

# FORTS TO CARRY MORE BOMBS

Changes Being Made for Attacks on Germany, Col. Jouett Says.

By CHARLES T. LUCEY  
Times Special Writer  
WASHINGTON, Sept. 3.—America's four-engine flying fortress (B-17) and Liberator (B-24) bombers are being modified to provide vastly greater bomb-carrying capacity for mass raids in Germany, Col. John H. Jouett, president of the Aeronautical Chamber of Commerce, disclosed today.

Col. Jouett vigorously defended the performance of the four-engine bombers, which have been criticized in England because they can carry only about three and one-half tons of bombs in attacks on the continent, as compared to about eight tons for the largest British bombers.

The revisions being made, it was revealed, will allow the B-17s and B-24s to carry loads comparable to those of the British Lancasters, Stirlings and Halifaxes, including the 4000-pound "block busters."

Col. Jouett pointed out that under Maj. Gen. Carl Spaatz and Brig. Gen. Ira Baker the fortresses have been making daylight raids over the continent from high altitudes with a loss so far of only two planes.

## Meets Varying Conditions

The great speed of the flying fortresses enables them to carry out missions which the slower British bombers cannot attempt, he said.

Discussing development of the American four-engine bombers, he commented:

"If you need a great many airplanes, you have to freeze production at some point as much as possible. When a bomber rolls off the line, we don't know whether it's going to be used in Egypt, Russia, England or New Caledonia.

"A plane can carry so much load. You can put that load into gasoline and fly 6000 miles, or into bombs and fly 100 miles. If you could build a bomber for one specific mission you could get the utmost in bomb load, but if you have to build for all types of conditions, but have to sacrifice somewhere.

## U. S. Bomber Faster

"The American four-engine bombers have been built for all conditions, and the record shows what they have done."

Comparing the fortress to British bombers in over-Europe missions, Col. Jouett estimated that the American bomber "has 60 or 70 miles an hour speed on any of its British brothers."

Gen. Spaatz and Eaker, he said, are contending that they can carry on high-altitude bombing by day without fighter-plane support—"something the British haven't dared do because the difference in speed between their bombers and German pursuit aviation gives all the advantage to the Germans."

He pointed out that the flying fortresses have a speed not far behind that of German pursuit ships.

# Hoosier Soldiers Practice for Day They Will Bridge Rivers in Battle



With the success of the German crossings of the River Don demonstrating anew the need and importance for thorough training in such operations, Indiana combat engineers and infantrymen of the 38th division are receiving constant practice in river crossing problems at Camp Shelby, Miss.

Working against time, under simulated war conditions, Hoosier soldiers of the 113th engineers and 152d infantry send out landing parties in assault boats to establish a bridgehead, then build a pontoon bridge over which the infantry regiment can cross the swift-flowing Leaf river on the division's training reservation at Camp Shelby.

1. First across are sturdy swimmers of the engineer battalion, who ferry their rifles and ammunition to the opposite bank in a float made of two shelter halves. Their mission is to dispose of enemy sentries.

2. Trained crews carry their boats from the shelter of the woods across the beach and push off to the hostile shore for mop-up operations.

3. Meanwhile, engineers have spanned the 150-foot stream with a pontoon bridge in less than 10 minutes. Once it is in place, the infantrymen file out of the woods and run to take up their positions at the bridgehead. Foot soldiers are followed by their trucks, heavy weapons and other equipment, which are ferried across on hastily constructed rafts.



# NAZIS NO MATCH FOR FORTRESS

American Bomber Downs Two Attacking Planes Despite Trouble.

LONDON, Sept. 3 (U. P.).—Twelve Focke-Wulf 190s, Germany's crack fighter planes, learned yesterday that they were no match for a single American flying fortress handicapped by a damaged motor.

U. S. 8th air force headquarters revealed that a fortress, which became separated from its squadron after attacking Rotterdam, shot down two of the 12 attacking Focke-Wulfs, probably destroyed a third and fought off the rest to return to its base.

Capt. Aquilla B. Hughes, Waco, Tex., piloted the bomber.

Sgt. Gilbert Goar, Clarksdale, Miss., though wounded, brought down the first Nazi plane. A short time later, Sgt. Jerry D. Johnson, Milwaukee, Wis., shattered a second. The navigator, Lieut. Morris E. Mansell, Houston, Tex., hit a third, but could not confirm its destruction.

