

Acts on Nazi Atrocities Even American Public

WASHINGTON—American indignation over German war crimes has reached its peak within the next few weeks, what with the Signal Corps atrocity photographs of returning dislocated and continuing dislocation of front-line war correspondents as seen by Red Cross and other officials. It is now being channeled into a drive to throttle international terrorism and punish its perpetrators. This suspicion is being expressed when American next week begin to receive the first of the Signal Corps films which show a sequence of Nazi concentration camps and punishment battalions, who have been the Army continues to find German war prisoners in a deplorable condition in German camps. The State and War Departments are again restating their policy, denying that the prisoners are being "re-educated" in a Geneva Convention sense.

Ambs Designated
The Government is preparing for the punishment of the war criminals. Secretary of State Cordell Hull has delegated several service officials on the staff of Gen. Dwight D. Eisenhower to work in Germany, to work out the details while two more will be here shortly to take over the conditions at various camps.

At the end of World War I, the Germans were indicted for their crimes. After two years of peace treaties and inaction had been whittled down, and these were tried by a German court, it was in this circumstance, that Emanuel Celler (D) of New York has proposed establishment of a congressional committee to see that the Nations War Crimes Commission carries out its function effectively.

Pressmen Astounded
The Army policy in this respect has disclosed that the officers are already gathering evidence on war criminals and that they are dealing with the lesser elements of the German army. The admitted German war criminals are being, although the trials have yet been held.

At the extent of German atrocities, Congressmen and the public have asked for more details on how far the atrocity is to be extended; among the lower ranks, the Gestapo and the orders of his brutalized brutality punished along with his higher ranks. The list of the higher ranks include Franz Schindler, who is charged with having been the German financial adviser, President von Goebbels, and the Hitler German Cabinet.

The Allied public will wonder the Nazi capabilities and their indications through must be the of the German and the real Germans, is questioning the quarters. Radiocasting Mrs. Clare Boothe Luce of Connecticut, said recently.

In some many German perhaps some of the Allied countries say that accounts of atrocities were either greatly exaggerated or were sheer propaganda. One person among them who will be able to see the horrors of the camps has seen examples of atrocities with her own eyes.

More than 3,000 prisoners of the horrors of the concentration camps at Hadamar and other spots, being edited into 500 feet of newsreel film, will have a deep effect, convincing the Nazi leaders did not believe in the state policy against their prisoners and those nations, although not custodian war prisoners of the Allies.

Separate from these newsreels and the whole intention of punishment of the prisoners in Allied custody is the treatment of the prisoners in Allied custody in American prison camps.

Pat of the American Cross has testified: "The single factor which is getting relief from the regular communication of the prisoner kin is the attitude of the American people in fulfilling the treaty of the Geneva Convention, and returning enemy prisoners."

U. S. Mobilization Of All Resources Turned War's Tide

The Axis declaration of war against the U. S. was the signal for the complete industrial and agricultural mobilization of the country, resulting in an unprecedented production of goods and food that not only has fed the sinews of our own fighting machine, but helped maintain those of our Allies as well.

Succeeding the Office of Production Management set up earlier in the defense program, the War Production Board came into its own with the U. S. entrance into the war, with leadership vested in Donald Nelson, and personnel consisting of the nation's most expert industrialists and technicians.

To put all of the nation's vital resources and manpower at the command of the war effort, civilian production, particularly in the heavy industries using steel, aluminum, alloys, etc., was sharply curtailed, with a priority system established to allocate the supply of necessary materials.

Aircraft Production High.
At the same time, both private industry and the government invested in the construction and expansion of production facilities, with the aircraft and shipbuilding manufacturing showing the most phenomenal growth due to the development of the airplane as a vital bombardment and protective weapon, and the necessity for hauling vast quantities of supplies across water routes.

With industry mobilized, labor was first allowed to follow wartime employment opportunities, but when more workers were needed, the War Relocation Authority sought to steer help into vital production by drawing up a list of essential occupations entitling draft registrants to deferment consideration.

