

The Indianapolis Times

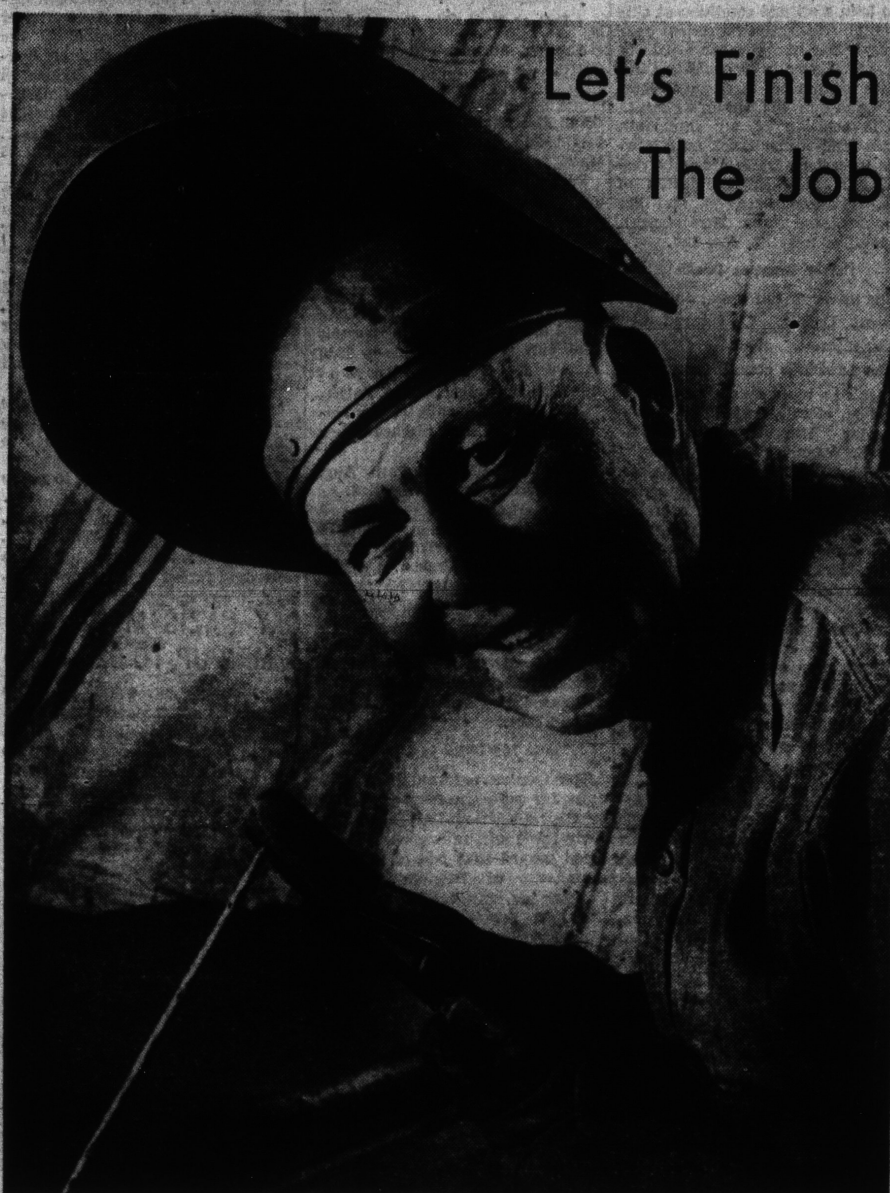
FORECAST: Fair today, tonight and Tuesday; possible thundershowers late this afternoon; cooler tonight and Tuesday.

VOLUME 55—NUMBER 151

MONDAY, SEPTEMBER 4, 1944

Entered as Second-Class Matter at Postoffice
Indianapolis 9, Ind. Issued daily except SundayFINAL
HOME

PRICE FOUR CENTS



Let's Finish
The Job

THE NEWS this Labor day is the best it's been for several years, as one look at LeRoy Black, welder at the Marmon-Herrington war plant, plainly shows. And, although he's proud that his work is partly responsible for the swift progress in the European war, he, like thousands of others, also has a personal interest in the Pacific

war against Japan. This interest is his son, Pte. Herman C. Black, who is with the marines in the Southwest Pacific. And so, while this Labor day is one of rejoicing to Mr. Black, it is also a day to resolve that there will be no letting down until Japan hauls down the rising sun for the white flag of surrender.

