

## Borneo Landing

By Lee G. Miller

ABOARD AN LCI OFF TARAKAN, Borneo, May 1 (Delayed).—If anybody had told me six months ago that I'd be sitting on the soil of Borneo today, I'd have thought him daffy.

This morning I set not only my foot but elbows, knees and torso. Four of us reporters, who had come down to these waters together, were assigned to a PT boat by Adm. Russell S. Berkey, commander of a task force supporting a landing on Tarakan island by elements of an Aussie division. Brig. Gen. Earl Barnes of the 13th air force came along for company.

Scuttling about midget Jap submarines and unswayed mines gave an air of excitement to our swift journey from our cruiser to the command ship carrying Rear Adm. Forrest Royal, commander of the whole task group, and the Australian commander in charge of ground operations.

The PT paused a while on the way to watch our warships pitch in shells, and rockets and to see Aussie B-24s lay beautifully accurate strings of bombs along the left flank of our landings. We had seen the first waves of small boats and amphibious trucks creep into the smoking shore and disgorge "Digger" troops with no apparent opposition.

Columns of smoke and large fires were visible. The offshore area was dotted with warships, assault transports and small craft.

### 20 Minutes to Go

ON BOARD the command ship while I was talking with the Australian commander, he passed the word for a third battalion to join the two already ashore. He said he was going in himself in 20 minutes.

"Where are you going to land?" I asked him.

"I think alongside that southernmost dock," he said, pointing through the murky haze and directing me by a pillar of smoke. "The dock itself seems to be breached here and there."

So we returned to our PT and I explained the situation to the PT squadron commander, Lt. John W. L. (Jg) Ben Stephens, of Ohio. They were delighted.

"We haven't had a chance before to get in so Morrison, West Englewood, N. J., and to the skipper, close on a landing," Morrison explained, although during the night his PTs had been patrolling inshore

to keep the Japs from replacing the beach barriers blown down the day before by Aussie engineers under cover of shelling, strafing and a smoke screen.

So, we moved in.

The dock looked stable enough, and the PT couldn't go clear in to shore anyway, so we clambered onto the dock and started walking ashore.

But soon we came to a breach some yards wide. The timbers were gone, but twin oil pipe lines remained. I can't swim and I didn't relish doing a tightrope act along those slippery looking pipes. But the others started across and I found myself nervously following. I made it all right—only to discover a longer breach beyond. I made that, and then there was a third breach twice as wide as the second.

I managed that, too, though my knees were shaking as the pipes swayed.

It looked easy.

AFTER THAT it looked easy. Gen. Barnes and I were sauntering along the remaining stretch of pier when the whoosh of a shell—coming from inland and passing low over our heads into the water beyond—revealed to us exactly what that phrase "negligible opposition" signifies.

"Leave us get ashore," I said, finding a voice somewhere.

Our time for the distance wasn't recorded, but it was only a very few seconds before I was throwing myself down among some crouching Aussies in a mass of greasy vegetation behind a Jap obstacle.

The shelling kept our heads down for some time. I had forgotten that Jerry Thorp of the Chicago Daily News and Sam Kinch of the Ft. Worth Star-Telegram were behind me in the crossing of that last breach in the pier.

Well, here came Jerry. It developed that he and Sam had just crossed the breach when Jap rifle fire got after them. They took a cue from a couple of Aussies and somehow or other got themselves under cover, clinging from timbers below the pier. When the rifle fire ceased Jerry extricated himself, but Sam, who is a big fellow, got stuck. An LCPV came along and took him aboard, and then a Jap machine gun opened up on the boat.

Eventually we all got aboard this vessel, bruised a little and some of us green-stained from the flora of Borneo.

It was my first landing. And that'll be enough for this week.

## Inside Indianapolis By Lowell Nussbaum

MR. AND MRS. A. F. SIGLER have decided that all these people on the far east side who weep and wail because they can't get garden space—don't really want to garden—merely want to talk about it. An item Wednesday mentioning that they were willing to provide garden space on E. 18th st. just east of Arlington brought only two calls—one from an applicant for garden space, the other from a man wanting the job of plowing it.