## Fight 15 Minutes

The running battle raged 15 minutes before the fortress reached the Dutch coast and the attackers withdrew. One gunner was killed and three others of the crew were wounded.

Maj. Gen. Carl A. Spaatz, commander of American air forces in the European theater, paid tribute to the fortresses and their crews.

"All crews are fighting with bravery and tenacity of purpose," he said. "With more crews and aircraft like these there can be no doubt about mastery of the air over Europe."

## BURY HOOSIER PASTOR

SOUTH BEND, Ind., Sept. 3 (U. P.).—Bishop Campbell Gray officiated at services today for the Rev. Lawrence Cecil Ferguson, pastor of the St. James Episcopal church at South Bend for 14 years. The Rev. Mr. Ferguson died Sunday night in the Epworth hospital after an illness of two years.

# British Shepherds and Businessmen Help New Zealanders Check Rommel

By HENRY T. GORRELL

United Press Staff Correspondent

WITH THE FORWARD DEFENSE FORCES, Alamein Front, Sept. 6 (delayed).—How New Zealanders backed up by British sheep farmers and businessmen from London counties who never before had heard a shot fired in battle—took on the pick of the Afrika korps and licked them despite Hitler's do-or-die orders, can now be revealed.

The action came at a critical moment in history—Field Marshal Erwin Rommel had intended to be in Suez now. He realized that America's growing participation in the Middle East might soon reach overwhelming proportions. But Rommel failed, and the battle that has been going on in the desert during the

past week may well go down in history as a turning point in the war. Before the battle started, a high officer called war correspondents to his tent.

"We are expecting the enemy to attack immediately," he said. "This is one of the most critical periods in Egypt's history. News is dangerous, and sometimes enables the enemy to piece together our intentions. If fighting develops, I want nothing said about it in the press. You play with me, and I promise I will help you to the utmost when circumstances warrant."

The battle started soon afterward, and I watched every phase of it from forward positions. At one time German tanks were all around the camp where I stayed.

The battle began with an enemy advance. At one phase of the drive the German 15th and 21st panzer divisions advanced almost 25 miles northeast from the offensive's starting line. The penetration spearhead pointed northwards—to the coast road. Less than 15 miles separated them from the highway—lifeline of the British eighth army. If the Germans had cut the road, Lieut. Gen. Bernard L. Montgomery's forces would have been encircled except by sea.

But those few miles were protected by carefully prepared British strong points, and we had anticipated German strategy with realization that the enemy drive would come eastward from the southern end of the line, then would swing north behind our main Alamein front.

The Germans tried time after time to storm our positions, but were caught in a seething caldron of fire from guns of Englishmen who were witnessing their first battle in the desert.

## Second Phase Fails

When the axis tried the second phase operations calculated to bring them to the coast, its tanks went up in smoke as allied concealed anti-tank batteries went into action. Shelled from every vantage point, pounded from the air and stung by bold lightning raids on the flanks by allied tanks and mobile patrols working around the enemy like hornets, the Afrika korps could not take it. They went back.

Rommel sought to save the situation by another Gazala stroke. He tried to break through the Alamein positions guarded by Indians and United Kingdom troops in the center to shorten the line of communication and create another "caldron."

Again he failed, and he decided—rather, the imperials decided for him—to call his forces back to the security of their own lines. They pulled out the way they had come, leaving a trail of charred wrecks, and giving Rommel a sorrowful story to convey to Berlin.

## Yanks Played Big Role

Americans played heroic parts in the battle. I heard of one tank manned by American regulars who had accounted for five enemy tanks.

Proof that Suez was at stake was discovered in letters taken from German and Italian prisoners. They were intended for mailing within the next few days from Alexandria and Cairo, and announced that an "overwhelming victory" had been won and that the end of the war was near.

On one dead German tank crewman was a letter from his mother. It said: "How happy we are to know that you are out of that terrible Libyan desert and in beautiful Egypt."

SUB CHASER LAUNCHED

JEFFERSONVILLE, Ind., Sept. 3 (U. P.).—The eighth submarine chaser built in the last seven months was launched yesterday at the Jeffersonville Boat & Machine Co. Keels for three new type craft were laid at the yards.

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Girls' Red Goose moccasin style oxford. .... \$3.85 In brown. ....

Boys' Black Hawk Oxford, In black or brown. .... \$2.79

Big Girls' shoes by Cortiss, Jr. Moccasin type with black harness stitching, all solid leather soles and insoles. Goodyear welt, leather or heel. .... \$3.50

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