They Lead The Invasion Forces

Supreme Commander Dwight D. Eisenhower, 53, master-minded the Anglo-American drives that chased the Nazis from North Africa, Sicily, and up the coast of Italy. Texas-born Eisenhower has proved himself a master at handling details, co-ordinating action in many fields.

Deputy Commander Sir Arnold Tedder, RAF Air Chief marshal, led the air drive that helped break the Nazi line in Egypt and destroyed the Rommel myth. Short, lean, cocky, he has been a flier since World War I, researched in combat aviation between wars. He is 53.

Commander of the Allied Air Forces, 55-year-old Air Marshal Trafford L. Leigh-Mallory helped lead the fight against the Nazi blitz on Britain, put the air umbrella over Dieppe in the commando invasion test, then headed the RAF Fighter Command. He is heavy-set, brainy.

Naval Commander, Admiral Sir Bertram Ramsay saved the day for Britain in 1940 when he directed the spectacular evacuation of Dunkerque. Former Chief of Staff of the Home Fleet, he came out of retirement when war broke, last year helped plan the invasion of Sicily. He is 60.

Commander of the British Army, General Sir Bernard L. Montgomery has scored unbroken successes against the Nazis in Africa and Italy. Non-smoking, non-drinking 56-year-old Montgomery has been a soldier since 1908. He rules his troops with a strict and Spartan hand.

Commander of U. S. Strategic Air Forces, Lt. Gen. Carl A. Spaatz headed the Northwest African Air Forces before his new assignment. Nicknamed Tooey, he has been an airman since 1916, built the largest flying school of World War I. He is 52, likes jokes but is a disciplinarian.

Says Paris Objective

STOCKHOLM — (AP) — The Berlin correspondent of the Aftonbladet asserted in a dispatch today that the Allied invasion attack "seems directed against the most heavily defended section of the French coast and aimed directly at Paris."

The dispatch declared that "warships of all kinds, including battleships, threw tons of shells at the coast, covering the landings."

Berlin said newspapers were jammed with calls as word of the invasion spread through the Reich.

Other Stockholm dispatches from Berlin said the Allies landed at twelve points between the mouths of the Orne and Vire Rivers on the Normandy coast, with the central assault directed at Caen.

Large forces of parachutists, some of which were described as "dummies," were dropped simultaneously in areas about ten kilometers west of Boulogne and Cherbourg, the dispatches added.

Clark's Wife And Mother Rejoice

WASHINGTON—(AP)—The reaction of Mrs. Mark W. Clark to the triumphal entry into Rome of her husband and his Fifth Army troops:

"It's really marvelous what that husband of mine has done with that Army of his. It's grand news."

Mrs. Clark added: "While we rejoice, it can't all be joy—my heart goes out to the families of those soldiers who didn't get to Rome, who fell on the way."

The General's mother, Mrs. Charles C. Clark, said she was "very happy" at the victory. She had recently implored her son by letter to take Rome soon, that "I'm all frazzled out" by waiting.

Allies Strike At Foe In Teeth Of Hitler's Strongest Defenses

By DeWITT MACKENZIE
Associated Press War Analyst

The voice which came over my bedside telephone in the early hours of this morning was quiet, steady, confident.

MacKenzie

"This is The Day," it said simply. "The Allies have attacked on the Cherbourg Peninsula and eastward. They are well inland already."

All of us, I think, take our cue from the calm confidence of that voice, as this greatest amphibious invasion of history gets under way. There are many things of which we cannot be sure at this stage, and we shall see bitter days, but on one score we can be certain—there is no doubt of ultimate success.

This is the coup de grace for which we have waited so long—the last great battle to exterminate the Nazi beast. As General Eisenhower put it to his boys when they started on this great adventure from which many will not return:

"You are about to embark on a great crusade. The eyes of the world are upon you and the hopes and prayers of all liberty loving peoples go with you . . . we will accept nothing less than full victory."

Allied forces — Americans, British, Canadians — have been landed in Normandy in a big scale operation. They came from the choppy English Channel whose roughness caused "awful anxiety" to officers and made many men seasick; they came as paratroopers from the air (the Germans said four divisions of 'em). They've gone in under cover of a titanic bombardment from sea and sky.

A fierce battle is in progress, and of one thing we should be warned: the Germans have been holding their reserves well back of their coastal defenses in order to be able to fling them in any direction quickly. So our men aren't yet undergoing the full strength of Nazi attack.

That will come later, and it's likely to be terrific.

The entire invasion coast of Western Europe is blazing with Allied aerial bombardment. Whether this presages quick thrusts at other points isn't yet apparent—but that wouldn't be surprising. We should watch for it.

Meanwhile millions of enslaved people are waiting anxiously, prayerfully, for General Eisenhower's signal to rise and smite Hitler. The commander in chief is holding them in leash lest premature uprisings cost lives.

The Allied High Command has chosen — as this column has so often predicted — to hit Western France at the tough spot, right in the teeth of Hitler's strongest defenses. It was the logical thing to do, for our forces must be close to their main base — and that base is in England. So we are going at it the hard way in the beginning but it will be the easiest in the long run.