Matching industry's sensational production achievement, the nation's farmers, short of help with workers seeking more lucrative employment in war industries and drafted for service, and short of machinery because of restrictions on output, managed to raise record crops and keep the country, the services and our Allies well nourished.

Reflecting the outstanding production record of the farmer, around 3,000,000,000 bushels of corn were raised in 1942, '43 and '44; over 100,000,000 head of hogs were fed during 1943 and '44, and 1944 wheat harvest was set at over 1,000,000,000 bushels.

Dunkirk Withdrawal Was Masterpiece Of Military Daring

Realizing that the small British force in France and Belgium in the spring of 1940 could not hope to stem the swift German advance that was crushing French resistance, the British commanders ordered a retreat to the channel ports. On May 20, 1940, units of the British expeditionary force began moving towards Ostend and Zeebrugge, Belgium and French troops screened the withdrawal.

By the 23rd, German armored columns had thrust through to the channel coast, Belgium in the French, French and Belgian troops. On the 26th, the Belgians surrendered, and the British and a few French units had to fall back to the neighborhood of Dunkirk, a medium-sized channel port.

By the 30th it was obvious that there was nothing for the British to do but to try to get home to England, which would soon be in danger. So, abandoning their heavy equipment, the 300,000 men of the BEF hastened to the waterfront and began embarking in any ship they could find. So began the epic withdrawal of Dunkirk.

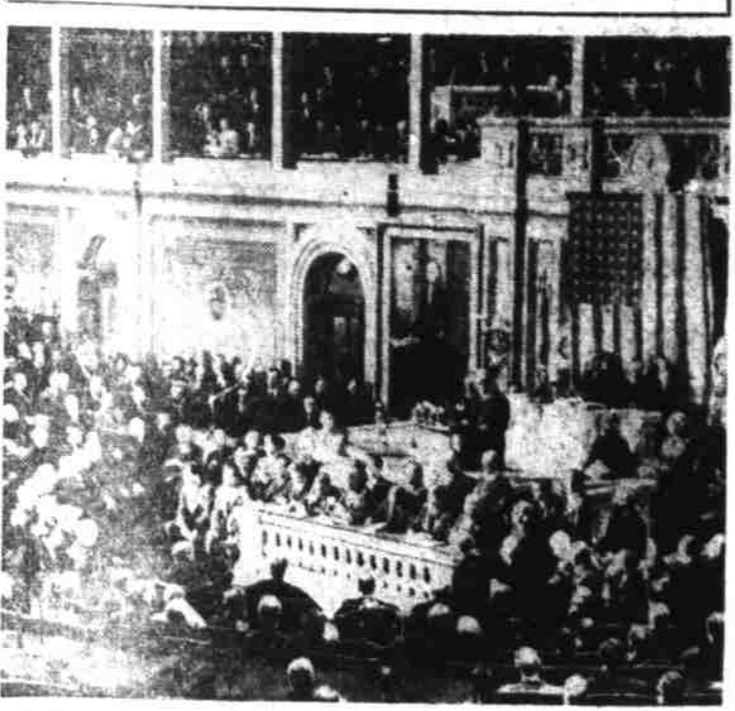
Constant Bombardment.
Under constant bombardment and strafing from the German air force, as well as submarines and destroyers, the British piled into any sort of craft that would float. Men came back to England in rowboats, ferries, boats, private yachts, collapsibles, and fishing boats, and of course, troopships and naval vessels.

Many of these craft had been obtained from private citizens who risked their lives and crafts to sail their vessels through the choppy channel.

The Royal navy and Royal Air force did their best to protect the thousands of boats in the channel. Fortunately fog hampered the Nazi planes somewhat, but the boats that reached the English coast had been under almost constant attack for hours. The Germans, knowing that Britain would be almost defenseless if the men who were in the boats were destroyed, made extreme efforts to kill as many as possible. Because of the stout British defense, and the fact that so many miscellaneous craft were dispatched to evacuate the BEF, the Germans failed.

All during the 30th and 31st boats and ships streamed back and forth across the channel, and by the first of June the most remarkable withdrawal in history had been accomplished. Only a few thousand of the BEF were captured by the Nazis. Most of the sorely needed force was safely returned to England.