One of my agents reports that an elderly woman, apparently a bit near-sighted, was passing Thompson's restaurant, next door to Keith's, and saw her own reflection in the full length mirror beside the door. Mistaking her reflection for someone else, she repeated it, "Hello, hello, hello."

Harold Holland, chief engineer of WFBM, is pretty good when it comes to things electrical. But apparently his skill doesn't apply to clocks. Fellow workers report that he just can't keep the electric clock in his office running right. It always seems to be either 10 minutes slow or a half-hour fast.

Eddie Moriarty, a pressman for The Times, heard that there was a cigarette line at Ayres'. Hurrying up there on his lunch hour, he found a line in the basement and got in it. As he got up near the counter, the clerk said: "That's all there is. No more cigarettes." "Hey, where's the cigarette?" asked Eddie. "Oh, they're upstairs," the clerk said. But his lunch hour was up and Eddie had to go back to work.

The Bird Is Smart

A YEAR AGO, a silly robin made its nest over the rafters of a driveway pergola at the G. H. Roscoe home, 420 E. 48th st. There being no roof, the poor bird was entirely at the mercy of the elements, so Mr. Roscoe constructed a roof for the nest out of shingles. This year the same robin (they're sure it's the same one) showed up and gave evidence of having learned its lesson. Instead of building its nest outdoors, it chose the Roscoe garage. They left the door open, so the bird could get in and out for food and water and eventually the eggs hatched. The mother bird had to go back to work.

America Flies

THE MAGIC NAME of "General" Billy Mitchell is before the American people again as the senate passes a bill conferring (posthumously) the congressional medal of honor and the rank of major general. The bill already has been sent to the house.

Billy Mitchell was deprived of the rank of brigadier general, stripped of his command and retired to private life by court-martial for publicly accusing army and navy chiefs of being incompetent, criminally negligent, and almost treasonable in their failure to develop the nation's airpower.

Time and again, Mitchell warned the nation that lack of air strength left our Pacific possessions wide open to surprise attack by Japan. Ten years later (1936), Billy Mitchell died.

Something Awe-Inspiring

MANY TIMES similar legislation has been started in one branch of congress and killed in the other. It makes little difference whether or not it goes through this time, because it will be passed eventually. There is something awe-inspiring about the invincibility of America's coast toward justice.

Gen. Billy Mitchell's vibrant voice has been stilled these many years. But other voices continue to call for justice. And above those voices there is the drone of American airpower spearheading the drive for victory. This is the American airpower of which Mitchell preached and dreamed, and which was literally jammed down our throats by necessity. No man of comparable rank dared to raise again the banner of the airpower crusade. Mitchell fell before the Maginot minds of his time.

First Flying General

NO NARRATIVE can do justice to the indomitable will and determination of that man, who believed his vision, waged a fierce fight for it, asked no quarter, gambled everything a proud man holds dear—to die eventually of a broken heart. Although officially humiliated, Mitchell won his great victory.

Each time I write of Mitchell, I am mindful of the days when young service airmen crowded around the magnificence of "flying general" to listen to his lectures on the air war that would come to pass some day. Space isn't available even to sketch the machinery and tactics, accepted today as orthodox, that Billy Mitchell explained to us then. But, best of all, he could back up everything he said, because he was our first and (at that time) only "flying general."

Wait until the combat men return to civilian status and find their way as the dominating influence in both houses of congress—and then that bill will be passed, conferring posthumously, on Gen. Billy Mitchell the congressional medal of honor, the rank of major general, and a statue in his honor.

My Day

WASHINGTON, Friday.—I have had letters from a number of veterans stating that the G. I. Bill of Rights, as far as getting a loan is concerned, gives them nothing that they could not get in the ordinary way.

They add that the red tape surrounding it makes the whole proceedings so long and complicated that most of them feel difficulties are being put in their way, instead of help being extended.

This is another reason why I think local committees should be functioning. The information bureau set up by the veterans bureau for the benefit of returning servicemen probably can give all the necessary information in reply to the questions that a boy has at the start.

But, unfortunately, they are rarely set up to follow through and see that each individual's problem is properly considered to the end.

I know of one boy, for instance, who wanted to buy a farm. He knew rather little about farming, and in his ignorance was about to purchase some land where it would have been impossible for him to make a living.

Fortunately, a kindly and public-spirited farmer learned about his plan in time.

