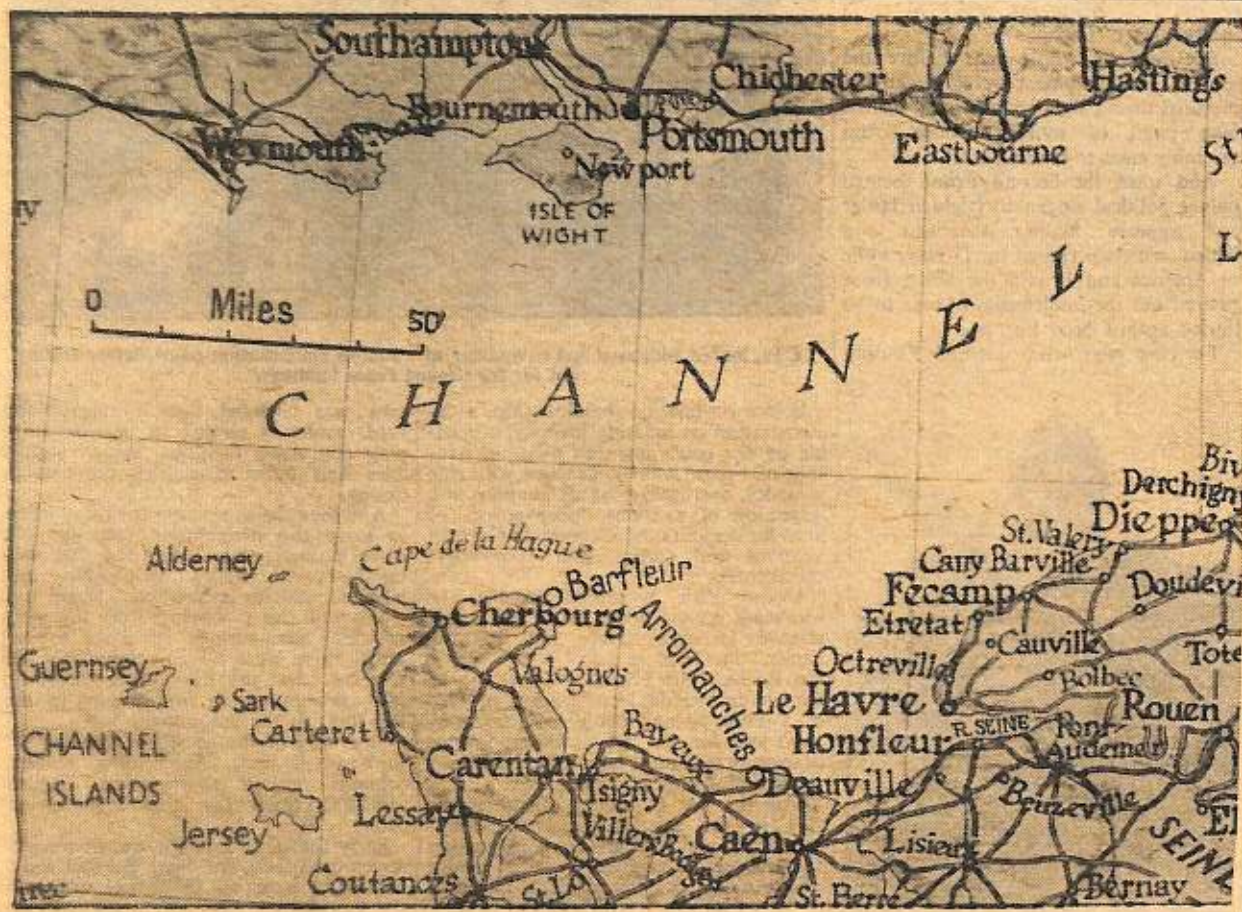


Allies Driving Into France



Opposition Less Than Expected; Troops 10 Mi. In

Allied armies, supported by more than 4,000 ships and 11,000 warplanes, stormed the northern coast of France in the dark hours of yesterday morning to open the decisive battle for the liberation of Europe, and by nightfall had smashed their way ten miles inland to Caen, between the vital ports of Cherbourg and Le Havre. Enemy radio stations said heavy street fighting was in progress.

By reaching Caen, the invasion forces may have cut the railway running from Paris to Cherbourg, main route for the supply of Hitler's troops on the peninsula.

German opposition in all quarters—sea, air and land—was less than expected, according to information reaching supreme headquarters and losses appeared to be astonishingly light.

American naval losses were only two destroyers and one LST (landing ship, tank) craft, while American air losses were kept to one per cent, President Roosevelt revealed in Washington on the basis of a noon dispatch from General Eisenhower. The President said operations were "up to schedule."

Losses of troop-carrying aircraft were extremely small, although more than 1,000 of such planes were used, headquarters disclosed. The airborne troops themselves were "well established," Prime Minister Churchill had announced earlier.

And as for the forces which landed on the beaches, Adm. Sir Bertram Ramsay, Allied naval commander-in-chief, reported that "naval ships landed all their cargoes 100 per cent." He added that there was "slight loss in ships, but so slight that it did not affect putting armies ashore. We have got all the first wave of men through the defended beach zone and set for the land battle."

Along a front described by the Germans as 80 miles long—from the mouth of the Seine River at Le Havre to the tip of the Cherbourg peninsula—American, British and Canadian troops landed on French soil from the choppy waters of the English Channel and from the storm-studded skies.

From 600 naval guns, ranging from four to 16 inches, and from massive fleets of supporting planes, ton upon ton of high explosives thundered into the concrete and steel of the West Wall which Hitler erected to guard his conquered countries.

The actual landings took place in daylight after an aerial assault on the coastal defenses which lasted from before midnight to dawn, a communique disclosed late last night. The airborne troops, however, had landed behind enemy positions during darkness.

Between 6.30 and 7.30 two naval task forces—one commanded by Rear Adm. Sir Philip Vian, aboard HMS Scylla, and the other by Rear Adm. Alan Goodrich Kirk, aboard the U.S.S. Augusta—launched their assault forces at enemy beaches.

It was on the cruiser Augusta that President Roosevelt and Prime Minister Churchill signed the Atlantic Charter in August, 1941.

The mightiest air and sea armadas ever assembled paved the way for the successful landings. American warships participating included battleships, cruisers and destroyers, as well as hundreds of smaller craft and troopships.

Thirty-one thousand Allied airmen, not counting airborne troops, made a continuous road through the night in the skies over France. Between midnight and 8 AM more than 10,000 tons of high explosives were hurled upon the Normandy invasion area by Allied aircraft, which flew 7,500 sorties.

Against this aerial might the Luftwaffe was able to mount only 50 sorties, despite an order of the day from Goering that "invasion must be beaten off even if the Luftwaffe perishes." Allied fighters swept 75 miles inland without opposition.