This first Allied thrust, according to the Germans is into the fertile plain at the base of the Cotentin, or Cherbourg Peninsula. In the midst of this is the ancient city of Caen, about which the opening struggle swirls. It lies close to the Valley of the Seine, 149 miles west-northwest of Paris. It's an old battle ground, for Edward III captured and pillaged Caen in 1346.

If we can segregate the peninsula, it will provide a most magnificent base for operations, since it has the great port of Cherbourg, which is connected with Paris by a main highway. Once established on this peninsula, the Allies will sweep in towards the French capital and then on through the old invasion route to Germany.

It's good to see our friend General Montgomery — the man who beat Marshal Rommel — leading this initial thrust. Again these two great tacticians are up against each other, for Rommel commands the German forces of the invasion zone.

One of the big questions in most minds today is how long this final phase of the European war will last. Predictions certainly aren't in order at this stage but there's this comforting thought:

Many observers believe that when the Germans finally are convinced that there can be no turn of fortune to save them they will quit rather than fight on their own soil: I think that idea is worth conservative consideration.

However the Hitlerites are going to battle until the last glimmer of hope is dead. That is going to mean terrible fighting, and probably heavy casualties for the Allies.

Gen. de Gaulle Now In Britain

LONDON —(AP)— Gen. Charles de Gaulle has arrived in Britain and already has conferred with Prime Minister Churchill, it was disclosed today shortly after announcement of the Allied invasion of France.

De Gaulle's arrival had been kept secret for military reasons. He made the trip from Algiers to discuss the status of his French Committee of National Liberation which several days ago designated itself as the provisional Government of France.

Transports Fill Skies

By FRANKLIN BANKER

A U. S. FIGHTER BASE IN BRITAIN —(AP)— In the dawn dozens of American transport planes and gliders carrying parachute and air-borne troops flew from British bases towards the French coast. It was about 5 A. M. (11 P. M. Monday, Eastern War Time).

"They're going over thick as flies," said an American fighter pilot just before he, too, flew off on a different assignment — patrolling the French coast to protect Allied land, sea, and air operations.

"The sky was black with them as they headed for France above scattered clouds," reported Lt. Ralph Santasiero, Bellerose, N. Y., a Thunderbolt pilot.

"Big red flares and flashes" were spotted in the distance by Lt. Duane Bunce, Minneapolis, Minn., who figured they came from shellings on the French coast.

Squadrons of fighter pilots patrolled the French coast in endless relays to "run interference" for the big bombers — RAF Halifaxes and Whitneys and U. S. Liberators — which were searching for Nazi submarines off shore to keep the channel open for Allied Naval craft.

"We were acting as a buffer," said Lt. Thomas Hamilton, Miami, Fla., a fighter pilot. "But we didn't see a thing except bad weather. I don't think the Huns could get off the ground. If they had there would have been a general rat-race through the clouds for there was a thick overcast up to 7,000 feet."

REVAMP A TOWN

The town of Morgan's Creek, built for Preston Sturges' "The Miracle of Morgan's Creek," has been revamped slightly and named Oakridge for Sturges' "Hail the Conquering Hero."

Highly Trained Men Needed For Invasion

HEADQUARTERS, EUROPEAN THEATER OPERATIONS—(AP)—Some of the bravest soldiers in the United States Army—it was a job only for the brave—made the initial land attack on the Fortress of Europe by knocking out pill boxes and other fortifications of the Atlantic Wall.

Assault tactics, perfected in North Africa, Sicily and Italy, were drilled into troops in Great Britain for months before the actual invasion. Special training was given infantry units which were designated for the spearhead of the attack.

The assault on concrete emplacements is one of the most exciting and dangerous operations of modern war. It looks impossible, but it isn't, as American doughboys have proved. The key to success is plain old fashion fortitude spelled with a capital G.

Originally the reduction of fortifications was considered a job for Engineers. However, after some experiences it became apparent that it would be more effective to train infantry with special Engineer weapons and this was the technique used in Europe.

The preparation is provided by artillery, by naval guns, by air bombardment and by waterproofed tanks firing hull-down in the water.

There are 30 men in an assault section—29 enlisted men and one officer. This is the capacity of the assault boats, and it is also the most convenient size for attacking a single pill box.

It is the job of the first men ashore to locate land mines, and mark safe lanes with special tracing strips.

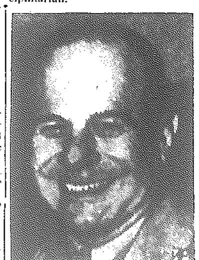
As part of this operation, barbed wire must be cut, and American soldiers have a wonderful weapon for this purpose. It is the bangalore torpedo, which blows a wide swath through the wire.

Then the other members of the team follow through the wire, and move up the beach.

One of the most dramatic actions of the assault is carried out by the rocket gunners, firing the famous bazookas. Their mission is to attack the pillbox apertures to silence enemy fire, and the accuracy of American rocket gunners is remarkable.

The climax of the entire operation is played by the soldier with the flame thrower and the man with the demolition charge.

As soon as one pill box blows the entire section moves forward for another attack. During a landing operation these tactics are repeated by many squads along a considerable front—there will be at least one division in line, and probably more.



