

Men in Service

Roy E. Olson Studies For New Aviation Job On B-29 Superfortress

Editor's Note—Men in the armed forces, and parents, are invited to send news items of their sons or daughters who are in the service, to the address of a newly-placed industrial man in interest.

Ensign Sidney Wilkins, son of Mr. and Mrs. E. J. Wilkins, 1714 Norfolk, phoned his parents from port recently after a tour of active duty.

Lawrence L. Bingham, S 1/C, U.S.C.G., spent a surprise 14-day leave visiting his wife Barbara, 1755 Edgewood boulevard, Berkeley, and his parents, Mr. and Mrs. Glen Bingham, 911 Pierce. He returned to his station on the east coast Sunday.

John W. Crump, a V-12 trainee at Purdue University, is expected home Sunday to visit his parents, Rev. and Mrs. M. W. Crump, at the Baptist parsonage for several days.

Cpl. Robert Barton flew home Saturday from Camp Reynolds, Pa., to spend a few hours with his parents, Mr. and Mrs. R. Barton, 1250 S. 12th. He returned by plane the same evening.

Cpl. Steven Wygant Is Writing News for U.S. Air Force in England

HEADQUARTERS, U.S. STRATEGIC AIR FORCES, England—Cpl. Steven S. Wygant, of Birmingham, Mich., has for some months been a news writer of strategic air force activity in Europe. His writing includes the operational side of the news as well as the material concerning groups and individuals flying with the Eighth and Fifteenth Air Forces. He also writes about the various ground groups in the field that support the tactical operations of the B-29 releases of this nature for the Detroit areas pass through Corporal Wygant's hands.

More releases of newspapers and magazines pass through USS TAP Public Relations Office than through any similar organization in the air or ground forces. Recently, the Director of Public Relations for the United States War Department Forces sent his personal congratulations for the volume and quality of work sent out by this office.

Before offering the service, Corporal Wygant was employed by the Michigan Bell Telephone Company as a traffic man. He is an alumnus of the University of Michigan, where he is now living in Summit, N. J.

Staff Sgt. William J. Lambert, Jr., who is the "trouble man" on every sight and gun turret for one of Chennault's flying tiger squadrons, has been promoted from technician, fourth grade, to third grade. He writes that the countryside in the mountains of western China, where he is based, is very beautiful and that from his barracks he can see twenty miles, with most of the land terraced and cultivated in rice paddies.

CAMP LAJUNE, N. C.—Marjorie Private Joy B. Johnston, daughter of Mr. and Mrs. Jerry Johnston, of 207 High street, Birmingham, Mich., recently graduated from the Quartermaster School at this base. Students in the school were taught accountability of public property, handling of substance stores, purchasing, passenger and freight transportation and disbursing.

Reclassified

Lewis C. Hill, Jr., 1-A; John S. Gellatly, 1-A; William L. Dayner, 1-A; C. Vernier, Jr., 1-A; John R. Little, 1-A; Hermann E. Korschner, Jr., 1-A; Kenneth H. Livy, 1-A; Allan C. Booth, Jr., 1-A; Frederick E. Wharfield, Jr., 1-A; Gerald C. Stalker, 2-B; Bernard E. Ricketts, 1-A; H. G. Githro, 4-A; Richmond J. Rathbone, 4-A; James W. Milford, 4-A; Ward C. Tolson, 4-A; Orville J. Goldberg, 4-A; Marvin R. Patterson, 4-A; Charles E. Sackner, 4-A; Don H. Conklin, 4-A.

Allan Phillipson, 4-A; Charles K. Page, 4-A; Chester A. Rathowak, 4-A; Marcus A. Frank, 4-A; Philip W. White, 4-A; Charles H. Hills, 4-A; Jack C. Kimball, 4-A; Paul J. Bingley, 4-A; Durward E. Barker, 4-A; Harold P. Gray, 4-A; Clarence T. Johnson, 4-A; Percy E. Burton, 4-A; Irwin H. Neff, Jr., 4-A; Allen W. Thurston, 4-A; Everett R. Rayburn, 4-A; Ford R. Carter, Jr., 4-A; Alexander W. Frantz, 4-A; George L. Bock, 4-A; George J. Leslie, 4-A; Charles C. Hill, 4-A.

William L. Butler, 4-A; Vern D. Brown, 4-A; George J. Copley, 4-A; Clifford H. Smart, 4-A; Howard J. Geer, 4-A; Charles H. Cadogan, 4-A; James A. Arthur, 4-A; Willard L. June, 4-A; Arthur R. Hawkins, 4-A; John Graham, 4-A; Herman W. Reesman, 4-A; Joseph F. Jaus, 4-A; John L. Hawkins, 4-A; William G. Harris, 4-A; Ray F. Benson, 4-A; William L. Story, 4-A; George W. Littleton, 4-A; Willett J. McCortney, 4-A; Guy P. Phillips, 4-A.

Hugo D. Cloutier, 4-A; Berrien C. Ketchum, 4-A; Francis P. Kilduff, 4-A; George W. Copeley, 4-A; Lewis C. Akerley, 4-A; Richard K. Seales, 4-A; Theodore M. Flood, 4-A; Francis J. Smith, 4-A; Emil F. Johnson, 4-A; James G. Neal, 4-A; Floyd A. Postinger, 4-A; Walter D. Wilson, 4-A; H. W. Kirby, 4-A; Frank Wood, 4-A; Joseph A. Perreault, 4-A; Cecil J. Coom, 4-A; John J. Kelly, 4-A; Leslie M. Spencer, 4-A; George L. Burdick, 4-A; Philip M. Hubbard, 4-A.

