets a second scoring opportunity in the same period when he intercepted a pass on the Suffern 11 but Stocker broke through for the invaders to intercept a subsequent Vet pass to halt the threat. Suffern couldn't get beyond the Haverstraw 31 yard line in the first half. Haverstraw had its back to the wall in the third period as DePatto's accurate and distance punting kept the Vets from opening up their attack.

Suffern continued to drive in the fourth quarter advancing as far as the Haverstraw seven with Paul

Haverstraw Vets Dump Wildcats 7-0 in Last Period

Bolack Carries Pigskin 40 Yards For Only Touchdown Of Game

The Haverstraw Vets all but clinched the 1949 Rockland County mythial football championship Sunday on their home grounds as they blanked the Pearl River Wildcats 7-0 for their eight consecutive triumph of the season without a set back.

It was steady line play for both squads that kept the scoring to one touchdown and an extra point. The Haverstraw defensive line has been well known throughout the county as tough to crack. However, the Wildcat unit has been an in and out affair this year but Sunday they were tops as they tried to avenge the "Cats" only defeat which was a 19-0 dumping by the Bricktowners early in October.

Play from the start was rough and tough with both lines smearing the offensive team to losses. The only close score came early in the second period when "Skip" Van Name intercepted a Bolack pass and returned it to the Vets 20. Two running plays failed to net any yardage and then Cucchiara chucked a pass that was intercepted by Bill Clark which he ran to his 30 before he was downed. A penalty and two loses forced the Vets to punt and Pearl River returned the kick to the Haverstraw 38. Three incomplete passes brought Alex Zilko off the bench for a field goal attempt. He failed when his kick went to the right.

In the third quarter the Wildcats began to roll on aerials from Cucchiara to Voight and Teller. However, losses and penalties halted the "Cats" from crashing into the depths of the Bricktowner's land.

In the closing minutes of play in the fourth quarter, a Haverstraw punt was downed on the Wildcats 3-yard marker. With his back against his own wall, Cucchiara tried for

ACE, SUFFERN
MOTOR SALES
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MIDDLETOWN ROAD &
TED SCHULTZ



Haverstraw Vets Cop Grid Crown For 1949 Season

Bricktowners Go Through 10 Games Unbeaten, Line Play Is Superior

By ED LYNCH

Unbeaten and untied in ten games and unscored upon by three county opponents in five contests, the crown for the 1949 Sunday football championship rests comfortably on the heads of the Haverstraw Vets whose record by far exceeds that of any of the four Rockland County grid elevens of the post-graduate ranks. Haverstraw relieves the Pearl River Wildcats of the coveted pigskin honor that they have hoarded for the past two seasons. The Bricktown achievements are by far the best ever recorded in the county.

Pearl River wound up in second place with a record of six wins and three defeats with the Spar- [illegible] Club third with

ANTIQUES FOR SALE
MERCHANDISE FOR SALE
THREE GOATS
Andrew Strait, High Tor Road
Phone New City 2865
PIGS for sale, live or butchered, all sizes. Phone Spring Valley 6-0048-R-1 after 5 P. M.
HORSE—CATTLE—STOCK
COON DOG FOR SALE
Phone Haverstraw 4210
Evenings 5:30 to 6:30
DOGS—CATS—PETS
ROSETOWN KENNELS, AKC Champion Beagle, Cocker pups, Stud service. Phone Stony Point 304.
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Mechanically inclined men get treemendous opportunities and training plan covering big new field of DIESEL ENGINES for trucks, tractors, locomotives, power plants, ships, etc. We train you in your spare time. Write for details giving age and present occupation to Journal-News Box 241.
INSTRUCTION
Earnings for first eight months showing a very gratifying increase over 1948. Also, an increase in Nov. last dividend. Further gains anticipated. Phone for particulars.
JOHN ACKEN, Representing
R. Frazee, Oilliers & Co.
122 North Broadway. NYack 7-0461
ROCKLAND GAS COMPANY
This company showing an excellent increase in earnings, also an increase in quarterly dividend.
JOHN ACKEN, Representing
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Earnings for first eight months showing a very gratifying increase over 1948. Also, an increase in Nov. last dividend. Further gains anticipated. Phone for particulars.
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This company showing an excellent increase in earnings, also an increase in quarterly dividend.
JOHN ACKEN, Representing
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ROCKLAND LIGHT and POWER
Rockland Theatre Building, Nyack. Phone NYack 7-0071.

