

WEEKLY NEWS ANALYSIS

Final Battle in Campaign for Tunisia Marked by Fierce Enemy Resistance; Allies Strive to Reunite Reds, Poles; Labor Front Studies Coal Mine Issues

(EDITOR'S NOTE: When opinions are expressed in these columns, they are those of Western Newspaper Union's news analysts and not necessarily of this newspaper.) Released by Western Newspaper Union.



Wearing the uniform of a division general of the French army, Governor Jean Rapenne of French Guiana poses on the portico of the governor's mansion in Cayenne with two members of the U. S. military mission. At left is Lieut. Com. J. Marvin Krause. Right: Col. Paul L. Singer. Governor Rapenne assumed political leadership following the ouster of the pro-Axis regime of former Governor Rene Veber.

TUNISIA: Slow but Sure

Meeting fierce fire, Allied troops fought methodically to the approaches of the Axis' final two bastions in Tunisia, Tunis and Bizerte. While French and American forces pressed against rocky Axis entrenchments in the north, and British units contained the enemy in the mountains in the south, the Allied First army's armored columns fought German tanks in the plains in the central sector.

Driving the Axis from Long Stop Hill, the First army cleared the road leading to the Tunis plain to the east. A little to the south, First army formations shot it out with German tanks in flat country, then swung off toward the Axis' vital central sector base of Pont du Fahs, which was rapidly encircled.

Resisting bitterly, the Axis was giving up territory by the foot only, relying on mortar and machine gun fire to stop Allied infantry advancing under cover of massed artillery barrage. Using freighters and motor barges, the Axis continued to run the gantlet of seething Allied bombers in the Sicilian straits in an effort to keep their embattled troops supplied.

Helmet Saves General

Only a helmet saved the life of Lieut. Gen. Lesley J. McNair, leader of American ground forces, as shell fragmentation struck him down while on observation on the Tunisian front during the bitter fighting. Although fragmentation glanced off the helmet, particles ripped into the general's shoulder, injuring him painfully. Lieut. Gen. Ben Lear has assumed his position pending his recovery.

RUSSIA:

Break With Poles

Charging that the Polish government in exile was using Nazi propaganda in order to force territorial concessions from the Russians, the Reds formally broke diplomatic relations with the Poles. In consultation with the United States, British Foreign Minister Anthony Eden immediately got to work patching up the rupture.

Immediate cause of the break was centered around the Nazi charge that they had uncovered the graves of 10,000 Polish army officers near Smolensk, allegedly murdered by the Reds before they were driven from the area. The Poles asked the International Red Cross to investigate the charge. Polish officials said that they have been unable to locate the officers despite a general amnesty granted Polish prisoners of war by the Russian government.

At the same time there were indications of another diplomatic break, this one between the United States and Finland. Withdrawal of American embassy officials from Helsinki reportedly followed Finland's declaration of a U. S. offer to mediate her war with Russia.

Catch Breath

Russian troops held against Nazi attacks in the Leningrad area and Red airmen continued to pepper German supply lines along the whole front. Minor action was reported above Kursk, where the Reds are wedged into Nazi lines, and at Novorossisk, the Germans' big base on the Black sea shore in the Caucasus.

POISON GAS:

Nazis Prepare

For the last two months, the German people have been drilled against poison gas attacks. This information reached Allied sources in the wake of Great Britain's warning that she would use poison gas against Germany should the Nazis start such warfare in Russia.

According to reports, fire fighting squadrons in Germany were instructed on the effects of gas.

SOFT COAL:

Labor Showdown

John L. Lewis forced a showdown on the government's war labor policies. Backed up by approximately 450,000 members of the United Mine Workers, Big John demanded a \$2 a day raise; an \$8 minimum wage for all employees, and portal-to-portal pay, or pay from the time a worker enters a mine to the time he leaves.

At stake was the President's "hold-the-line" order, based on the WLB's policy of granting a 15 per cent wage increase over January, 1941, rates. Lewis has opposed this formula from the beginning. Although the UMW was committed to continue working until the end of last month many mines reported stoppages and slowdowns during the week preceding the deadline. UMW did not authorize the disruptions, but neither did officials order the workers to return to their jobs.

PRODUCTION:

Ships and Planes

Stating that American shipyards could produce 20 million tons of shipping a year, Rear Admiral Emory S. Land, chairman of the U. S. Maritime Commission, has revealed that yards are constructing five vessels a day. Land's announcement coincided with one made by Undersecretary of War Robert Patterson, in which he told the Atlanta War Effort committee that American aircraft manufacturers turned out 6,200 airplanes in March. Like Land, Patterson declared that many more planes could be produced if critical materials and men were available.