NEW AIRPORT PLANNED HERE

Shank Expects Field Northwest of City to Be Ready in Year.

A new airport northwest of Indianapolis is being planned by Robert F. Shank, veteran airport manager. It was announced today that Mr. Shank has taken an option on 153 acres of farm land owned by James A. Myers, located on the southwest side of highway 52 between what would be an extension of 38th and 42d sts.

The proposed airport would be about three miles farther out on the road toward Chicago than Mr. Shank's present airport, the Hoosier, which is between 21st and 25th sts., on the left side as you travel northwest on highway 52.

The site has been approved by the civil aeronautics administration and adjacent property owners have voiced no objection, Mr. Shank said.

"In fact," he added, "we have signatures of endorsement." The proposal has been discussed also with the town of Speedway, the Pike township planning committee and will be submitted at the next meeting of the Marion county planning commission.

The land will be graded, grass will be planted, and the airport should be designated for public use by the CAA a year from this fall or by the following spring, Mr. Shank said.

The project will cost \$200,000, he said, considering the various buildings he intends to erect there in the next 10 years. While it will be large enough for big airlines, it will be used solely by private fliers.

Reasons for Choosing Site

"The reason for selecting this site now is because, from all indications, aviation is going to become one of the big industries after the war," Mr. Shank declared. "High aviation authorities in Indiana have said that, in order to meet the needs of aviation in Indianapolis, there should be four to six private fields, in addition to the municipal airport."

"We have chosen the site because the ground is level and well-drained and should make a good

Factories Hum Full Blast On 3d War-Time Labor Day

This city's laboring folk sacrificed their usual round of fun and picnicking today to stay on the job and assure the nation's fighting men enough material to make it no picnic for the axis from here on in.

With most essential industries grinding away at full blast, local celebrations and speech-making were at an all-time Labor day low. There were no parades, no special events.

High-ranking military and labor officials, however, sounded tributes from the front-lines and Washington. Among those issuing statements in praise of the war worker were Gen. Dwight D. Eisenhower; C. I. O. President Philip Murray; A. F. of L. Secretary William Green; A. F. of L. Secretary-Treasurer George Meany; WPB Chairman Donald Nelson; Under-Secretary of War Robert Patterson; Secretary of Labor Frances Perkins; Gen. H. H. (Hap) Arnold of the army air forces; and War Mobilization Director James F. Byrnes.

Allison's Closed

On the local scene only a single war plant, Allison's, was closed—not to observe this third war-time Labor day, but for annual inventory-taking purposes. A sobering reminder that Indianapolis still is shy on manpower at this crucial date was evident in the wide-open doors of the United States employment service, ready to receive applicants all day for full or part-time war work.

Military tributes on the 50th anniversary of Labor day were epitomized by Gen. Eisenhower, supreme allied commander in Europe, who said that each worker had his share "in the credit for the tremendous successes the united nations have gained in France."

He said that now "as never before"

(Continued on Page 2—Column 1)

ONE DEAD, 5 HURT IN HOLIDAY TRAFFIC

Four Killed in Indiana, 57 in Nation.

The travel-packed Labor day week-end had resulted in one Indianapolis death and four other state traffic fatalities. Over the nation, the auto crash toll soared to 57 dead.

When the car he was driving careened into a concrete safety zone at Washington st. and Park ave. last night, Clarence Land, 54, of 44 E. Market st. was killed and four passengers were injured, two critically.

On the critical list at City hospital are Louis Jacobs, 28, of 2753 Ralston ave. and Miss Ruth Litz, 27, of 444 E. Market st., both of whom received head injuries. Mr. Jacobs' condition was described as "very grave."

Others hurt were Miss Peggy Warren, 21, of 520 1/2 E. Washington st., broken leg, and Miss Mary Richardson, same address, abrasions.