He came over and explained to the boy the kind of land he was buying; that the cost of making it

bird came out the other day, accompanied by four young birds. Who says birds can't learn? . . . Mrs. H. R. Weiss, 419 Alton ave., offers a solution of the alarm clock shortage: "My son, Robert R. Weiss, soundman I-C, stationed in San Diego, has a buddy who lives in a second-floor apartment. He has no clock. So when he wants to know the time he taps twice on the ceiling with a broom, and an alarm clock is lowered from the third floor to his window. He looks at it, jerks the string, and back it goes. When the boys on the first floor want to know the time, they tap three times on their ceiling, and the boy on the second floor does the same on his ceiling. The clock is then lowered on the string, down to the first floor window." Ingenious, the sailors!

Just Like the Weather

ARE YOU SATISFIED with the present calendar? I was, up until the postman brought me a copy of the Journal of Calendar Reform. A neat pamphlet, published by the World Calendar association, it reveals the vagaries of the present Gregorian calendar. The latter is described as a "vacillating planless outline of time." The journal points out that our calendar always is different from year to year, the quarters are of unequal length, months begin and end on different week days—to mention a few of its faults. The proposed world calendar is based on a year of 364 days, because that number is more easily divisible than 365. Divide 364 by four and you get 91 days—13 weeks—to the quarter. Each month would have 28 week days, plus Sundays. Each year would start on Sunday, Jan. 1, and the business year on Monday, Jan. 2—and end on a Saturday. The 365th day, a holiday, would be known as December W, being inserted between Saturday, Dec. 30, and Sunday, Jan. 1. It would be an extra Saturday. The occasional leap year day would be taken care of the same way, becoming June W. Holidays always would fall on the same date. For instance, Christmas would be on Monday, Dec. 25; Thanksgiving, Thursday, Nov. 23; Labor day, Monday, Sept. 4, and probably the birthdays of Washington and Lincoln would be combined on the week-end of Feb. 11. And the chances are, adoption of the new calendar would be accepted as an opportunity to place Easter on a fixed date, a goal sought by several church groups. Well, the idea of a holiday calendar probably is in the same category as the weather: Lots of people talk about it, but no one ever does anything about it.

Law and Order Restored in Wrecked Berlin

The following dispatch from Berlin was written by Roman Karmen, noted Russian war reporter. Karmen last week sent the United Press the first allied dispatch from inside the blazing German capital.

By ROMAN KARMEN

Written for United Press

BERLIN, May 5.—The barricades of Berlin are being torn down today.

Quiet reigns in the city. The people themselves are demolishing the barricades which are present literally at every step. At many intersections they are dug-in tanks and guns that are silent forever.

Berliners, reassured that the war is over, are crawling from cellars and moving their belongings back from the basements to upper floors.

LAW AND ORDER prevail. Only now that the whole city is occupied have I been able to traverse it from one end to another to see the terrifying scale of the devastation caused by bombings. Entire streets are obliterated.

Berliners told me that the civilians suffered enormous casualties. In many cases hundreds of

## U. JOURNALISM EXPANSION IS TRIBUTE TO A GREAT REPORTER—

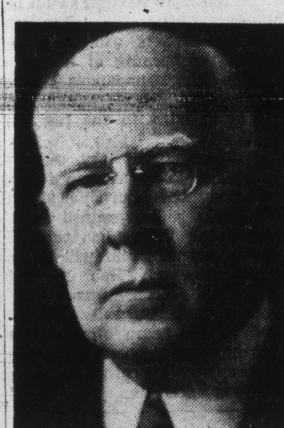
# Pyle Memorial Fund Committee Organized



Booth Tarkington



James S. Adams



Hugh McK. Landon



This is probably the last picture ever drawn of Ernie Pyle. It was made a few days before he was killed, as he sat in a damaged house near the beach on Okinawa, correcting his copy. The artist is M. Sgt. Elmer Wexler, U. S. M. C. R., attached to headquarters of the 3d amphibious corps. His home is in Bridgeport, Conn.

James S. Adams

versity. President Herman B. Wells announced today.

Hugh McK. Landon, chairman of the Fletcher Trust Co., Indianapolis, will be treasurer of the fund.

