WEEKLY NEWS ANALYSIS

Red Army Forges Deeper Into Poland As Southwest Drive Perils Nazi Troops: Allied Bombers Plaster Western Europe: Strikes Show Marked Increase in 1943

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

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"War Is Hell"—Nowhere better is this expression indicated than in this Italian town of Castel Di Sangro, lying in rubble.

SOUTHWEST PACIFIC: Jungle Fighting

Like the story of every other is-land in the South Pacific, U. S. troops have had to fight for every inch of ground on tropical New Guinea, where landings have placed doughboys in possession of the air strip on Cape Gloucester and a beachhead at Arawe.

With the enemy dug well in the jungle, U. S. dive bombers and artillery helped clear the way for the infantry as it edged forward through the dense brush about Cape Gloucester. In similar terrain at Arawe,

the enemy also fell back grudgingly.
While doughboys clawed forward in New Britain, other elements of in New Britain, other elements of the U. S. Sixth army beat south-eastward along the New Guinea coastline toward a juncture with Australian troops driving north-ward. In this sector, the Allies aimed for the big Jap shipping base of Madang, supply point for their coastal positions.

Only hours after a dispatch from Guadalcanal had announced that pudgy, 30-year-old Maj. Gregory ("Pappy") Boyington had shot down his 26th Jap to enter the selective list of U. S. air aces, his mother received word in Okanogan, Wash.,

that he was missing.

With a mother's faith she said: "I am confident he is all right and he will show up somehow, some-

Called "Pappy" because of his comparatively older age among the younger marine filers, Boyington was a picturesque daredevil. Once, over a Jap airdrome, circling the field slowly and daring the enemy to come up and fight. When they did, "Pappy" nailed three.

STRIKES:

Increase in '43

Almost 14 million working days were lost through strikes in 1943 compared with 4 million in 1942, records of the bureau of labor statistics indicated.

Approximately 3,337,091 workers were involved in the estimated 3,737 walkouts, which topped the 1942 total of 839,961 men idle because of 2,968 strikes.

Last year's strikes doubled the 1927-'41 average of 1,945, but it was pointed out that the depression prevailed during that period, and because of scarce employment walkouts were less frequent.

EUROPE:

Plaster Defenses

Flying over an 800-mile front, Allied bombers rapped hard at Ger-man defenses and industries in westem Europe preparatory to the her-

of their present positions.

Continuing the softening up process of western Europe, swarms of U.S. and British bombers and fight-

PROHIBITION: Before Congress

Prohibitionists lined up in support of Rep. Joseph R. Bryson's bill for-bidding sale or manufacture of all beverages containing more than 1/2 of 1 per cent of alcohol for the duration as a congressional committee prepared for hearings on the

As prohibitionists organized sup-port, Rep. Emmanuel Celler said it was rumored that they had raised \$10,000,000 for lobbying in Washing-

on the sidelines during consideration of the bill, devoting its efforts to summer. persuading President Roosevelt to

COLLEGE FOOTBALL: No Deaths

For the second time in the 12 years he has compiled statistics on college football deaths, Dr. Floyd R. Eastwood of Purdue U. announced no fatalities due to football in 1943.

ficient amounts and quality of equipment, nine deaths were recorded in high school football, Dr. Eastwood

Fatalities in the sport have gradusurvey in 1931, when 31 deaths were announced, Dr. Eastwood said. Since most deaths have been due to head injuries, he suggested that grid ful.) leaders look into possible use of new crash helmets designed for military use during the present war.

'44 CONVENTIONS: Chicago Bids

With 10,000 visitors expected at both the Democratic and Republican national conventions this year, Big Business in Chicago bid to have the conclaves held there, with New York also reportedly interested.

of hotels, restaurants, realty and financial concerns, banks and utili-



Chairmen Spangler and Walker

ties agreed to raise \$75,000 to help defray hall expenses, etc., for either party, or \$150,000 for both, if they met in the Windy City. As the national committees under

Frank Walker of the Democrats and Harrison Spangler of the Republicans studied convention sites, the Office of Defense Transportation declared Chicago was the city least likely to upset train schedules, since regular line sleeping cars with 11,368 heds terminate there, compared to 7,129 in New York.