An unidentified pedestrian, struck on route 67 and the Post rd. last night, near the Drive-In theater,

FINNS SURRENDER, NAZIS FLEE; BRUSSELS LIBERATED BY BRITISH; REPORT YANKS INVADE HOLLAND

U. S. Tanks Take German Village, Sweden Says.

BULLETIN
LONDON, Sept. 4 (U. P.).—Radio France today reported the capture of Calais, Dunkerque and Boulogne, but did not give the source of the report.

By VIRGIL PINKLEY
United Press Staff Correspondent
SUPREME HEADQUARTERS, A. E. F., Sept. 4.

British armored forces, in a six-hour, 70-mile sweep across Flanders, liberated the Belgium capital of Brussels today and drove eastward toward the Netherlands frontier where an American 1st army column already was reported battling on Dutch soil.

Half of Belgium was in allied hands last night and the liberation of the entire country was only hours away, if, indeed, it had not been accomplished.

Unofficial reports said American troops had reached Namur and Liege in supporting drives south of the British 2d army thrust, and those cities, as well as Antwerp, were expected to fall quickly. All accounts indicated the German accounts indicated the Germans were offering little or no resistance.

Belgians Aid in Capture
Brussels fell at 2 p. m. Sunday afternoon (10 a. m. Indianapolis time) to a British flying column that left Douai, France, at 8 a. m. and drove across the frontier 21 miles.

LONDON, Sept. 4 (U. P.).—The Times of London said today in a dispatch from its correspondent with Lt. Gen. George S. Patton's U. S. 3d army that German troops from the south had revolted when they were ordered to fight a delaying action against Patton's tanks instead of continuing their scramble for the Siegfried line.

into Tournai and swung 45 miles eastward into the capital. Belgian troops accompanied the Tommies into the city.

The British pushed on swiftly north and east of Brussels, striking towards Antwerp, 18 miles to the north, Louvain, 14 miles to the east, and Liege, 55 miles east-southeast. Two armored columns of the American 1st army chopped through southern Belgium in a drive along the valley of the Meuse toward the triangle formed by the Belgian, Dutch and German borders.

Front reports said the Americans

(Continued on Page 2—Column 1)

2 Jim Stewarts Meet in England

CORONA, Cal., Sept. 4 (U. P.).—Lt. Col. James Stewart found life as a fighter pilot comparatively simple, even in war-torn England, until Lt. Col. James Stewart came along.

Sure, it's confusing, he said today.

This Lt. Col. Stewart is a short fellow with unruly hair. He was born in Corona 25 years ago and has never been a film actor.

But, before he sailed overseas and during his 20 months in England, he received fan mail—and a telephone call from Olivia de Havilland—meant for the other Col. Stewart.

Finally, about a year ago, he loaded a sack of the fan mail into his plane and flew to the field where the other Jimmy Stewart was based and now the two have become friends—but Corona's Jimmy Stewart is still getting fan mail.

Ernie Urges Combat Badges For Medics on Battle Line

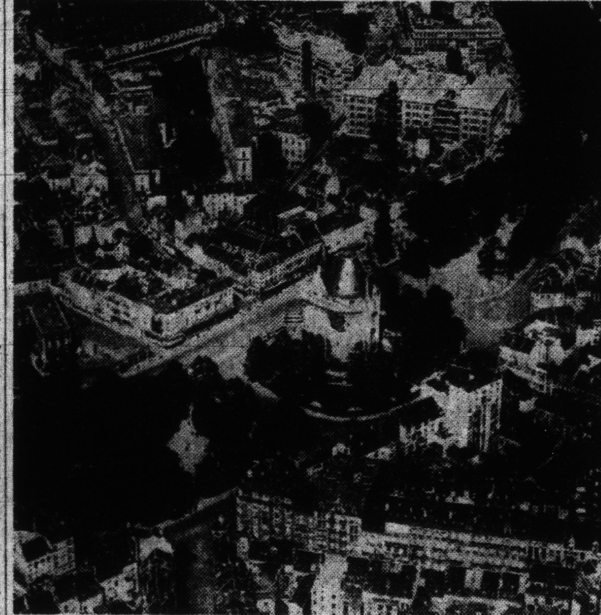
By ERNIE PYLE
Times War Correspondent

IN FRANCE (By Wireless).—The last time I was with the front-line medics—a battalion detachment in the 4th division—they showed me a piece in the Stars and Stripes about congress passing the new \$10-a-month pay increase for soldiers holding the combat infantryman's badge.