After an initial communique made the momentous announcement of the landings, Prime Minister Churchill gave the first word that the assault had been successful. To a cheering House of Commons he announced shortly after noon that landings were proceeding according to plan, that sea obstacles planted by the Nazis had been less serious than had been feared, that the fire of shore batteries had been largely quelled, and that airborne landings had been effected successfully behind the enemy lines.

Later, after visiting Gen. Eisenhower's headquarters with King George VI, Churchill said that "many dangers and difficulties which appeared at this time last night to be extremely formidable are behind us. The passage of the sea has been made with far less loss than we apprehended."

A spokesman at Supreme Headquarters Allied Expeditionary Forces (SHAEP) declared last night that the "first four or five hurdles" in establishing Allied forces on the Continent had been overcome, and that the positions of the Allied troops definitely gave "no cause for pessimism." No specific information was given on the landing points or the progress made.

It was left to the Germans to give most of the details, and all day long came a steady stream of reports from German agencies of new airborne and sea landings, most of them between Le Havre and

Cherbourg and some airborne landings southwest of Boulogne.

Enemy radio stations late last night painted a picture of growing Allied successes, with new beachheads established and a general spreading-out from positions on coastal stretches already occupied.

German Overseas News Agency said fierce fighting was in progress along the whole 19-mile stretch of road between Carantan and Valognes on the Cherbourg peninsula. Paratroops established themselves on both sides of the road and later were reinforced by glider troops, the agency added.

Vichy radio said Allied reinforcements were pouring into the beachheads and "it must be admitted the Allied landing area has been considerably extended."

The French radio station at Brazza—
(Continued on page 4)

Greatest Umbrella for Landing

Armadas of Allied Planes Hammer Nazi Targets

Unleashing the full fury of Anglo-American air power, Allied aircraft yesterday bombed and strafed mile after mile of French beaches, seizing undisputed mastery of the air and heaping record-breaking tons of explosives on Nazi coastal installations in providing the greatest umbrella in history for the invasion forces.

Between midnight and 8 AM yesterday alone, 10,000 tons of steel went cascading down on German targets on the coast of Normandy. In the same period more than 31,000 Allied airmen, not including airborne troops, dominated the sky over France.

It was estimated that in a final capitulation the number of sorties flown yesterday would soar to more than 20,000.

In spite of the staggering number of sorties flown by the Americans only 1 per cent of the aircraft operating were lost, President Roosevelt announced in Washington at noon.

Luftwaffe Stays Down

So sparse was Luftwaffe opposition that most airmen did not encounter a single German fighter. Few of the 1,750 fighter planes which it is estimated the Nazis can muster to oppose the invasion put in an appearance.

High-ranking officers of Supreme Headquarters emphasized, however, that there was no reason to believe the Luftwaffe had been defeated.

"Fighting of the greatest severity is in store before the Luftwaffe is wiped out," according to one air officer.

American heavies, flying three missions for the second time in four days, roared out at 6 AM, at noon and again in the mid-afternoon at a cost of only four bombers.

In the first assault a record force of more than 1,300 Fortress and Liberator bombers struck more than 100 German targets on the French coast. Later in the day a medium force of B24s and B17s flew behind the West Wall to pound a defended German position. Most of the bombers in the second raid returned with their loads because the presence of Allied troops made it inadvisable to bomb through overcast. Another Nazi strongpoint was battered on the third mission.

Not one enemy fighter was encountered. Bombing, strafing and patrolling fighter aircraft of the Ninth Air Force were in the air continuously yesterday from 4.30 AM, covering the movement of the Allied Expeditionary Force over sea and on to the beaches, and probing ahead of the landing parties for tactical objectives beyond the operations zone.

Starting yesterday morning with air—
(Continued on page 3)

'This Was the Invasion'

Flying S & S Writer Files First Eyewitness Story

By Bud Hutton
Stars and Stripes Staff Writer

Six thousand feet below, troops surged over the beaches of France and against Hitler's Atlantic Wall, and as the first black dots moved over the white sand a gunner said over the interphone: "Jesus Christ! At last."

On the dirty dark green of the Channel waters, battleships, cruisers, destroyers and more man-carrying craft than you could count rolled steadily toward the green fields and the white towns the Nazis had taken from France.

Teheran Set Landing Time With Stalin's OK, Says FDR

WASHINGTON, June 6—President Roosevelt disclosed today that the approximate invasion time was set at the Teheran conference last December and that Marshal Stalin was completely satisfied with it. The precise date, however, was determined only within the last few days.

Citing losses far lower than expected, Mr. Roosevelt told his press conference that politicians who had been demanding a second front for months would see now why the Allies had waited—the extra time had enabled Gen. Eisenhower to have many more divisions and landing craft.

Through a smoke screen the wraith-like shapes of warships loomed a moment, chameleoned into blobs of flame as another broadside roared off to find some Wehrmacht strongpoint beyond the coast. This was the invasion.

North and south, all across the Channel and deep into the reaches beyond the concrete-bound coasts of the Continent, some 7,000 American and Allied warplanes flew in the greatest aerial armada in history. They drove the Luftwaffe from the skies with guns, and with bombs the German gunners and infantry from their camouflaged strongpoints beneath. Marauders and Havocs, Fortresses and Liberators, Mustangs, Thunderbolts, Lightnings and all the myriad craft of the RAF filled the sky until there was no room for more.

From a Marauder medium bomber of
(Continued on page 4)

Eisenhower's Order of Day

The following order of the day was issued yesterday by Gen. Eisenhower to each individual of the Allied Expeditionary Force:—

"Soldiers, sailors and airmen of the Allied Expeditionary Force!

"You are about to embark upon the great crusade, toward which we have striven these many months. The eyes of the world are upon you. The hopes and prayers of liberty-loving people everywhere march with you.

"In company with our brave allies and brothers in arms on other fronts, you will bring about the destruction of the German war machine, the elimination of Nazi tyranny over the oppressed peoples of Europe, and security for ourselves in a free world.

"Your task will not be an easy one. Your enemy is well trained, well equipped and battle hardened. He will fight savagely.

"But this is the year 1944! Much has happened since the Nazi triumphs of 1940-41. The United Nations have inflicted upon the Germans great defeats in open battle, man to man. Our air offensive has seriously reduced their strength in the air and their capacity to wage war on the ground.

"Our home fronts have given us an overwhelming superiority in weapons and munitions of war, and placed at our disposal great reserves of trained fighting men. The tide has turned! The free men of the world are marching together to victory!

"I have full confidence in your courage, devotion to duty and skill in battle. We will accept nothing less than full victory!

"Good luck! And let us beseech the blessing of Almighty God upon this great and noble undertaking."

The order was distributed to assault elements after their embarkation. It was read by commanders to all other troops in the Allied Expeditionary Force.

Late Bulletins

FIRST U.S. RAID FROM USSR BASES

U.S. BOMBER BASE, Soviet Union, June 6 (Reuter)—In the first American raid of the war from new shuttle bases on Soviet soil, scores of U.S. heavy bombers showered tons of high explosives and incendiaries on airdrome installations at Galatz, Rumania, today and then returned here.