Vets Won All 10 Games, Were Scored on Twice This

ROCK. TEAMS MADE NO POINTS ON THE CHAMPS

Line Play Feature Of Third Season

The high-flying Haverstraw Vets have completed their third year of semi-pro football with a record of which any team can be proud. With a string of ten victories and not a defeat, the Vets are undisputed 1949 champs of Rockland County.

Statistics speak for themselves, and the Haverstraw team has a multitude of them in its favor. Only two touchdowns were scored against the Vets all season, and no county team crossed their goal line once.

Winning their last seven games by the shutout route shows the quality of the huge line that operated in the two-platoon system of Coach Bob Hobbs.

Outstanding line play featured the majority of the contests with many neatly executed blocks and tackles saving the game for the home team. Ends Frank Gulino, Hawk Jacobs, Joe Rooney, Nelson Goods, James Johnson and Owl Ricker protected their territories very capably.

Tackles Win Praise

Tackles John DeGroat, Bill Bates, Charlie Jirkovsky, Buck Rohloff, Jim Jones, George Friscoe, Moose Makara and George White invariably wore the opposing line to shreds with their defensive and offensive maneuvering. Running guards Bull Brennan, George Bodnar, Sal Ramundo, Joe Finn and Sam Frasco proved invaluable with their blocks and hustle. Centers Gene Newman, Len Dutcher, Alex Gregory, Tom (Whistle) Curran and Bill (Lum) Schuler backed up the line to great advantage and were instrumental in the victories.

The Vets' backfield was composed of speed, savvy and brawn. In the speed department, Josh Bolack excelled and had many long runs to his credit. Bill Clark ended the season in a burst of glory by scoring on two consecutive Sundays with brilliant runs. Ed Samuels shook loose throughout the season for many long jaunts.

In the savvy department, Gene

ANU

sistants Earl Lent; Dick McNichol, trainer; Joe Revere jr and John Burkert, booking managers; Louis Hahn, business manager, and Louis Woska, field manager. Andrew J. (Midge) Hylas handled the public address system and Dom Frasco was in charge of publicity.

On behalf of the whole team, Coach Hobbs expressed thanks to the Haverstraw school board and its competent staff of janitors for their cooperation throughout the year, and the many loyal fans who witnessed the games in weather good and bad.

The season's record:

14	Peekskill 6
33	Montrose A. C. 0
12	New Rochelle 6
19	Pearl River 0
6	Harrington Park 0
19	Suffern A. C. 0
6	Sparkill C. C. 0
7	Pearl River 0
33	Norwalk 0
12	Suffern 0

Total points: For, 161. Against, 12. Won 10, lost 0, tied 0.

Individual scoring records: Jacobs, 60; E. Aspinall, 27; Clark, 14; Bolack, 12; Treglia, 10; Tiner, 7; Samuels, 6; Bates, 6; Ricker, 6; J. Newman, 6; G. Newman, 6, and a safety scored with a tackle by Joe Finn.

Bob Hobbs of Vets Named Coach of Year

Bob Hobbs, youthful mentor of the Haverstraw Vets, has been chosen unanimously as Rockland County's semi-pro coach of the year by the Rockland County Sportswriters' Association, it was announced today.

Hobbs, who directed the Vets through an undefeated 10-game season, received all five votes cast by the writers, representing the county's weekly newspapers. This was his third year at the helm of the Vets. During this span the team won 20 games, lost five, and tied one.

The Vet coach was graduated from Haverstraw High School and served in the Army Air Force during the recent war. He is attending Fordham University.