CANADIAN WHEAT:

To Increase Imports

100,000,000 to 150,000,000 bushels will fast that the task of Veterans ing to government sources.

be sent into the interior of Canada soon have to double its staff. this winter, from 25,000,000 to 50,-000,000 more bushels of wheat will be imported than otherwise possible, due to the freezing of the Great Lakes.

tal supply of feed concentrates was estimated at 169,000,000 tons.

SOLDIERS' VOTE:

Urge Uniformity

whether the federal government or full speed ahead on plans for reconthe individual states should control soldier voting in 1944, the war and navy departments recommended that applications for absentee ballots be distributed by the services and local officials accept such applications any time before election.

Other recommendations made by the army and navy were that voting material be designed for air carriage, and that a serviceman's vote be acknowledged by an officer no lower in rank than sergeant.

Ballots must be distributed to the servicemen by mail, the departments said, and although it is the army and navy policy to assist soldiers and sailors in voting, "nothing must interfere with the . . . primary obligation to wage a victorious

WASHINGTON AND WAR'S END Washington officials who watch the trend of the war admit now privately that "things will happen very Meanwhile, it was reported that fast" in the next few months. If the Anti-Saloon league would remain pressed, they even make flat predictions and the salour statement of the tions that Germany will fold before

Publicly, they stick to the line that declare prohibition as a war meas- it will be a long war. This is the ure under his present vast powers. only sound position to take, as an official line, since no war can be successfully waged if the people spend their time peeping around the corner for the approach of peace. But the facts allow a hopeful ex-

pectation. Unquestionably the inva-sion of Europe will be a winter invasion. For many reasons, spring Possibly because of a lack of suf-likeliest month. The exact time will be no secret to the Nazis, because we will be pounding the French coast well in advance.

The offensive will be a tremendous Fatalities in the sport have gradually decreased since he started his nel invasion with heavy drives from Russia and Italy, plus all-out air attacks everywhere. (The Balkan in-vasion urged by Churchill is doubt-

Some experts go as far as to name the length of time-in days-which this big operation will require, before the end. One highly placed of-ficial says it will take three months and twenty days. Thus, if the in-vasion starts by mid-February, this would mean the end by early June.

But military experts won't say such things out loud, because they fear the U. S. public will overlook the fact that the days between February and June will be the bloodiest In Chicago alone, representatives days in the history of all the world's

ARMY POSTAL SERVICE

On a recent visit to the front lines, Lieut. Gen. Mark Clark found a soldier busy scribbling a V-mail let-ter on his mess-kit. The soldier looked as though he had lost his last friend, so General Clark asked

him what was wrong.
"Oh, I'm getting a little weary of
this life, sir," replied the soldier.
"What's your trouble?" asked
General Clark.

"Why, I haven't received a letter in five days, General," replied the soldier. "What does the post office department think we are over here a bunch of archeologists?"
"Personally, I think five days is

pretty good service from the United States to the front lines, son," re-plied Clark. "But I'll talk to the postal service officials and see if you can't get your love letters quick-er. I see your point, soldier."

VETERANS EXPAND

The Ramspeck committee investigating civil service has spent most of its time trimming the numbers of government workers. But it has now stumbled into a situation requiring a complete change of policy.