Commander of the U. S. Eighth Air Force, California-born Major General James H. Doolittle has been flying 26 years, since he was 21. A flying cadet in the first war, he later set peacetime speed records, became America's first Tokyo-bomber, headed the Strategic Air Forces in Africa.

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Isolated Soldiers "Stay Up To See"

HELENA, Mont., —(AP)— Troops who train Army sled and pack dogs at Camp Rimini, set in rugged mountains nine miles west of Helena, came out of their beds when the invasion news broke.

The soldiers called the Associated Press bureau here periodically to keep posted. Advised there had been no Allied confirmation of German radio flashes by 11:15 P. M. (MWT) a foggy-voiced trooper told the AP.

"We'll stay up and see."

They stayed — and saw.

Duke Honors Employees

J. D. Campbell of 114 E. Boulevard, who has been with Duke Power Co. since its beginning, as well as being employee of utilities in Charlotte since 1895, received from C. I. Burkholder, vice-president, a diamond-studded emblem as a memento of 40 years in the organization last night at an old timers supper given by F. S. Neal Jr., construction superintendent of transmission lines.

Twelve veterans of 35 years service in the construction and maintenance department of the Duke Power Co. were also guests at the supper. Members of the department present whose service record in the same department has been uninterrupted for 35 years or longer included J. M. Massey, Mr. Neal, L. E. Godwin of Spartanburg, J. C. Whitley of Greenville, O. A. McCall of Salisbury, A. L. Sides of Statesville, Clyde Knight of Lincolnton, C. C. Kimbrell of Gastonia, W. F. Crenshaw of Westminister, S. C., L. T. Upton of Fort Lawn, S. C., Ross Wolfe of Greensboro and G. C. Helms of Monroe.

Other guests present included M. R. Kimbrell, H. B. Wolf, J. E. Chapman, D. G. Calder and J. P. Lucas Jr., of the general office, and as special guests, Miss Irene Abernethy, Miss Flora J. Boone, Miss Elizabeth Woodward and Mrs. G. E. McKee of the general office.

Submarine Warfare Renewed In Atlantic

MIAMI, Fla.—(AP)—In the first reported flareup of submarine warfare in the Atlantic in many months, a British freighter manned by Frenchmen was torpedoed and sunk early in May.

Six men are missing. Forty-seven others sailed 500 miles to the South American coast in two lifeboats. Robert Arthur Nutton, 19-year old U. S. Navy signalman of South Portland, Maine, aboard the ship, said two torpedoes struck shortly before sundown. He saw the submarine when it came alongside a lifeboat, saw no identifying marks but thought it was German, Nutton said.

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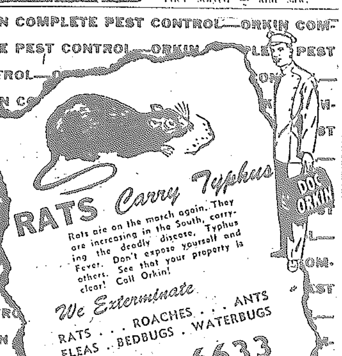

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On June 6, 1844, twelve drygoods clerks met in London and, under the leadership of George Williams, organized a society for the "improvement of the spiritual condition of young men engaged in the drapery and other trades, by the introduction of religious service among them."

Today the force put into motion in that London meeting a hundred years ago is serving youth in your community and around the globe.

The Y. M. C. A. observes its 100th Anniversary in this spirit

"In this, its year of Centennial celebration, the Y.M.C.A. rededicates itself—its resources of body, mind and spirit—to the indispensable work of equipping the boys and young men of the United States and 67 other nations with the spiritual conviction, moral courage, and social vision essential to and sufficient for the future.

"The world's youth are its raw material. Christian characters actively at work to Christianize society are its finished product.

"For a hundred years, the world's step-by-step advance into the beginnings of a more Christian world has, increasingly, been led in every nation by men who, in their youth, were members of the Y.M.C.A.

"The war has not shaken these Christian leaders. The peace will multiply the need for their kind of leadership. The Y.M.C.A. was founded to promote that kind of leadership. It moves into its second hundred years to multiply it."

As the "Y" observes its 100th Birthday

Here are some of the highlights of Y.M.C.A. service as it observes its 100th Birthday in the midst of world conflict.

In your community the "Y" is building character in boys and young men to make good citizens.

It is bringing to war prisoners throughout the world relief from soul-destroying boredom and inactivity and the heartening strength that comes from religious worship.

To our fighting men the "Y" is bringing recreation and relaxation—relief from military routine—in some 450 service clubs and units which it operates in the U.S.O. program.

In China the "Y" is bringing aid to the students who will be the future leaders, and helping Chinese millions to survive war, inflation, famine and pestilence.

In 572 summer camps the "Y" is bringing needed vacations in the country to city-tired youngsters.

AND ALL OVER THE GLOBE THE CHRISTIAN LEADERSHIP OF THE Y.M.C.A. IS SERVING IN THE MIDST OF CHAOS TO BRING A BETTER ORDER INTO THE WORLD OF TOMORROW.

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