STALIN LAUDS ALLIES ON ROME

A congratulatory message from Marshal Stalin on "the great victory of the Allied Anglo-American forces" at Rome was made public last night by Prime Minister Churchill. Stalin wrote that the news of Rome capture was "greeted in the Soviet Union with great satisfaction."

INVASION JAMS U.S. PAPERS

WASHINGTON, June 6 (Reuter)—Many newspapers announced tomorrow's editions would not contain advertising because of pressure of space.

Behind D-Day, Long Preparation

THE STARS AND STRIPES

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Vol. 4, No. 185, June 7, 1944

The Great Crusade

THE free men of the world are marching together to victory. I have full confidence in your courage, devotion to duty and skill in battle. We will accept nothing less than full victory."

With these words General Eisenhower in his order of the day to all troops put in motion the Allied Expeditionary Force fighting for the liberation of nations enslaved under the sign of the swastika.

The extent of our might against the Germans is difficult to visualize. Only those fighting in the noise and terror of battle will ever know what it means.

But the individual soldier sees and hears only what is around him. The infantryman, running across a beach with his wet feet caked in clinging sand, has the hollow boom of mortars and the crack of machine guns in his ears.

Out in the sea the men in landing craft and sailors in warships are deafened by the full-throated roar of salvos of naval guns as they move in for the kill.

In the air the flier sees the panorama of battle below, tiny figures on a painted canvas moving with seeming slowness and casualness that belie their dangerous mission.

All together these vast forces rush forward with a power that nothing can stop, carrying the flags of free nations as a symbol of liberty.

In the words of General Eisenhower: "Good luck, and let us all beseech the blessing of Almighty God upon this great and noble undertaking."

This Is It

THE long months of training are over. Dry runs are ended. Maneuvers are a memory. This is the real thing. The army of liberation has struck at the heart of the enemy with full force.

Back of the blow is that period of waiting and getting ready for D-Day. There were endless details to be attended to, and there were irksome delays that had to be overcome.

Planning went on, supplies were ordered and delivered, men were equipped and trained, and finally the men and the plans were coordinated into the greatest and most powerful Allied army the world has ever seen.

Then the wait for D-Day began. Hitler's newspapers screamed imprecations at us, Nazi propagandists without logic said they had learned that our army would strike in March, in April, in July, or even that the whole thing had been postponed until next year.

Meanwhile back home there were outcries that the move across the channel should begin immediately.

Proddings from all sources were an added burden to those who had the responsibility of planning this gigantic undertaking.

In the midst of it all, General Eisenhower appeared to us to be more calm than anyone else. Every soldier who saw him remarked on his smile and his ready understanding of the problems at hand.

On the very eve of the invasion he stood on a rooftop and watched our planes roaring toward France, the first wave of the liberation spearhead.

In a bare tent he met news correspondents to tell them that tomorrow the Army would move. One of the correspondents wrote: "He greeted each of us with a handshake and a friendly lopsided grin."

When the final minute ticked off the clock, soldiers picked up their rifles and started across the channel.

Each man knows his duty, whether he is in the front line or at any point along the way toward the rear areas, and no man must let anything stand in the way of doing that duty to the uttermost limits of his strength.

Hash Marks

As one GI yesterday remarked to a pal, "Many happy returns of D-Day!"

Overheard in the Blackout: Two girls were chatting away. Said one, "Surely you're not going to let that redhead steal your boy friend!" Came the determined reply, "Never, I'll dye first!"

(At an air service command depot somewhere in England) Lt. James B. Riggs saw it happen. A captain from



Texas was deep in the doldrums. He suddenly snapped out of it by bringing out a Lone Star State flag, unfurling it and parading about the office.

Here's a little toast: At first glance it looked to us like some crazy rhyme on the mairzy doats style, but if you read it enough it begins to make sense—a lot of sense, in fact. "Here's to you my dear; and here's to the dear who isn't here. If the dear who isn't here were here, my dear, I would not be calling you 'dear,' my dear."

Another unsigned verse left in the typewriter. Sounds like one of those morning after affairs: Wine and women and a few notes of song Is the eternal triangle that makes guys go wrong.

The kids who like our gum have one guy on their side, anyway. There's an air service command CO over here who picks up the little tykes in the neighborhood and brings them to camp on the day the boys draw their rations.

GI Philosophy. Women are like watches. They have pretty hands, pretty faces and good movements; but they are hard to regulate when they get out of order.

From the pen of 1/Sgt. Harry Chard comes this "Card Player's Lament": Since the Army's pay increase Penny blackjack's causing trouble. There's a monetary inflation For we're going down for double.

Most surprised man of the week was Cpl. William Siebold. Eagerly opening a package from home, he found 12 tea bags. (Sort of like getting a case of bitter.)

Big City Scene. It was a hot night. The GI had a long way to ride and the subway was packed. How to get a seat—



that was the problem. Fishing in his pocket for a strong cigar, he lit the rope, took a few puffs, exhaled and soon had a whole section to himself.

GI Definition (old but true). Double-time is a means of swift locomotion to reach an objective sooner, thereby permitting a longer wait for whatever it was you double-time for.

J. C. W.

Forces, Home Front Together Sweated To Get Ready

They took away their overcoats, they took away their money, and they took away practically everything else except their arms and ammunition, and they said: "You're going to have a nice holiday by the seaside. You won't have any KP or fatigue details or training or anything else. Just relax."

That's the way the assault divisions of the U.S. Army got ready to crash the beaches of Europe.

But for one whole year before the soldiers and equipment were massed for the final thrust, men concentrated on the lone point of moving troops from assembly areas to landing craft.

And when the Second Front seemed only a political slogan to frighten Hitler and appease Stalin, American and Allied soldiers prepared for D-Day, while in America and Britain the home front poured out the implements of war to be hurled against Nazi Europe.

For the men who stormed Festung



A Yank, loaded down with equipment, including waterproofed guns, bangalores, torpedoes, etc., trekking down an English road to embark for the first landings of the Second Front.

Europa yesterday, D-Day was days behind. Weeks before the news broke that Allied forces had begun the invasion, U.S., British and Canadian formations chosen to take part in the operation already had taken their first step toward their beachhead.

Almost a month before the signal to scale the West Wall was given the invasion soldiers left their training camps for a concentration area, traveling either by truck or special train.

For perhaps three weeks they lived in the concentration area, which later became a marshalling area as units were split up into parties which would embark as craft loads arranged tactically for speedy deployment in the assault phase.

American units, up to the time they left for ports of embarkation, trained 11 hours a day for their invasion tasks. One unit's last-day schedule included:

Thirty minutes of rigorous calisthenics,



LSTs, loaded with men and equipment at a British embarkation point, before setting out for the Second Front landings.

a lecture on how to abandon ship, a demonstration on inflating lifebelts, a briefing on the unit's invasion mission, issuance of French money, practice with rifle grenades, overhauling of all weapons and inspection of weapons, preparation of fuses for demolitions, a lecture on German weapons and tactics, and even more calisthenics.