The Veterans administration, inbushels of U. S. wheat expected to personnel, is asking for more-thoube fed to livestock during the cur-rent feeding season, an additional charged from military service so be brought in from Canada, accord- ministration is going up like a skyrocket. Now employing 45,000 work-Because U. S. railroad cars will ers all over the country, V. A. will

BACK TO PEACETIME INDUSTRY

Donald Nelson is engaged in a behind-the-scenes race with Elder Although the heavy dairy and Statesman Bernie Baruch to work poultry producing areas of the out plans for the reconversion of Northeast have bettered their feed American industry and see who can situation, feed grains are needed in get it done first. This was behind the drouthy south central regions, the war production board meeting and protein meals are scarce in the last week when Nelson called in his southwest range districts. The to- top aides and outlined a big postwar program of civilian production.

Nelson wants plans for the changeover of industry to begin at once. This does not mean the actual reconversion of factories, since a lot While congress wrangled over for some time. But it does mean version.

This may provide one clue on how soon the administration expects the war to be over in Europe.

However, insiders who know something about personal rivalries of Washington, see in it also the desire of Donald Neson to grab the ball away from Baruch and "Assistant President" Jimmie Byrnes. These two long have wanted to get Nelson out, and at one time FDR actually signed a letter appointing Baruch chairman of a special committee to take over all war produc-

Note: Before Nelson got busy on reconversion, Baruch had been asked by the White House to study plans for converting industry back to a peace basis.

An American Railroad Maintains a Unique Museum Which Links the Present With the Historic Past of the Regions It Serves

By ELMO SCOTT WATSON

T'S only a yellowing piece of paper upon which is scrawled single sentence, yet there's a lot of American history, past and present, bound up in that brief message. Visit the Union Pacific museum in Omaha, Neb., and there you can read for yourself this historic telegram: "You can make affidavit of completion. of road to Promontory Summit."

The date was May 9, 1869. The writer was Grenville M. Dodge, who had been a general in the Union army during the Civil war and who was now chief engineer of the Union Pacific railroad. And when he penned that laconic message to President Oliver Ames of the U. P. he was writing a new chapter in the history of transportationalso a new chapter in the annals of America.

For the first time these United States, from the Atlantic to the Pacific, were bound together by twin bands of steel, never to be broken. No longer would the westward-far-ing pioneer have to plod along afoot or on horseback or ride in swaying, jolting stagecoach or prairie schoon-er in order to reach the new lands of opportunity which beckoned him in the West. The overland journey which had once been a matter of months, even years, would now be reduced to weeks, then days.

That is the Past in this scrap of paper. As for the Present-well, at the very moment you are reading Dodge's telegram there is flowing over this first transcontinental railroad, as well as the others which have been built in the last threequarters of a century, an endless stream of men and munitions, bound for the far-flung battle lines of the greatest war in human history. Soldiers, sailors and marines; machine guns and jeeps and tanks; shells and gasoline and food—powerful locomotives are speeding them west toward their final destination: Tokyo. And these huge iron horses meet and roar past others headed east, pulling behind them the men and munitions which will break down the walls of Hitler's European

But Dodge's telegram is not the only document in the collections of this museum which links the past and the present in graphic manner. We hear a lot of talk today about the manpower shortage. Back in 1869 it was also a problem, as witness a letter, preserved in the U. P. museum, written by Brigham Young, president of the Church of the Latter Day Saints (Mormons), which he tells of his struggle to secure enough labor to build a connecting link of railroad from Salt Lake City to the U. P. main line.

Or talk to Mrs. Ruth Hamilton, the kindly gray-haired lady who is the curator of the museum, and she will tell you how the Past frequently walks through its doors in the per-son of some one of the thousands of persons who visit the place annually. There was the day when a little group of dark-skinned boys came shyly into the big room and surveyed in silence the Indian relics in one of the cases. Suddenly there was an exclamation of delight-it seems that one of the boys had recognized an old-time photograph of one of his forebears—Crow Dog, a great war chief of the Sioux.

Then there was the day when two big-hatted westerners showed unusual interest in one grim relic in the museum—the shackles used on "Big Nose George," a famous out-law, when he was brought back from Montana for an attempted holdup of a Union Pacific train. label on this relic says that the sheriff who captured "Big Nose George" was one Joseph Rankin. "That was your grandfather, you know," said the elder man to the younger, and he might have added that Joe Rankin was not only a fa-mous western sheriff in the early days of Montana but he was also renowned scout for the army and the hero of a remarkable long-distance ride during the Ute Indian war of 1879.