This combat infantry badge is a proud thing, a mark of great distinction, a sign on a man's chest to show that he has been through the mill. The medical aidmen were feeling badly because the piece said they were not eligible for the badge.

Their captain asked me what I thought, and so did some of the enlisted aidmen. And I could

Air View of Belgian Capital



This air view of Brussels, capital of Belgium which was liberated over the week-end by the British, shows the La Foret De Hal section. Brussels and its airport were bombed by German planes May 10, 1940, as the Nazis began their invasion of Belgium, Holland and Luxembourg. The city had been in Nazi hands since that time.

The Shortest Roads to Berlin

By UNITED PRESS
The shortest distances to Berlin from advanced allied lines:

BELGIUM—380 miles (from point east of Brussels).

NORTHERN FRANCE—385 miles (from point east of Verdun. Gain of 65 miles in week).

ITALY—560 miles (from point north of Pesaro. Gain of 23 miles in week).

SOUTHERN FRANCE—540 miles (from point north of Lyon. Gain of 50 miles in week).

RUSSIA—328 miles (from point east of Warsaw. Unchanged for week).

PERISCOPE OF SUB SAVES PILOT'S LIFE

Tows Navy Airman 2 Miles
In Pacific Area.

SOMEWHERE IN THE PACIFIC.
Sept. 4 (U. P.).—Ensign Donald C. Brandt of Cincinnati, pilot of a

plane who was forced to jump at 12,000 feet while making a raid on enemy installations in the Pacific, saved his life by holding onto the periscope of a submerged U. S. submarine which towed him two miles to safety.

Parachuting safely only two miles off a Jap-held island, Brandt saw the submarine approach him in a hail of enemy shells from shore batteries. Just before submerging his vessel, the skipper of the submarine got a good look at Brandt struggling helplessly in the water.

He kept the sub just far enough under the water so that the top of the periscope remained out. Brandt, however, was not sure whether it was a Japanese or an American submarine and did not co-operate immediately with this new rescue technique. The vessel made three passes until the pilot in desperation caught on.

With Brandt holding tight, the submarine went out to sea until it was out of range of enemy shells. Finally after an hour of towing, the sub surfaced and took Brandt aboard.

LOCAL TEMPERATURES

6 a. m.	74	9 a. m.	81
7 a. m.	73	10 a. m.	82
8 a. m.	77		

Cease Firing on 450-Mile Front, Tell Germans to Get Out by Sept. 15 Or Be Interned.

By HUBERT UKKILL
United Press Staff Correspondent

STOCKHOLM, Sept. 4.—Finland abandoned the war and her German alliance today, surrendering to the Soviet Union for the second time in four and one-half years.

The cease firing order was sounded at 8 a. m. (1 a. m. Indianapolis time) along the 450-mile front held by Finnish troops from Salla to the Gulf of Finland, and a Finnish peace mission was believed already en route to Moscow.

Thousands of German troops, part of an army of 160,000 Nazis estimated to be in Finland, were reported fleeing into northern Norway. A Finnish ultimatum told the Germans to quit the country by Sept. 15 or be disarmed and interned.

Soviet Aiding Norwegians

(Reliable reports reaching Norwegian sources in London said Soviet paratroops had been dropped in northern Norway and were being aided by Norwegian patriots in harassing German troops fleeing from Finland.)

A Swedish home service broadcast, monitored by B. C. C., said a steady stream of German military cars loaded with troops had been seen moving from northern Finland to northern Norway. A Narvik report said Norwegian patriots, who had been supplied by air with arms and munitions, attacked and destroyed several German coastal defense posts and that fighting was going on along the railroad through the Narvik area.

The armistice came three years and two months after Finland, smarting from her defeat in the "winter war" of 1939-40, threw in with Germany and declared war on Russia on June 26, 1941. It culminated 10 days of feverish activity by Finnish peace emissaries in Stockholm.

Finland's withdrawal from the war—the third axis satellite to abandon Germany in 10 days—was foreshadowed last Saturday when

Premier Antti Hackzell emerged from a secret meeting of parliament to announce that his government was breaking relations with the Reich and would make every effort to obtain peace.