Deriding Nazi claims that they have sunk 30 million tons of Allied shipping since the start of the war, Land said our shipyards will produce almost 19 million tons this year. This will be greater than the rest of the world combined. Patterson revealed that production of major items in the army supply program exclusive of aircraft will approximate \$1,600,000,000 in April. This will be about 15 per cent greater than the January total.

ALEUTIANS:

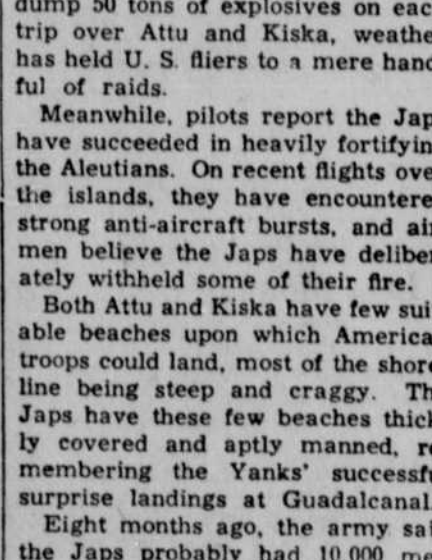
No Picnic

Swirling mists and rains continued to hold up American bombings in the Aleutians. Although prepared to dump 50 tons of explosives on each trip over Attu and Kiska, weather has held U. S. fliers to a mere handful of raids. Meanwhile, pilots report the Japs have succeeded in heavily fortifying the Aleutians. On recent flights over the islands, they have encountered strong anti-aircraft bursts, and airmen believe the Japs have deliberately withheld some of their fire.

Both Attu and Kiska have few suitable beaches upon which American troops could land, most of the shoreline being steep and craggy. The Japs have these few beaches thickly covered and aptly manned, remembering the Yanks' successful surprise landings at Guadalcanal. Eight months ago, the army said the Japs probably had 10,000 men stationed in the Aleutians. Airmen believe that these troops have been strongly reinforced. Summed up: American observers believe the battle of the Aleutians will be a big one, and no picnic.

SHELTER IN TUNISIA

Protected from the burning sun by a solar helmet commandeered from an Axis prisoner, this American corporal relaxes in his foxhole in central Tunisia. His dog keeps him from getting too lonely.



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RAF:

Bombs Rip Duisberg

Seventeen bombers failed to return following the RAF's heavy raid on the important German industrial center of Duisberg. Over 1,000 tons of explosives were dumped on Duisberg, famous for its engine works, as the RAF returned to the wars after bombing Stettin, Rostock and Berlin.

Meanwhile, RAF bombers continued to attack Nazi communications centers.

RATIONING:

More Tires, More Gas

Because of the increased quota of tires for civilians, OPA has amended its gas rationing regulations outside of the 17 eastern seaboard states and the District of Columbia.

Following Rubber Administrator William Jeffers' announcement that more Grade A tires would be available for essential use, the OPA boosted the maximum allotment of gas for occupational driving from 470 to 720 gallons per month. The figure is based on an average of 15 miles per gallon of gas.

Formerly, only doctors, ministers and some classes of salesmen received the cherished "C" card allowing 720 miles for occupational driving. Average allotments on "B" cards approximated 470 miles. Now "C" cards will be available on application, showing all traveling will be done on jobs, or the car is being used to transport three or more persons to war industry.

The OPA also ruled that rationing certificates for replacing tires on farm tractors may be issued by local boards in areas where recapping facilities are inadequate.

SHIPPING:

Allied Losses

The Allies suffered a net loss of one million tons of merchant shipping in 1942, the navy department reported.

The "net" figure was arrived at after deducting losses from existing fleets and new construction during the year. The navy declared, however, that figures were incomplete, since building records were not received from some of the Allied nations.

In announcing the losses, the navy pointed out that they included submarine sinkings, mines, airplanes, capture and otherwise. According to Secretary of the Navy Frank Knox, submarines accounted for 50 per cent of the losses.

The navy's statement followed a report by the Truman defense investigating committee that 12 million tons of Allied merchant shipping had been sunk during the year.

CHINA:

Fight in Mountains

Forty thousand Japanese assaulted the Chinese army's positions in the mountain range flanking the Pieping-Hankow railroad.

Both sides suffered heavy losses as the Chinese resisted fiercely in the passes and on the heights.