In fact, the collections in the Union Pacific museum constitute a veritable graphic history of the old West. The era of the fur trade is symbolized in two relics of one of its greatest figures—the watch and scissors used by Old Jim Bridger. Here is a mute symbol of the days when the buffalo roamed the west-



The "Wedding of the Rails" at Promontory Point, Utah, May 10, 1869, marking the completion of the first transcontinental railroad. The Central Pacific engine is on the left, the Union Pacific on the right. (From an original photograph by C. R. Savage in the Union Pacific museum.)

ern plains by the millions - a | is studded with the names of promibleached, whitened skull of one of the great shaggy beasts. And, of course, there is many a memento of the man who won his fame as a slayer of bison—"Buffalo Bill" Cody -and the notables, both American and European, whom he guided on their hunting parties. Among them were James Gordon Bennett, famous publisher of the New York Herald, the Grand Duke Alexis of Russia and the English nobleman, the earl of Dunraven.

Over there is a memory of the epic migration of pioneers over the old Oregon Trail, a huge ox-yoke which once encircled the necks the patient animals that dragged the covered wagons up through the Platte River valley, across the barren plains of southern Wyoming and through South Pass toward their goal beyond the Rockies-the very route over which speed the streaminers of today.

Here, too, are mementos of the day of the cattleman and the cow-boy-one of them a rare old book showing the trails from Texas to Ellsworth, Kan., one of the roaring "cow towns" on the Kansas Pacific in the seventies. Then there's a collection of branding irons which once burned the insignia of famous "cow outfits" on the hides of Texas horns-and Mrs. Hamilton will tell you that these branding irons were of special interest to one party of visitors a short time ago. They



Rare photograph of Col. W. F. Cody, "Buffalo Bill," autographed by him to Chief Red Shirt of the Sioux, who was one of the Indian notables in his Wild West show. This is one of the few pictures ever taken Nebraska national guard in which he was an officer and is here reproduced for the first time. (Original in the Union Pacific museum.)

came from Argentina where similar irons are used today to mark the cattle that roam the pampas of that country by the hundreds of thou-sands, and the designs of their branding irons are not unlike the Spanish designs which were used by the vaqueros in the early days of

Of course, most of the exhibits in the museum relate directly to the history of the Union Pacific railroad itself, but since U. P. history is so inextricably interwoven with the history of the trans-Missouri fronhistory of the trans-Missouri frontier it is almost impossible to say where one leaves off and the other begins. Nor are all the relics there mementos of westerners. The East is well represented, too, for it was eastern capital that built the Union Pacific and the history of the U. P.

nent easterners-Asa Whitney, Oliver Ames, George Francis Train, Thomas C. Durant and Massachusetts-born Grenville M. Dodge, who surveyed the route for the first surveyed the route for the first transcontinental railroad and then

was chief engineer for its building. It may surprise you to see how many relics of Abraham Lincoln there are here, too. But it is not inappropriate that they should be, for it was the Great Emancipator who, on July 1, 1862, signed the Pacific railway bill, passed by congress, which provided for a land grant and subsidy from the government to aid in the construction of a railroad westward from the Mis-souri river to California and for another road eastward across California to connect with it. It was President Lincoln who designated Council Bluffs, Iowa, as the eastern terminus of the U. P. and among the most treasured documents in the museum's collections is an original Lincoln letter—an executive or-der, dated October, 1863, appoint-ing Springer Harbaugh of Pennsylvania as a government director of the projected railroad.