Under their pyramidal tents, and sprawling on the green grass, the troops learned to say: "Halt, put up your hands," in German, and "Which way is the Boche?" in French. They got refresher courses in identification of German uniforms and equipment, and they were told for the last time that in case of capture they must tell only their names, ranks and Army serial numbers.

For the last 60 hours of the men's stay in the marshalling areas, loud-speakers blared through the camps, telling the last-minute arrangements for troops about to embark. Sometimes these would be drowned out by the roar of passing tanks.

Before the invasion was launched, miles upon miles of coastal area were devoted to the assembly of troops. The entire region, divided into zones, was surrounded by a wall of secrecy, and persons not on official business were strictly barred. Civilians living in the area were not permitted to talk to the troops.

The Germans launched a vicious air attack on May 28, the day the assembly

area was changed into a marshalling yard, evidently aiming to destroy shipping and dock facilities, smash supply lines and inflict casualties on combat troops.

And then the time came for the soldiers to leave the marshalling area for the embarkation point. Waiting, they saw hundreds of tanks, half-tracks and wheeled vehicles lumber past, going too.

Aboard the troopships, on the sides of which were suspended smaller landing craft, there were no complaints, despite the fact that the men were packed in like sardines, eating and sleeping by the hundreds in the same room.

Boarding of the vessels began May 30 in a small way. Since then, endless columns headed through an English front-line town for the embarkation point.

Early that first day, the troops moved across the beach, and later the first eight boatloads were on their way out into the bay, where they were swung up on davits to transports. Later units were destined to go aboard LCLs, LSTs and other craft, but the entire movement from shore to ship was made in little assault boats.

Those who saw the small advance parties, with their light combat packs, march to the jumping-off points were not able to say, "This was it." But the troops knew; they knew the hour had come this time for sure. This was it.

Gen. Ike, Calm and Confident, Jokes With Troops at Takeoff

By E. V. Roberts

Representing Combined U.S. Press

ALLIED ADVANCED COMMAND POST, June 6—Gen. Eisenhower stood on a rooftop on Invasion Eve and watched a mighty airborne armada form in the dusk sky and wing its way toward France and the beginning of the final phase of the War of Liberation.

The Supreme Commander radiated a calm confidence contagious to those about him. He spent the greater part of the day among the troops, seaborne and airborne, walking from group to group, chatting and laughing with the men.

In the afternoon Eisenhower met with a small group of press and radio representatives for an hour and a half. The conference took place in his Command tent, a plain bare-walled structure about 20 feet square, with canvas roof and walls of stained pine boards. At the start, he greeted each of us with a handshake and friendly, lopsided grin.

This post from which Gen. Eisenhower is directing the invasion is located strategically near the bases from which

the mighty assault fleets launched their attack.

The weather, we learned, had been the biggest headache in the selection of D-Day. At one time Gen. Eisenhower interrupted his discourse to look out of the door and comment with enthusiasm upon a patch of sunshine.

The General sat comfortably, slouched behind his big battered desk. On the desk-top was a green telephone, a desk-lamp and inkwell and a packet of cigarettes. During the conference he occasionally leaned forward to tap with a finger for emphasis. He smoked constantly, sometimes lighting one cigarette from another. Beyond that he made no movement. He did not appear to notice the express train roar of constant Allied air patrols overhead.

We correspondents were permitted to tag along on the Supreme Commander's visit to the Airborne Units, but only with the understanding that we would remain definitely in the background. There is a warm personal relationship between Gen. Eisenhower and his men and he made it clear that he wished it to remain personal.

At the airborne assembly areas Eisenhower walked swiftly and alone through the groups of men. Where they were drawn up at attention he asked that they be placed at ease. He stopped frequently, picking men at random to talk with. Often he was completely surrounded by the men and they trooped after him laughing and joking like schoolboys.

I estimate that during the evening hours he talked with several hundred men individually. He asked them where they were from—he seemed determined to find a paratrooper from his home state of Kansas—and what they did in civilian life, and what their army job was. Then he added personal touches. He asked a youngster where he got his haircut and an ex-Dakota farmer how much wheat he grew per acre. He asked about the weird war paint of the paratroopers and was told it was a mixture of cocoa and cottonseed oil. "It tastes good," one trooper told him.

The Supreme Commander's party reached the last base just at takeoff time. At seven-second intervals the big C47s roared off the runway and lurched into the sky in a seemingly endless stream. Eisenhower was escorted to the roof of headquarters for a better view as they circled above, coming into formation for the great task ahead.

He turned his face toward France and watched them vanish in the darkening sky.



Wingart

Yanks Were Grim, Set When Boats Pulled Out

Dressed in full battle regalia and armed with the most effective death-dealing weapons ever devised, American combat troops, their long training period over at last, quietly slipped out of British ports early yesterday morning bound for the beaches of France.

From anchorages massed with the greatest fleet of ships ever assembled they went, briefed for their task, with full knowledge of where they were going and what they were to do.

Advance parties of assault troops, grim and fighting fit, already had clambered aboard blunt-nosed assault boats and later boarded larger vessels.

In an operation called by a Navy beachmaster the smoothest he had ever seen, endless columns of men and vehicles—half trucks, trucks, jeeps, command cars—moved across the beaches, halted near control points near embarkation ramps, entered assault boats and sailed out to sea, where they later boarded transports and landing craft.

Decks were lined with soldiers in gas masks, gas-protective clothing, lifebelts and helmets, camouflaged with twigs and netting.

Every infantryman was a walking arsenal. Besides his 80 rounds of M1 ammunition, each soldier carried three grenades, placed in an extra canteen carrier attached to his rifle belt. Some were armed with M1s, some with Springfield rifles which had grenade launchers. Others had BARs, bazookas, flame-throwers, TNT pole charges and all the other equipment necessary to reduce fortified positions.

Food provisions for eight days, plus one day's emergency rations were put aboard the landing vessels. Each man was issued with emergency rations for the first day. After that field kitchens will be in operation.

In addition, each American invading the Continent had been given 200 francs—the equivalent of \$4 in American money.

Every man embarking, from generals down to buck privates, for a week before D-Day had known exactly where he was going, what he was going to do and how he was going to do it.

But there was no danger of leakages. Once the men were briefed they were "quarantined" and completely cut off from all outside contact until safely aboard their ships.

More than 1,000 guards were posted outside the perimeter of the marshalling area and additional thousands inside with orders to shoot to kill anybody attempting to leave. Even the cooks were not allowed to get in touch with the men, the food being cooked outside the area and brought in by trucks and handed through the barbed-wire enclosures.

The assembly areas along the British coast changed to marshalling areas last Sunday and troops were then briefed on their exact missions, the War Department announced in Washington yesterday. Immediately, the soldiers were distributed from battalions into "craft loads," ready to move instantly.