The Chinese also reported throwing back two Japanese attempts to land along the China sea coast. The first attempt found troops trying to reach the beach under cover of a lone warship's fire. But when Chinese cannon forced a withdrawal, the Japs returned the next day with four warships. Again heavy fire frustrated a landing.

Meanwhile, American airmen were active over China, combating Japanese fighter planes from an advanced Allied base in Hunan province.

NEW HORIZON:

'Old Capitalism Dead'

"The capitalism of complete laissez-faire which thrived on low wages and maximum profits for minimum turnover, which rejected collective bargaining and fought against justified public regulation of the competitive process is a thing of the past."

No words of a soap-box orator these, but rather the keynote of an address made by Eric A. Johnston, president of the Chamber of Commerce of the United States, at its initial session of the chamber's 31st annual meeting.

Continuing, Johnston said: "Political and economic freedom are integrated, and that what impairs one also hampers the other in like measure. The horizons of opportunity being opened up are larger than ever before."

MISCELLANY:

FUEL OIL: American Liberators

bombed the huge Thilawa oil refinery south of Rangoon, scoring hits on the distillation and storage installations.

DRAFT FATHERS: Secretary of War Henry Stimson said drafting of fathers was necessary if the army was to take advantage of the opportunities offered for speedily ending the war.

Four Series E War Savings bonds, costing a total of \$300, will supply the navy with a balsa wood life float, capable of sustaining 60 persons.

BRIEFS . . . by Baukhage

Nazi girls are being mobilized by the German ministry of propaganda to serve as "front line" saleswomen of Nazi books and pamphlets in occupied territories.

Washington Digest

Nation's Railroads Move 50,000 Troops Each Day

Special Surveys Decrease Cross Hauling; Developments Abroad May Force Unexpected Shifting of Troops.



By BAUKHAGE News Analyst and Commentator.

WNU Service, Union Trust Building

Recently I had to make seven consecutive week-end trips between Washington and New York—I left Washington after a late Friday broadcast and had to return Monday for one at noon. Not once was I able to get reservations for the return trip until at the last minute when some unused space was turned in.

If I groused a little too loudly over this, it may have been because I didn't know then what I learned officially only the other day; namely, that "if the war department insisted in having all the Pullman equipment it could use, all the Pullman cars of the country would be carrying troops."

In other words, if Johnny Doughboy didn't step aside occasionally, we'd all use coaches or walk.

Compromise

The present arrangement is said to be a compromise in recognition of essential civilian needs. At present, a million and three-quarter soldiers are being moved a month—that is 50,000 a day—in America's trains in official troop movements. This does not include the many men on leave.

There are, of course, movements of whole divisions with full equipment but these are the exceptions. As you have probably noticed if you travel very much, there are usually a few cars containing troops attached to your passenger train. This is the way most of the troops are transported—in small groups of 250 or less. However, that is a considerable addition to the regular passenger traffic.

It's said a soldier eats twice as much as he did in civilian life and that is one reason why food has to be rationed to civilians. But he travels a lot more in proportion to his normal civilian peregrinations. Many a man saw his first big city when he reached London or Cairo or New Delhi. I know a pilot who dropped in at the airport here recently and had several hours wait-over. When he was asked why he didn't cross the bridge and look the capital over, he said he'd never been in a big city and didn't want to get lost. The next thing heard from this particular was that he was in Calcutta.

Average Number

In the last war, the average number of moves made by a soldier were three. Here is a list of typical moves he makes in this war, drawn up by the Office of War Information:

- 1. To the induction center
2. To reception center
3. To replacement training center
4. To his particular branch of service
5. To big maneuvers
6. Return
7. To special training areas
8. To port of embarkation

Special studies are made to cut down unnecessary cross-hauling but sudden developments abroad may force soldiers who are located near one port to be shifted to another far away. Or a special need for particularized training may arise and that may force men to be doubled back to desert or mountain for the specialized practice in snow or under a hot sun that new requirements make necessary.

Maneuvers in the southeast and southwest, including the desert training areas of California, have sometimes required the moving in of as many as 300,000 men within a few weeks, equipment and all. Naturally, that disrupted a large part of passenger traffic for several weeks at a time.

Unessential Travel

Efforts are being made to cut down extra passenger travel by discouraging conventions, trade shows, big sports contests and other gatherings. One exception has been made, and that is the lecturer. Even the President saw fit to come out with a statement encouraging the continuation of the work of lecture bureaus. He expressed himself to Lowell Thomas, who traveled to Washington, on that subject—the plea for a good word for the speaker.

er. Thomas represented many people who do considerable public speaking. I know how difficult it is, I, myself, have been unable to accept lecture dates because it is so difficult to be certain of connections and a broadcaster has to move with the regularity of a train schedule—a train schedule in peace time—the microphone waits for no man.