Members of committee

Hoagy Carmichael, composer and Indiana university alumnus; Wilbur B. Cogshall, Louisville Courier-Journal; Dale Cox, International Harvester Co., Chicago, and classmate of Pyle; Brown K. Elliott, Boston insurance executive.

Richard J. Finnegan, Chicago Times; W. Steel Gilmore, Detroit News; Stuart Gorrell, New York; Will H. Hays, New York; James A. Stuart, Indianapolis Star; George W. Healey, New Orleans Times-Picayune; Don Herold, New York; Maj. Gen. Hershey, Adm. Ingram, Harlan Logan, editor of Look magazine, New York.

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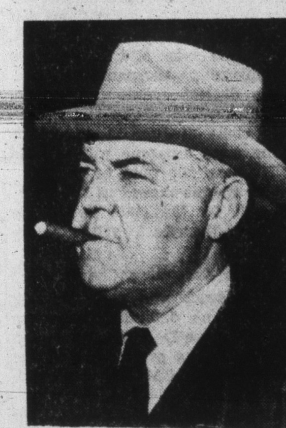
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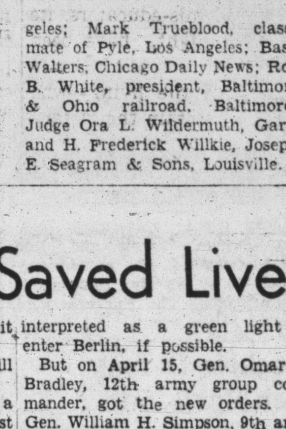
Adm. Jonas Ingram



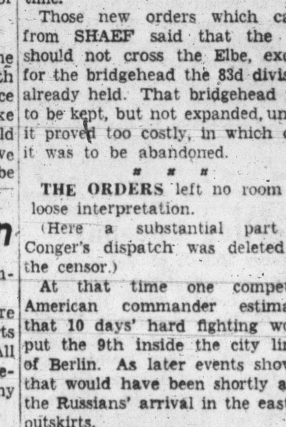
Maj. Gen. Lewis B. Hershey



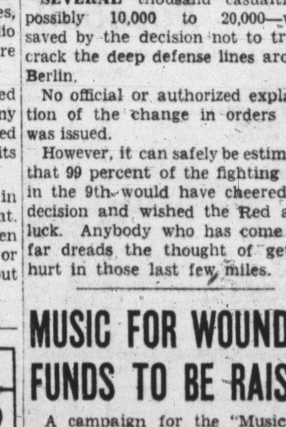
Roy B. White



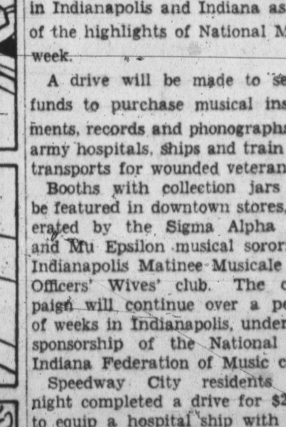
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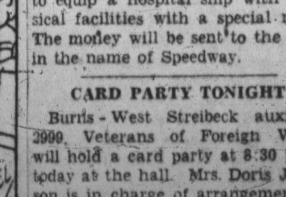
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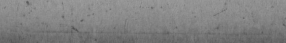
Roy B. White



Judge Ora L. Wildermuth



H. Frederick Wilkie



Joseph E. Seagram

## Tomorrow's Jobs

### Willow Run To Be Ghost Of \$100,000,000

By EDWARD A. EVANS

Script-Howard Staff Writer

WASHINGTON, May 5.—Four years ago Willow Run was a fantastic dream.

Three months hence it seems doomed to become a ghost—idle, hundred-million-dollar monument to America's almost incredible mass production of military aircraft and to the economic waste of war.

Possibly it is considered that the purchase would be unprofitable at any price.

For Willow Run, like the more than 8000 bombers that have come from its assembly lines, is actually a highly-specialized weapon, designed for a single, crucial task. Altering it to serve a different purpose might cost more than to build a brand new plant.

IT IS CERTAIN, though, that the army and Ford are right in halting production of Liberators there as quickly as they can. To go on making any sort of munition after the need for it has ended, merely to maintain jobs, would be a grave mistake.