Nazis Off Guard, Discovered Assault Too Late to Stop It

Written for the Combined Press
ON BOARD A PT BOAT OFF FRANCE, June 6—The Germans spotted the Allied invasion armada too late to do anything to prevent the landings.

Thousands of vessels—the entire invasion fleet—arrived at their rendezvous safely this morning. The Germans were taken completely by surprise, and it was not until 3.30 this morning that a German reconnaissance plane discovered the invading forces moving into position.

An hour after the heavy bombardment of German shore positions began the Nazis had still failed to send a single answering shot.

Dawn revealed the most amazing sight ever seen in this or any other war. There were ships everywhere, and planes were darting through the clouds above them.

Heavy broadsides from Allied battle-ships and cruisers are now rumbling through the overcast morning like some giant clearing his throat. The yellow flames from the gun muzzles all but obscured the ships as thousands of tons of explosives pour into the shore. There they burst in a terrifying bulb of crimson flame against the German shore installations.

There are destroyers and every conceivable type of landing craft jockeying for position in waters saturated with ships, awaiting the opportunity to discharge their cargoes.

The low shore-line of France seems to quake under the impact of bombs and shells being rained upon it.

So completely asleep were the Germans that British minesweepers which escorted this PT squadron cleared a broad highway right up to the French coastline.

This maneuver, unprecedented in naval history, was carried out without the loss of a single ship. The invasion might have been very costly if it had not been for the minesweepers.

In spite of rough seas, which left the crews of the PT boats battered and many acutely seasick, the American plywood navy shepherded the minesweepers along the charted route all night.

Because of the slowness of the minesweepers it was necessary to begin the operation in broad daylight yesterday. Perfect air coverage kept any German planes far away from the operation. Shortly after midnight the flotilla moved

Yanks March to Kickoff Point



American troops on the march, this time headed for an embarkation pier somewhere in England, where they boarded landing craft for the invasion of Nazi-occupied France.

5th, 8th Armies Chase Germans North of Rome

FDR Warns Victory Is Still Distant and Will Be 'Tough and Costly'

The Fifth and Eighth Armies drove after the swiftly retreating German forces in Italy yesterday in two relentless spearheads above Rome.

The Fifth moved across the River Tiber on the first stage of a new drive for the naval base of Civita Vecchia, 35 miles northwest of Rome on Highway 1. On its right flank the Eighth plunged through the hills north of Highway 6 in a drive to cut Highway 5, the main cross-Italy road from Rome to Pescara, and outflank the Germans on the Adriatic.

Forces of the Eighth linked up with the Fifth in the Rome sector, and Tivoli, on Highway 5 east of Rome, was taken. The Germans were reported tumbling back from Rome in disorder and making only weak resistance in many places. Numbers of their new Mark V Panther tanks were found abandoned due to mechanical breakdowns.

The pursuing Allies apparently were unable to keep up with the retreating foe and no important fighting was reported.

Meanwhile President Roosevelt warned that "it would be unwise to inflate in our minds the military importance of the capture of Rome."

"We shall have to push through a long period of greater effort and fiercer fighting before we get into Germany itself," he said in an address broadcast from Washington early yesterday (ETO time). "The Germans... have suffered heavy losses, but not great enough yet to cause their collapse. Germany has not yet been driven to surrender. Germany has not yet been driven to a point where she will be unable to recommence world conquest a generation hence."

"Therefore victory still lies some distance ahead. That distance will be covered in due time, have no fear of that. But it will be tough and it will be costly."

Similarly, Gen. Sir Henry Maitland Wilson, supreme Allied commander in the Mediterranean, replying to official congratulations from Washington, said that "there is still much to be done to complete the destruction of the German forces" in Italy.

System of Spreading Defense Again Pays Off for the Allies

As the pattern of strategy unfolds, the reasons for the present landings at the places chosen will become more clearly defined. The Allied High Command undoubtedly has surprises up its sleeve which will crown with success this greatest overseas operation in history, despite natural or unnatural barriers.

Convoys Moved to Docks On 24-Hour Schedule

An endless stream of convoys and marching troops poured into "L (Leading) Day" ports, day and night. Strategically located road-convoys regulation points checked to assure movement on timetable schedule. Troops traveled on the best roads, many of them previously widened and reinforced to bear the unprecedented load.

Sports in Brief

Minor League Results			
International League			
Toronto 4, Jersey City 2	Montreal 6, Newark 4	Baltimore 4, Rochester 2	Buffalo 3, Syracuse 2
W L Pct.	W L Pct.	W L Pct.	W L Pct.
Jersey City 23 16 .590	Toronto 20 18 .522	Buffalo 23 17 .575	Montreal 19 19 .500
Rochester 23 18 .561	Syracuse 13 22 .371	Baltimore 20 17 .541	Newark 12 26 .316
Eastern League			
Albany 7, Wilkes-Barre 5	Binghamton 3, Elmira 1	Hartford 20, Scranton 9	Only games scheduled.
W L Pct.	W L Pct.	W L Pct.	
Albany 22 9 .710	Elmira 13 17 .433	Hartford 22 10 .688	Binghamton 13 17 .433
Williamsport 16 15 .516	Utica 13 20 .395	Wilkes-Barre 17 17 .500	Scranton 11 22 .333
American Association			
Milwaukee 14, Indianapolis 6	Louisville 10, Kansas City 4	Other games postponed.	
W L Pct.	W L Pct.		
Milwaukee 33 11 .750	Toledo 19 21 .475	Columbus 25 16 .610	Minneapolis 16 21 .430
St. Paul 19 14 .576	Kansas City 13 27 .325	Louisville 24 18 .571	Indianapolis 12 31 .279

Umbrella

(Continued from page 1)
borne penetrations behind the enemy lines in northern France, Ninth Air Force aircraft up to 10 PM had flown more than 4,750 individual missions.
Eighth Air Force fighter pilots flew in relays from dawn until late twilight, stopping only long enough to refuel, snatch a sandwich and get back into the air. Only ten enemy aircraft were engaged by the pursuits in a day in which they strafed Nazi convoys, army vehicles and troop trains and dive-bombed marshalling yards and bridges.
Between 11.30 PM Monday and sunrise yesterday more than 1,000 RAAF heavy bombers, divided into ten task forces, battered German batteries along the French coast to clear the way for the ground troops. Five thousand tons of bombs were dropped.
Taking up where the RAF left off, more than 350 Marauders, preceding by minutes the first seaborne troops to cross the Channel, took off in a cold, driving rain to batter coastal defenses and gun emplacements on the French shore. They carried 16 250-pound bombs each and flew at altitudes down to 4,000 feet—the lowest level at which they have operated for more than a year.
In operations up to noon the Ninth Air Force lost two Marauders, three fighter-bombers and 15 troop-carrier aircraft.