DAILY NEWS, MONDAY, DECEMBER 12, 1949 • 62

THE POWERHOUSE

By Jimmy Powers

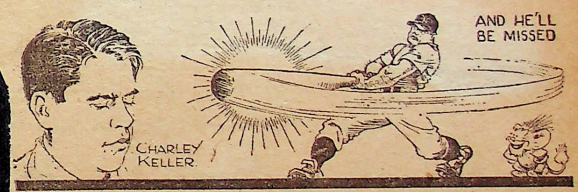
Tommy Loughran, handsome as ever, making the Father-Son banquet circuit with Ed Danowski, Chick Meehan and Syracuse's ever popular Frank Revoir. . . . Nat Volpey and Buzz Werder did wonders without a full complement at Stepinac High. . . . Emerson Lyons reports Pittsburgh back in the big time on all fronts, thanks to Tom Hamilton's fine work as athletic director.

Trevor Adams recommends the new ski setup at Armonk, and Jack Martin, at Bear Mountain, points out improvements made there by the state. . . . Siena's win over Manhattan was a shocker, but Amsterdam, N. Y., expected it because four local ex-high school stars are on the Siena varsity. . . . Extension Magazine's All-Catholic All-America backfield includes Williams and Sitko of ND, Galiffa of Army and Dooney of Penn.

West Point First With Cards

First Christmas card to hit our desk came from West Point's Ockie Krueger. . . . Roman Alvarez has quit the ring for a job in the shadow of The News building. Roman fought the good ones, always gave a good account of himself and was at all times a gentleman. Good luck, Senor Alvarez!

Father Joe Austin at Monte Alegre, Parana, Brazil, says the touring Utah U cagers and their coach "did more to develop excellent relations between our two countries than a boatload of briefcase-laden diplomats." . . . John King Kelleher is the official greeter and good will



builder for the up and coming Kings Point teams. . . . We know Charley Keller is popular and will be missed, because this desk is swamped with farewell poems. We will never shake a tin cup for any future player's days until the stars agree to turn all the loot over to underprivileged sons of fans, the way Keller did when fans staged a "day" for him at the Stadium . . . If you don't think a once flourishing race track business can be taxed into the red, just look at Florida. . . . We have always maintained, and we repeat it here: Joe Louis will fight Charles for the title.

Our prediction that pressure from parents will eventually send college basketball cagers back to the campus gyms and leave the Garden to the outright pros comes closer to realization every Winter. . . . Eagles' Tommy Thompson may help coach the Penn backs. . . . Dave Creighton leading candidate for hockey's rookie-of-the-year. . . . Hackensack mourning the passing of its well liked golfer, Jack Van Atta, who regularly finished high at Fred Waring's Shawnee tourneys.

Everyone expects Billy Southworth to clean house and overlooks Joe McCarthy, fed up with several high priced prima donnas . . . Lefty O'Doul and Dixie Walker were the two most popular gents at the Baltimore meetings, judging from the circles of grinning faces that surrounded them in the lobby . . . Dan Lynch doing a superior job as St. Francis coach. This college pioneered basketball in NYC. . . . We wear a size 9 glove, but Gil Hodges made us look like a pygmy when he placed his huge hands against ours the other night . . . Starting this week, our WPIX show on Channel 11 will feature Winter sports, skiing and slope reports every Thursday at 7 P. M. . . . Guido Cribari m'c'd the Westchester County All-Sports dinner, assisted by a handsome duke later identified as Ralph Branca. . . . Connie Mack says pitching is 75% of baseball. You can say the same of football nowadays.

If Shea, Porterfield Are OK—

If Spec Shea and Bob Porterfield are OK the Yanks won't have to sacrifice too much in trades. . . . Leon Hart is of Polish descent. . . . Basketball is dying a slow death in Boston Garden. . . . Top college hockey coach is Eddie Jeremiah of Dartmouth. . . . That big story on Ireland in Holiday ignored the country's sports achievements

