Earl Kent Served On Pennsylvania Badly Damaged Two Days Before V-J

The ship they once called the luckiest battlewagon in the fleet, the USS Pennsylvania, greeted the dawn of peace with her stern low in the water and her crew fighting to keep her afloat. Her luck had run out suddenly and tragically two nights previously when a lone Jap plane pressed home an attack which opened a gaping death strewn hole in the Pennsy's side.

Among the Torrance men aboard the Pennsylvania is Earl P. (Jack) Kent, gunner's mate, 2/c, son of Mr. and Mrs. E. P. Kent, of 2007 Gramercy ave.

As the voice of her skipper, Capt. W. M. Moses, USN, told the Pensy's crew of Japan's surrender there was no wild jubilation, no noisy rejoicing such as occurred on many other ships. There was, instead, a quiet feeling of joyful relief tempered with sorrow for those shipmates who had given their lives when peace was so nearly won. There was reverence too, as tired men at pumps and guns and in water soaked compartments bowed their heads in, a moment of silent prayer for those who had lost their lives in this war; then turned doggedly again to the task of repairing the ship which had carried them safely through nearly four years of the Pacific war.

From the beginning, the Pennsylvania had been considered a lucky ship. She was in drydock at Pearl Harbor on Dec. 7, 1941 and received only two minor bomb hits while her sister battleships all about her were heavily damaged. After being regunned she steamed back into the war and played a vital role in 13 Pacific amphibious operations. From the fog shrouded waters of Attu to the death-laden gulfs of Leyte and Lingayen in the Philippines the guns of the big 'P' rained death and destruction on the Japs. It is believed that she fired more tons of ammunition than any other ship in naval history.

She fought off Kamikaze attacks by the score, but on the night of August 12, as their crew talked happily of the peace for which they had fought so long, a Jap torpedo plane inflicted the first major damage the ship had received since Pearl Harbor.

Today, the danger is past and the Pennsy will sail again. Her crew is disappointed that her wounds prevented her from steaming triumphantly with the American Fleet into Tokyo Bay but they are grimly determined that with colors high the Pennsylvania will carry on in true Navy style.

LT. ROBERT JONES

Lieut. Robert (Bob) Jones, son of Mr. and Mrs. Floyd Jones of Rolling Hills, is enjoying an additional 30 days' leave and at its conclusion will report at Fort MacArthur where he expects to receive his discharge on Oct. 19. With his sister, Miss Betty Jones, he will enroll at U. S. C., where he will take a course in aeronautical engineering and she will major in physical education.

T. J. Hilliard Gets New Post With Steel Co.

Election of Thomas J. Hilliard as vice president in charge of sales of Carnegie-Illinois Steel Corporation, effective October 1, was announced today by J. L. Perry, president of this United States Steel subsidiary. Hilliard has been general manager of sales since 1938.

He will be succeeded by J. Douglas Darby, who has been manager of sales for the company in Philadelphia since 1939.

Two other sales department staff changes announced are A. Paul Selby as assistant general manager of sales and Wesley C. Bobbitt as manager of sales in Philadelphia.

Hilliard has been with Carnegie-Illinois since 1936, when he was appointed Manager of Sales of the Pittsburgh district sales office.

One Third of Meat Taken Off Rationing

One-third of the increasing meat supply is ration free.

The OPA formally announced that from last Sunday through Oct. 27 no points are to be required for lower grades of beef, veal and lamb.

Also ration free will be hamburger, lamb and veal patties and all cheaper cuts of all grades of meat. These include such cuts as short ribs and brisket of beef, breast and flanks of lamb and shank of veal.

Points are being eliminated, too, on all canned meats, sausage, frankfurters, luncheon varieties and all other products made from lower grades of meat. These grades are utility, canner and cutter beef, and utility and cull veal and lamb.

This will leave on the ration list at current point values all pork cuts, bacon and other cured meat, the choice cuts of beef, veal and lamb of top grades—such as steaks, roasts and chops—and butter, margarine and other fats and oils.

Points on canned fish are being trimmed two to three points a pound.

The OPA said it was in agreement with the agriculture department that rationing of pork and the three top grades of beef, veal and lamb (AA, A and B) must be continued.

"Without rationing, most consumers in the areas that do not produce these meats would find it difficult to get their fair share," OPA said.

When the righteous are in authority, the people rejoice: but when the wicked beareth rule, the people mourn.
—Proverbs 29.2

Heston With First Ground Force In Tokyo

Sergeant William S. Heston of Company E, 105th Infantry Regiment, landed near Tokyo with the 27th Infantry Division, the first Army Ground Forces unit to travel by air into Japan proper.

The son of Mr. and Mrs. Charles Heston of 429 East 213 st., the Torrance soldier was among the first doughboys to set foot on the enemy homeland to start the Allied occupation of the four main islands of Japan.

He saw action with the 27th on Okinawa before taking off for Honshu. For exemplary conduct in the Okinawa campaign he was awarded the Combat Infantry Badge.

Heston was employed by Fellows & Stewart Ship-building, Inc. as a pipe fitter prior to entering the Army in October 1943. He attended Phineas T. Banning High school. Heston has been overseas thirteen months.

The 27th "Tokyo Express" Division, after pushing across the Pacific via Makin, Eniwetok, Saipan and Okinawa, has occupied an area near Tokyo and Yokohama.