AFN Radio Program

- On Your Dial
1375 kc. 1402 kc. 1411 kc. 1420 kc. 1447 kc.
218.1m. 213.9m. 212.6m. 211.3m. 207.3m.
- Wednesday, June 7
- 1100—Spotlight on Hal Mallett.
 - 1115—Personal Album with Margaret Whiting.
 - 1130—Great Music—Walter Houston introduces the classics.
 - 1145—Sad Sacklers Trio.
 - 1200—Neon Edition.
 - 1205—Barracks Band.
 - 1300—World News (BBC).
 - 1310—Melody Roundup.
 - 1330—Andre Kostelanetz (Return Engagement).
 - 1400—News Headlines—Oscar Rubin.
 - 1430—Visiting Hour.
 - 1500—Music While You Work (BBC).
 - 1530—Off the Record.
 - 1630—Lone Ranger—Hi Ho Silver!
 - 1700—South American Way.
 - 1725—Quiet Moment.
 - 1730—BBC Symphony Orchestra and Program Resume.
 - 1800—World News (BBC).
 - 1810—GI Supper Club.
 - 1900—Seven O'Clock Sports.
 - 1905—Rhapsody in Khaki.
 - 1935—McGe and Molly.
 - 2000—News From Home—Nightly roundup of news from the U.S.A.
 - 2010—Fred Waring Program.
 - 2025—Calling AFPOs.
 - 2030—Kay Kyser.
 - 2100—World News (BBC).
 - 2115—Bob Hope Show—with Frances Langford, Virginia Bruce and Stan Kenton Orchestra.
 - 2140—Showtime with Dinah Shore.
 - 2200—U.S. Army Band.
 - 2225—One Night Stand—with Al Donahue.
 - 2255—Final Edition.
 - 2300—Sign off until 1100 hours Thursday, June 8.

Terry and the Pirates



Li'l Abner



D'Major! D'Nazi Major!



Daylight—An' A Ladder!!



Floating Under the Sidewalks of New York



U.S. Hears News Soberly; FDR Pens a Prayer

President Sits Up Late to Follow Action; Lights Blaze in Pentagon

NEW YORK, June 6—Prayers were said in churches and homes throughout America today as the nation grimly and soberly heard the news at last that its sons were embarked on the great invasion.

President Roosevelt, closeted alone in his bedroom, spent the early hours before dawn composing a national prayer for the victory of the Allied liberation forces. Time was reserved on all the radio networks at 10 o'clock tonight (4 AM in the ETO) for the Commander-in-Chief to read his prayer and for listeners all over the land to join in it.

Other prayers were offered during the day in the various states in accordance with D-Day proclamations issued by the governors. In New York, Mayor Fiorello H. LaGuardia arranged a mass prayer meeting at Madison Square Garden.

Times Square Nearly Deserted

It was half-past midnight in New York and the theater crowds had departed from Times Square when the first German announcements came, and the endless belt of lights around the Times building spelled out the news and the radios of the taxicabs along the curbs broadcast cautious bulletins. SHAEF's confirmation did not come until three hours later, when most of the East was asleep.

It was still Monday in Hollywood—the day before D-Day—when the first news reached the movie colony. Bands stopped playing in the night clubs and dance halls while the glib MCs, not so glib for once, announced the opening of the invasion. The gaiety went on—but somehow it was not as gay as it had been. At the Clover Club many prominent film stars bowed their heads while an Army chaplain offered a prayer.

In war plants from coast to coast, men and women on the night shift heard the news over public address systems. In some plants they cheered, in others they listened silently—in all of them they went right on working.

Lights Blaze in Pentagon

There was no sign of anything unusual in Washington before the news broke but soon after 1 AM lights flared up in windows all over the War Department's sprawling Pentagon Building and officials began arriving at other Government offices by taxi and private car.

At the White House, President Roosevelt sat up with a few intimates listening to the radio and receiving direct reports from the War Department. Gen. George C. Marshall, Chief of Staff, had remained at his desk all night but other officials, including Secretary of War Henry L. Stimson, were at home.

Jap Destroyers Sunk in Pacific

U.S. Liberators sank a Japanese destroyer in the Halmahera sea, 300 miles northwest of New Guinea, and probably destroyed another off Manokwari, in the Geelvink Bay area of Dutch New Guinea, on Saturday night, Gen. Douglas MacArthur's communique revealed yesterday.

Meanwhile an American column pushed within two miles of enemy-occupied Mokmer airdrome on Biak Island in Geelvink Bay by outflanking Japanese positions on a ridge north of the field.

Heavy bombers from the Admiralty Islands dumped 79 tons of bombs on Dublon and Eten Islands in Truk atoll and shot down seven of 20 enemy interceptors for the loss of one Allied plane. More than 60 tons were dropped on supply dumps and bivouacs in the Wewak-Hansa areas of British New Guinea.

On the Burma front, Lord Louis Mountbatten's communique reported that Lt. Gen. Joseph W. Stilwell's forces captured a Japanese position at the northern edge of Myitkyina and destroyed enemy defenses to the south and southwest.

Letters to Home Front Kept the Invaders Busy

Movement into marshalling areas had brought about a natural lull in mail from home, but the flow of outgoing mail kept censors and mail clerks chained to their jobs as invasion troops penned letters until boarding the boats.

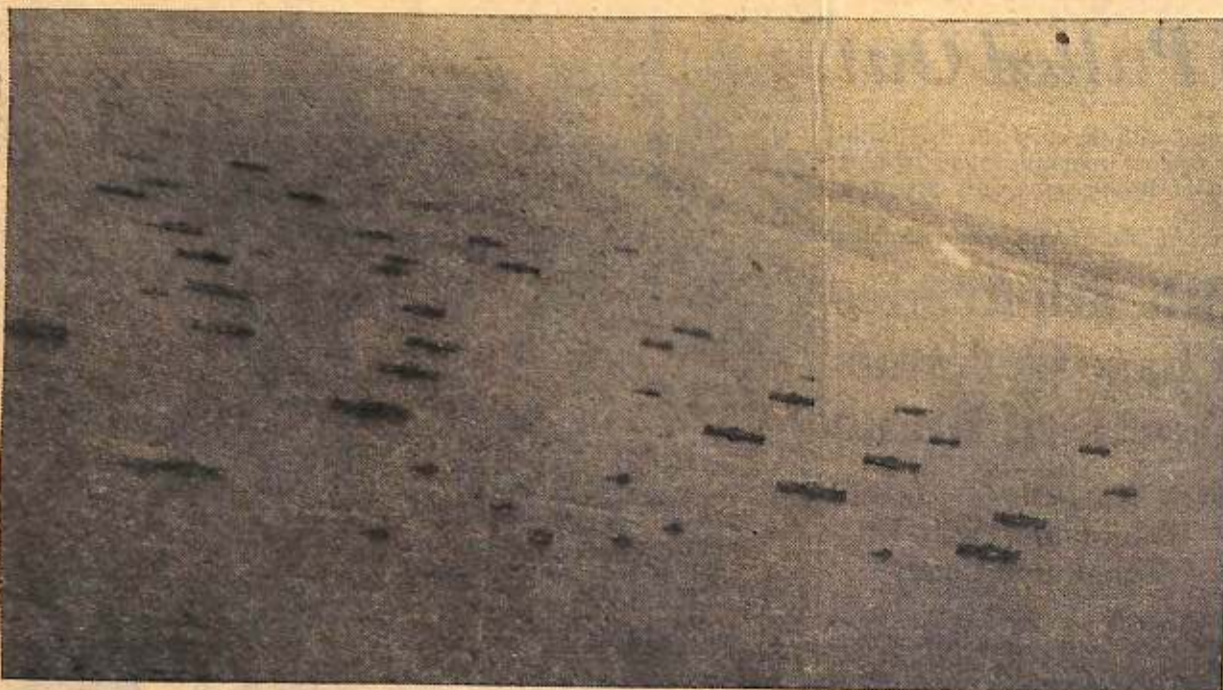
When they weren't writing letters or playing softball, U.S. troops sprawled in tents jammed with battle equipment, reading or just resting "in the sack."