There have been rumors of late that transportation was snagged; that because of the U-boats, supplies were piling up on the docks and loaded freight cars were jamming the yards and causing congestion. But the Office of War Information says that latest advices indicate that congestion is being lessened. In fact, the official word is: "The battle of transportation . . . at a crisis at Pearl Harbor time . . . is now being won."

Nearing Limit

I hope that this statement isn't over-optimistic. As a matter of fact, the reservation is noted that "the victories are not necessarily permanent. Our transportation equipment, with few exceptions, is being used close to its limits"—and there remain two situations which are not satisfactory, one is movement of oil and the other is the problem of getting the war workers to and from work.

The latter difficulty is responsible, according to some investigators, for much of the recently decried absenteeism.

To get an idea of what the traffic has to bear in a city where war industries are concentrated, there has been an increase of use of the Detroit street railway systems of 76.9 per cent. The Baltimore transit line is up 90 per cent and the Washington, 131 per cent. I know what these figures mean as does anyone who has to make his way to and from work in the capital. I have also seen that fabulous city of San Diego, once a pleasant, sleepy town which seemed to move lazily with the pelicans that flew over the bay or the whispering palms. The pelicans have been replaced by planes and it's a 24-hour town, with a 336 per cent increase in the use of its busses and trolley cars.

Diary of a Broadcaster

Today I made it from bedside to desk in one hour and 18 minutes, including the time to make my own breakfast of coffee, poached eggs, grapefruit and zwieback (my wife is away) also to traverse on foot some 13 Washington blocks. I think that this record is not bad considering the variety of activities included. I managed to hear the early five-minute newscast and scanned the headlines which told me whether the news wind was blowing in the same direction this morning that it was last night when the newspapers went to bed—in other words, was I to plow fresh fields or harvest what I could from the old ones.

I also removed the blanket that shields our three parakeets from northern drafts and waited for the welcoming chirrup that one, the least snobbish of the three, condescends to give me before I leave the room. As soon as I do, they all burst into song.

Walking to work in Washington these days is like reviewing the armies of the United Nations for one can spot almost any uniform between Dupont Circle and Pennsylvania avenue. But it seems that the WAVES are in the preponderance. The WAACS are smart but the navy has a uniform that is a little bit less drab than the olive. It is surprising how an elderly matron turns out in that navy blue-and-gold as smart as a midshipman.

Washington's springtime, one of its two beautiful seasons, is here in April—gone in May. First, the forsythia burns with its yellow flame; then the magnolias blush and fade, and the dogwoods raise their sweet ghostliness among their darker sisters; then the cherry blossoms come—and there are many of them scattered over the city as well as the better advertised ones along the lagoon. Soon they are followed by leaves on the oaks and the elms and the maples. Then backyarders are brilliant with the rambler roses and you know that spring is done.



Farm Topics

More Eggs Per Hen, More Milk Per Cow, More Corn Per Acre

Agricultural Science Now Fully Mobilized

Science hitched to the plow is one of the main reasons for America's astonishing food productivity. Day by day the department of agriculture, in co-operation with state colleges of agriculture and experiment stations, is carrying the results of research into practical application on the nation's six million farms.

A task force, made up of some 9,000 county agents, home demonstration agents, 4-H club leaders and specialists takes the findings of science to the farmer. Practically every one of the country's 3,000 agricultural counties is served by a county agent of the agricultural extension service.

Food, food and still more food. That sums up the Food for Freedom program in 1943: 8 per cent more eggs, over 25 billion pounds of meat, 122 billion pounds of milk.

No technique making for more efficient farming, or scientific fact that



545

HERE'S a jaunty salute to spring in suit accessories with a military air! Both the becoming visor hat and the over-the-shoulder purse are of inexpensive cotton, done quickly in single crochet and popcorn stitches. Trim the hat with a gay ribbon.

Pattern 545 contains directions for hat and purse; illustration of stitches; materials required. Due to an unusually large demand and current war conditions, slightly more time is required in filling orders for a few of the most popular pattern numbers. Send your order to:

Sewing Circle Needlecraft Dept. 82 Eighth Ave. New York. Enclose 15 cents (plus one cent to cover cost of mailing) for Pattern No. Name Address

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Advertisement for Kill APHIS Black Leaf 40! featuring an illustration of a person and text about agricultural products.