Captain Ward Cruickshank Writes Home About His Travels Through France

Capt. Ward Cruickshank, of Mr. and Mrs. Ward Cruickshank, 247 McGill street, serving with an ambulance company in France, writes interestingly of his travels in France. His letter follows:

France, 22 September, 1944.

Dear Mom and Dad:

Now it can be told. Monsieur le censor has relaxed his rules quite a bit in the past few days and now allows us to tell much more than I had anticipated. So I will take the opportunity before the rule is changed again to tell you a few of the places where I have been (both on and off duty).

When I was writing you for such a long time saying that I had nothing to do but sit in the sun and lounge around I was then in the vicinity of Cartaret on the Cherbourg peninsula. Cartaret was a lovely summer resort, perhaps not as rich as the Riviera, I don't know. But I have never seen the likes of it before. That was where there were so many seaside homes made of pastel colored stucco. As I told you there were baby blue, pale pink, orchid and mauve homes perched way up on the cliff over

looking the deep sea. And in that particular locale there was a lot of poured concrete fence—of the most delicate design—seemingly unbelievable to attain in such an unwieldy medium. When you first looked at it then, you'd believe them to be painted wrought iron. (That was where I met Don Fortson.) It was hard to believe that there was a war on looking at the peaceful countryside. Where we were there was hardly any trace of battle.

Towns Badly Damaged

However, when I went south to Periers there was a different story. Periers was a quiet town of gothic style architecture and had been very badly hit both by air and ground warfare. And yet still held its head above the carnage it had gone through. Everywhere you looked there were people cleaning the streets of the rubble and rain caused as the armies waged war in its streets. The cathedral was still intact, and judging from what little I obtained from the people, as long as the cathedral stood—Periers was alive. There were gaping holes in its side, and a piece of the roof

and spire were gone. But the people clung to the battered church as a symbol of what used to be Periers, and started to rebuild their town, hopeless as it did seem.

And Avranches—very much like Quebec in that it was a town, one down by the sea, and the other up on a high hill overlooking the bay. Avranches is that town located between the Cherbourg and Brest peninsulas, in the corner made by the two where they join the mainland. I spent quite some time there, though like the other towns back in the north, it had been very badly damaged—just like Coutances, Periers, St. Lo, La Haye du Puits, Carantan, La Haye Beaul, Gavray, and the others. But as I went west from there, the towns seemed in better shape than before. Laval was a bit battered, but Le Mans was seemingly untouched. And Fougères near Laval was hit too in the outskirts, but the center of the town wasn't gutted like so many of them had been.

Close to Capture

From Le Mans I traveled to the north toward Alencon and Sees.

east of Chartres. From Pithiviers I went in the direction of Tours, but never got there, yet. Dan De Beauvoir, I did get into Fontainebleau. That was where I spent many and very long days. All my joy in a cave and perfumes, etc. The Chartres de Fontainebleau was where I was there both times. I didn't get to see it except from the outside. An air raid had broken up the cathedral and from being awed by spectacular sights. Because Mr. George Booth could have gone just as well as any Duke de Fontainebleau, and in some instances he has outdone him.

Keeps Moving East

So as the army moves east, so do I. Through Melun and Neufchâteau and from there I appear to be in the vicinity of Compercorship.

I was in Verthun several days ago, and then into Compercorship. I saw my first traces of the last war—mine. My trip on the west was for business and a visit. I had time for my night sewing. So thanks to General Eisenhower, you know some my knowledge and sights in the past. And let's hope that in the near future I can tell you more things of view more interest.

Until my time.

All my love,

WARD

THE NEARER TO VICTORY THE LONGER THE SUPPLY LINES



As Allied armies move closer and closer to Berlin and Tokyo, supply lines are often lengthened miles in minutes. To keep pace with the advance, food, fuel, fire-power and 699,997 other items of supply must move from beachheads to battle lines in a hurry. This tremendous task is almost entirely dependent upon hundreds of thousands of military trucks for completion. And the GMC "six-by-six"—the Army's most numerous transport truck—is doing a major part of the job. The job of building these famous trucks at GMC is a tremendous task, too! We need more now for operating machines, assembling, material handling and many other types of work, whether or not they have had previous factory experience. Apply today at GMC Truck & Coach and help build the vehicles that deliver the goods to the Allies.

GET A WAR JOB and Stay on the Job

Victory depends on everyone, every day. Last time puts a brake on America's final drive for victory. Whether you're working at GMC or on some other war job, stay on it every minute. Under war conditions, this is tough—but war is never easy. Reduce absenteeism and make time work for us—not the Axis.

EVERY MINUTE COUNTS

Apply directly at the GMC Employment Office, 661 South Blvd. 8:30 A. M. to 5 P. M. Monday through Saturday

GMC TRUCK & COACH DIVISION
General Motors Corporation

HOME OF COMMERCIAL GMC TRUCKS AND GM COACHES . . . VOLUME PRODUCER OF GMC ARMY TRUCKS AND AMERICAN "DUCKS"

Practical Counsel on Personal Problems

"Mary Haworth's Mail"

Thousands have been helped by Mary Haworth's sensible advice on problems that perplex people.

Daily DETROIT TIMES

Phone 1165 for Carrier Delivery

NOW... the Topcoat

THAT LEADS THE STYLE PARADE

Hart-Schaffner and Marx

\$40 & \$45

FOR BRISK FALL DAYS

This season wear a Stetson HAT

From \$7.50 up

Dickinson's

Wabek Building FINE APPAREL FOR GENTLEMEN

YOUR WASTE PAPER MAKES SHELL CASES -HAS TO TUMBLE

Bluejacket Charles J. Roediger, 2846 Franklin road, graduated from the General Training School (amphibious firemen) on the University of Illinois campus, Urbana, Ill. The graduate is now awaiting further duty orders to sea or some shore station.