Fortunately for posterity, photography had become a well-established art by the time the Union Pacific began building west and to that region flocked many of the daring early-day "camera men" who had won their spurs as photographers on the battlefields of the Civil war. Among them were such men as Alexander Gardner, Capt. A. J. Russell, who became official photographer for the U. P., William H. Jackson, Savage and Ottinger and others. So an important part of the collections in the U. P. museum are the photographs made by these men which comprise a priceless pictorial record of one of the most thrilling epochs in American history.

It was Savage who made some of the best pictures at the historic ceremony at Promontory Point, Utah, on May 10, 1869, when there took oh May 10, 1808, when there took place the "Wedding of the Rails"—the driving of the golden and silver spikes which symbolized the joining of the Central Pacific and the Union Pacific lines and the completion of the first transcontinental railroad. And incidentally one of the most interesting of the documentary exhibits in the museum is the photostat of the diary of this same C. R. Savage from May 4, when he set out from his studio in Salt Lake City, through May 11 after his work at Promontory Point was done

Too many museums are places of static exhibits where the whole atmosphere is that of the dead and moldering past. To visit this unique museum in Omaha (unique in that no other railroad, so far as is known, has set aside space in its headquar-ters to preserve materials connected with its own history and the history of the country it serves) is to have a feeling of seeing history on the march, with the past blending into the present in the continuing story of a nation still being built. It may be due to the vision of Carl R. Gray, former president of the Union Pa-cific, who established the museum and sponsored its early devel-opment. Then again it may be due to the galvanic influence of his suc-cessor who takes a keen personal interest in the place and is responsible for the addition of many an interesting item to its collections.

But in Italy, bad weather restricted Allied progress over the mountainous terrain, and equally bitter resistance in the future loomed with the discovery that the Germans were constructing another "Siegfried line" of concrete and steel several miles in depth, and just to the north

or 5, and British bombers and ugut-ers lashed at German factories, the important naval base of Kiel, air fields strung over northern, and the channel coast, along which the Nazis reportedly have a superstance. reportedly have erected rocket guns.

AGRICULTURE: Hogs Pour In

Shipment of 476,500 hogs within a 3-day span recently in comparison with 278,400 for the same period a year ago, reflected crowded condi-tions, in 12 leading middlewestern markets, with only choice 200 to 300 pound pigs attracting \$13.75 per

Many hogs were left unsold as daily trading closed, and fearful that animals might contract pneumonia with snow and colder weather, some packers urged farmers to curtail shipments, while embargoes were imposed at other centers.

Tight labor conditions restricted packers' capacities, and in Chicago, at least 200 soldiers from the labor pool of a nearby camp were sent into the packing houses to help out.

RUSSIA: Tangle in Poland

Russian armies forged deeper into pre-war Poland in flaming action on the eastern front, overrunning territory the Reds claimed as their own, but the Polish government-in-exile insisted must remain part of the

As the Russ surged forward into pre-war Poland, Gen. Nicholas Vatutin threw out a spearhead to the southwest, aiming toward the en-trapment of 500,000 Nazis from the

rear in the big Dnieper river bend. The Reds entered pre-war Poland at a time of heightening tension over their claims that the White Russian and Ukrainian provinces of the old state were racially related to Russia. Reportedly headed for Washington, D. C., to seek U. S. support for the Polish government in exile's case for retention of the territory was Pre-mier Stanislaw Mikolajzyk.

WAR PROFITS: Want Strict Control

Recommendations to change the present government procedure of recapturing excessive profits on war material by rewriting old contracts, were bitterly opposed by Senators Walsh (Mass.), LaFollette (Wis.), Lucas (Ill.) and Connally (Texas).

Two recommendations particularly opposed would exempt from pres-



Senators LaFollette and Walsh

ent repricing all contracts for standard commercial articles, and products not actually a part of goods

In the first case, the senators said, one company with orders for a standard commercial article did six fimes the business of the 1935-'39 period, yet would be exempt from repricing.

In the second case, the senators said, one machine tool company whose product, of course, does not actually appear in finished war goods, did six times its normal business, yet would not be forced to reprice its contracts.