Two Invaders Cited

Two GIs took a few minutes off in their marshalling area to receive Silver Stars for gallantry in action during the Sicilian campaign. They are T/Sgt. Edward A. Piona, of Newburgh, N.Y., and Sgt. Robert A. Price, of Far Rockaway, N.Y.

German Army Halts All Leave
Basle, Switzerland, June 6 (Reuter)—All military leaves have been stopped in Germany and even convalescent wounded have been recalled, a report from the frontier said today.

Armada Moves Within Firing Range of French Coast



D-Day's invasion coast is barely visible as this aerial picture shows an Allied armada nearing the end of its historical voyage across the Channel early Tuesday morning.

Allied Armies Driving Wedge Into France

(Continued from page 1)
ville said street fighting was in progress in Caen.

German radio also announced that Allied airborne troops, supported by the softening-up firepower of naval units, had landed in the Channel Islands of Jersey and Guernsey, British possessions in the hands of the Germans since 1940.

Between Le Havre and Cherbourg the main landings reported by the enemy were:

Seine Estuary—Strong Allied naval formations conveying troop vessels were attacked, numerous hits being scored on them. Berlin claimed an Allied battleship set on fire, and admitted the loss of one of its own vessels.

Western coast of Seine Bay—Landings made under smoke screens with other airborne landings inland.

Trouville, southwest of Le Havre—Airborne landings, including cargo gliders as well as parachute troops.

Orne Estuary (north of Caen)—Landings from the sea by Allied landing craft which penetrated the estuary. In this area airborne troops, including British units, landed in considerable strength in the Caen area, and last German reports were that they had suffered heavy losses in fighting inside Caen. A whole parachute regiment was wiped out, German Overseas Radio claimed.

Vire Estuary—Landings from the sea similar to those in the Orne Estuary.

Between the two estuaries—Landings reported at Asnel Oustréham, where 80 vessels appeared off the coast; Assnelles and Arromanches, where 200 vessels landed troops which scaled the cliffs with ladders and later landed tanks.

Berlin also said another landing near the Orne Estuary brought Allied troops a few miles inland between Isigny and Carentan, on the estuary, across the marshy country.

'Cherbourg Battle Grows'—Paris
Despite fierce German resistance, Paris radio—less than 100 miles from the fighting—said that the battle for the Cherbourg peninsula was "widening in depth."

A steady stream of Allied troops continued to pour onto the beaches in the vicinity of the bathing resort at Arromanches at noon, Berlin reported, with light tank formations also ashore.

The invasion force was the greatest ever used in amphibious operations. Commanding it, under the supreme leadership of Gen. Eisenhower, was Gen. Sir Bernard L. Montgomery. There were unconfirmed reports that Hitler himself was rushing to France to take charge of Axis forces.

The weather, which had caused postponement of the invasion for 24 hours, ruffled the Channel and caused "awful anxiety," said a spokesman at SHAEF. But the landings were made, although some of the troops undoubtedly were seasick.

For hours without interruption the vast armada of planes charged with softening up the defenses roared over

the coast, while in the water more than 200 minesweepers cleared obstructions before the invasion fleet.

As a result comparatively light opposition was met from enemy naval forces and shore batteries. Coast defense guns were not nearly as effective as they might have been, and despite German claims of heavy damage inflicted by Nazi E-boats, the Allies' naval losses were "very, very small," a SHAEF spokesman said.

The Allied Command said nothing about the great battle being on at last until the Germans found it out for themselves. At 6.35 AM the German Overseas News Agency broadcast a bulletin: "The invasion has begun. German naval forces have engaged enemy landing craft. Paratroops have landed at the mouth of the Seine." Instantly the electrifying news was relayed round the world.

The Allied announcement came at 9.01 AM, when correspondents summoned to the elaborate invasion press room in London's Ministry of Information were given Communique No. 1:

"Under the command of Gen. Eisenhower, Allied naval forces, supported by strong air forces, began landing Allied armies this morning on the northern coast of France."

A few minutes later American and British broadcasting stations sounded the alert for all of Europe, and in the voice of Gen. Eisenhower himself the eager patriots of the other nations were advised to be cautious until the hour for liberation struck in their own lands. He was followed by the exiled rulers and ministers from those countries.

To France the supreme commander directed an even more emphatic appeal. "Follow the instructions of your leaders. A premature uprising of all Frenchmen may prevent you from being of maximum help to your country in the critical hour. Be patient. Prepare."

The two Normandy ports of Le Havre and Cherbourg were the obvious locale for Gen. Eisenhower to spot the first landings. Both are big ports, Le Havre the largest in France, and ports are vital for an amphibious operation on the scale of this offensive. The ports are close together, so that the attacking forces need not be widely split. And each port is on a promontory of the sea rather than a long lateral stretch of coast like the section opposite Dover; this gives the attacking forces a comparatively narrow front to hold while assembling for the advance inland and makes it possible for warships to give supporting fire from both flanks.

The extent of surprise which the Allied troops achieved was not immediately announced by supreme headquarters.

Several times great fleets of Allied vessels had sailed out of British harbors, carrying invasion forces complete even to war correspondents, and had approached within shelling range of the German defenses on Europe's coast only to turn back. German reconnaissance planes had checked closely on the maneuvers, which were carried out at widely separated points.

1st Eyewitness Of 2nd Front

(Continued from page 1)

Col. Wilson R. Wood's Ninth Air Force group, piloted by 1/Lt. Richard E. Robinson, of Pittsfield, Ill., I saw the first Americans go ashore. Just as they went into the low surf, our ship and with it thousands of other bombers and fighters carried out the job toward which Eighth and Ninth Air Force airmen have been aiming since the first Fortress opened its bomb bays above Rouen on Aug. 17, 1942. We poured onto every known German stronghold in the Cherbourg peninsula area in front of the assault craft the heaviest concentrated bombing any spot in the world ever got.