Preliminary Russian armistice conditions, including the requirement that German troops were to be ousted from Finland, were submitted to the government on Aug. 29, just four days after a Finnish delegation contacted Mme. Alexandra Kollontay, Soviet ambassador to Sweden, to appeal for peace.

Berlin Grimly Silent

The Russian terms were not immediately disclosed, but the Finns were understood to have proposed withdrawing their forces to the 1940 frontier and to have signified their readiness to disarm any German troops who might attempt to stand in northern Finland.

There was a strong possibility that the Nazi high command might order a stand around the important (Continued on Page 2—Column 3)

Russians Mop Up Last Nazis In S. Romania, 40 Towns Fall

By HENRY SHAPIRO
United Press Staff Correspondent

MOSCOW, Sept. 4 (U. P.).—Russian armies mopped up the last resistance in southern Romania today and sent flying columns racing northward along the Hungarian border and west toward a junction with Marshal Josip Tito's guerrilla forces in Yugoslavia.

Soviet armored columns, pushing swiftly southward from Bucharest and Constanta, moved up to the Bulgarian frontier on a 144-mile front and expanded their grip on the northern bank of the Danube to 290 miles, stretching from the river's Black sea estuary to the inland port of Giurgiu.

North and west of Bucharest and Ploesti, the Russians seized more than 40 towns and villages in a drive toward Yugoslavia and Hungary.

At Rasvadu, Russian forces were 36 miles east of Ploesti, highway and railway junction 137 miles from Bucharest, indicating that Marshal Josip Tito's partisan forces were reported within 20 miles of Belgrade, the capital.

Ploesti was reported by-passed in the race toward the Danube river's iron gate but there was no confirmation from Moscow.

A second Russian force, augmented by Romanian troops, took Valeni

de Munte, 15 miles north of Ploesti, and drove to within 35 miles north-east of Brasov, seven-way road and five-way rail junction only six miles from the 1940 Hungarian border.

(The German D. N. B. news agency reported today that the Russians had launched a new offensive in the Wysskov area, 28 miles northeast of Warsaw, indicating that Marshal Konstantin K. Rokossovsky's first partisan forces were extending the breadth of its offensive, contrary to early German reports that it had halted to regroup after bloody battles northeast of the Polish capital.)

A hull was reported on the remainder of the eastern front.

BRITISH 12 MILES PAST GOTHIC LINE

Mop Up Nazi Rear Guards
In City's Streets.

ROME, Sept. 4.—Allied head-quarters announced today that the British 8th army had pushed more than 12 miles beyond the German Gothic line in some sectors and established a firm bridgehead across the Concha river.

Canadian troops smashed across the Concha and seized a foothold of six square miles where they were in position to strike northward seven miles to Rimini and pour into the Po valley or double back southwestward to roll up the German line.

On the opposite wing of the Italian front, American forces were closing in on Lucca, ancient provincial capital and strategic communications hub.

Polish forces in the Adriatic coastal sector cleared Pesaro of the last German resistance and in a swift encircling drive to the coast about two miles northeast of Gradara inflicted heavy damage on German paratroops.

LUNCH SERVED, 11-3; DINNER, 5-8.
Charles Restaurant, 144 E. Ohio—Adv.

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Allies Cut Escape Route for Nazis 50 Miles Above Lyon

By ELEANOR PACKARD
United Press Staff Correspondent

ROME, Sept. 4.—American and French troops battled die-hard German rear guards in the streets of Lyon today and thrust across the enemy's line of retreat almost 50 miles above the city in an enveloping sweep that carried to within 120 miles of a junction with the American invasion armies in Northern France.

As the main armored weight of the allied 7th army drove into France's third city, an American column pushed 12 miles beyond captured Bourg and on through Monteyvel, 47 miles north of Lyon and directly across the path of the retreating Nazi 19th army.

German tanks battled fiercely to hold open the narrowing escape corridor above Lyon, but a communiqué said the Americans were moving steadily northward through the Saone valley.

(An unconfirmed Algiers radio report said allied paratroops were landed in the Belfort area, about 115 miles north of the American column, to cut the retreat of any Germans that might escape from Southern France.)

The German defense was handicapped, however, by the relatively open terrain of the Saone valley. American and French troops an-