Fountains of smoke and flame and Nazi-poured concrete leaped up along the ridges behind the beaches.

The airmen had been told that on them would rest the task of making the foot soldier's job less bloody. They accepted that task and in its execution bombed from half the altitude they knew could give them a fighting chance of getting home so that their explosives would not miss. To do that job they had gone through a nightmare of flak before they came to the targets.

For long months, the bombers and the fighters have woven a pattern of craters across the ramparts of the Atlantic Wall. The pattern was cut for invasion. On Monday, I flew in the co-pilot's spot of a Marauder piloted by Maj. Paul Stach, of Rosenberg, Tex., to watch the last attack of the many which had come to be called "the pre-invasion blitz."

The bomber men went back to base. They ate and went to bed. At one o'clock in the morning they were called. Sleepy, worn with the strain of two hauls a day almost every day for two months, they walked through the wet night to the briefing. In a plain, undramatic Texas voice, Wilson Wood told them:

"Thirty-three seconds after your bombs hit the target, hundreds of thousands of American boys just as you are going ashore in France. This is the invasion." He talked some more and ended: "Let's kick the hell out of everything Nazi that's left."

Then they cheered, and went out to work.

The clouds broke over the Channel, and suddenly there were more ships than you could see, with the white wakes of them streaming back to the English coast and the dark green of the Channel flat before them to the coast of Europe.

The flak began to come up, but for once the bomber men weren't watching it, because through the murk above the waters off the coast there burst the angry red of warship broadsides, and inland came the answering crimson a few moments later as the shells hit home.

At half the height they've used for bombing the Marauders swept in. The heavy flak burst around the formations, and tracer from machine guns streaked up past the wings; that's how low they flew.

We went away from the flak and began the long journey home and talked too much over the interphone, because this had been the day.

Awesome Sight as Fleet Bombards

By Desmond Tighe

Representative Combined Press
ABOARD A BRITISH DESTROYER OFF BERNIERE-SUR-MER, June 6—Guns are belching flame from more than 600 Allied warships. Thousands of bombers are roaring overhead, fighters are weaving in and out of the clouds as the invasion of Western Europe begins.

Rolling clouds of dense black and grey smoke cover the beaches southeast of Le Havre as the full fury of the Allied invasion force is unleashed on the German defenses. It is the most incredible sight I have ever seen.

We are standing some 8,000 yards off the beaches of Berniere-sur-Mer, and from the bridge of this little destroyer I

can see vast numbers of naval craft of all types.

The air is filled with the continuous thunder of broadsides and the crash of bombs. Great spurts of flame come up from the beaches in long snake-like ripples as shells ranging from 16 inches to four inches find their mark. In the last ten minutes alone more than 2,000 tons of high explosive shells have gone down on the beach.

It is now exactly 7.25 AM and through my glasses I can see the first wave of assault troops touching down on the water's edge and fanning up the beach.

Battleships and cruisers are steaming up and down drenching the beaches ahead of the troops with withering broadsides. The guns flash and great

coils of yellow cordite smoke curl into the air. Great assault vessels are standing out to sea in their hundreds and invasion craft are being lowered like beetles from the davits and head toward the shore in long lines. They are crammed with troops, tanks, guns and armored fighting vehicles of all types.

Conditions are not ideal. A fairly high sea is running and the sky is overcast and dark clouds scurry across the sky. Bombers are passing over us in their thousands; we cannot see them, as they are well above cloud level, but the air reverberates with the thunder of Fortress engines. We can see the bombs crashing down on the German gun positions and defenses just inland of the first assault troops.

London Calm But Tense at D-Day News

No Celebrations, and GIs Take It Like the Rest, Quietly Go to Work

By Arthur W. White
Stars and Stripes Staff Writer

The small number of American troops left in London yesterday saw few outward changes in the life of the Allies' invasion capital. There were no hooters or noisy celebrations, but on practically every street corner long queues, mostly women, stood awaiting the latest editions.

American and Allied soldiers in non-combat jobs quietly read their papers and went to work, their sentiments the same as those of the MP on guard duty at a headquarters building who said fervently, "Christ, I wish I was over there with them."

GI Joes—and London's—reaction was, "We've waited a long time for this, now let's make it good."

There was a new tenseness among the people in the buses and busy thoroughfares, but everyone seemed to be waiting for the next fellow to show how excited he was. Yanks in London who expected to see the population get het up remembered that most of them had fathers or brothers fighting with the invasion troops.

A girl bus conductress said the only difference she had noticed was that passengers were more polite than ever before.

One policeman, on his beat in Piccadilly, compared yesterday with Sept. 3, 1939—the day Britain declared war. "We waited and worried a long time then before we knew for certain whether we had to fight," he said. "We've waited a long time for the invasion. Now it's here I think everybody will be calmer than ever before. It's the waiting and worrying that gets you down."

American MPs patrolled with orders to send soldiers on pass and furlough from camps more than 25 miles out back to their stations.

Most London Red Cross clubs were half-empty, and everywhere the conversation of American and British workers was of the soldiers, now fighting, who have swarmed through the buildings during the last year and more.

Nazis Fear Blow From East Next

German nervousness over an imminent Soviet offensive on the eastern front rose to new proportions yesterday with the Allied landings in France.

"In view of the new military situation," said Col. Ernst von Hammer, German News Agency commentator, "the German high command is paying particular attention to the lower Dniester sector where a strong Soviet offensive army has taken action stations and where Soviet artillery and mortar fire is gaining in intensity. . . ."

"Now that the Allied invasion in the west has been launched, it is likely that the Soviet divisions which have been massed here over a matter of weeks will now go over to the offensive in order to force a decision."

The Soviet communique, reporting Red Army troops continued to repulse German infantry and tank attacks for the eighth day north of Jassy, said the enemy lost 41 tanks and 33 planes in 24 hours.

French Say Underground Already Aiding Troops

ALGIERS, June 6 (UP)—Members of the French underground are already in action helping Allied airborne troops, Andre Philip, French Minister of State, said today.

Andre le Troquer, Minister for the Liberated Territories, said the underground would not make its full weight felt, however, until the mass of the German army in France was engaged.

The War Today

France—American, British, Canadian forces, supported by 4,000 ships and 11,000 planes, land on northern coast of France to open battle for liberation of Europe. Advances announced by supreme headquarters and admitted by Germans.

Italy—Fifth and Eighth Armies pursue Germans north of Rome, but find enemy retreating so swiftly they are unable to make contact. . . . Roosevelt warns nation against over-optimism after Rome's capture, says "victory still lies some distance ahead."

Pacific—Liberators sink Japanese destroyer 300 miles northwest of New Guinea, probably sink another in Geelvink bay. . . . Americans push within two miles of Mokmer airdrome on Biak Island.

Russia—Nazis look for Allied landings in France to signal resumption of Red Army offensive on eastern front. . . . Russians repulse tank and infantry attacks north of Jassy for eighth day.