Congress Declares War on Axis



On Dec. 8, 1941, President Roosevelt addressed a joint session of Congress asking for a declaration of war against the Japanese. Declaration of war on Germany followed swiftly.

Nazi Built Jet Planes In Streamlined Cave

KATLA, Germany—This is the story of a mountain which labored and brought forth dozens of the latest jet planes for the Luftwaffe.

It is Mount Walpersberg, situated a few miles from this town, which, in turn, is 15 miles south of Jena. It shows what the Germans could have done in building virtually impregnable air control if they had not started so late.

The whole plant shows the ingenuity of a Rube Goldberg Plane components were built inside the mountain, assembled in concrete hangars at the base, hauled up the sides by conveyor to the top where the ridge, having been shaved off, makes a 7,500-foot runway, from which the planes took off for their fighter fields.

The setup rather reminds one of a super aircraft carrier 8,000 feet long, because of this sequence of operations. It was just before D-Day that Allied bombing of the German aircraft industry had reduced the Luftwaffe so much that the Allies had necessary air superiority for the momentous blow at Normandy.

Plants Vulnerable
Despite their organizational talent, the Germans had permitted aircraft industry work at centers that were definitely vulnerable to bombing. The Allies took full advantage of this with precision daylight mass attacks.

It is important to note what the Allies had found in the way of vulnerability of German industry to air attack. Source materials and parts were too far behind the lines and were too scattered for the Allies to effectively attack them. If a final or assembly stage was bombed, output on the assembly lines could not be reduced appreciably because they could be quickly set up in any sort of shed-like building and in the open in emergencies.

Thus a new bombing technique was discovered—it was to hit an industry just below the top. In final, large, component assembly factories is where most lasting damage could be done. The Germans, in their new dispersal of aviation building plans, also took note of this fundamental. Thus it should be noted that while great workshops inside Walpersberg Mountain were building motors, wings, fuselages, and other plane

parts, final assembly was done outside, because even if the hangars were bombed, the work would not halt.

Eventually, enough more of the mountain could have been dug out to permit even the final assembly to have been done underground. German thoroughness again was shown in the construction of even temporary hangars with three-foot reinforced concrete roofs able to withstand all bombs except, possibly, the 20,000-pound submarine-penetrating busters, which were used only after these hangars had been completed.

Mountain Easily Tunneler
Another important basic fact which examination of this plant brought forth is the nature of the mountain is a distinct key to the extent and success of future German underground operations, particularly in the national redoubt, now the target of Allied advancing armies in southern Germany. For Mount Walpersberg is sandstone—so soft that the Germans have quarried it for years as a source of mere sand.

When the Germans were looking around for underground air-excavated mountain immediately labor was put to work by the thousands to increase the size of the underground cavities while other workers cleaned off the top for the bright idea of taking off from the roof. As there was a sharp drop in terrain from the end of the runway on a relatively short run, similar to aircraft-carrier operation.

It is pointed out that where either sandstone or limestone mountains are encountered the Nazis will have been able to build extensive underground works.

This plant still was not finished, although begun a year ago. It was, however, producing 30 planes a month. When finished, it would have doubled this, according to estimates of United States specialists. By conveyor belt operated at an angle somewhat more than 30 degrees, running 500 feet to the runway on the top, crews and supplies were being carried on the same platforms as the planes.

Cardboard Stiffening
A leather bag that has become limp may need nothing more than new cardboard stiffening between the lining and the leather. Cardboard that is tough and does not break easily is satisfactory.

First-in-First Out Is Urged For Demobilization of Army

WASHINGTON—A "first-in, first-out" formula for demobilization of the Army was proposed by Senator Johnson (D) of Colorado.

Senator Johnson said the point system program for demobilization, which is being considered, is "a first-in, first-out" formula, and contains no "backlog" of men.

"When the demobilization begins, the men should turn the men out in the same order in which they entered the service," the Coloradoan asserted. "It is simple enough for everyone to understand, there would be a minimum of paper work, and I believe the G. I.'s themselves will be for it. It's fair."

Senator Johnson said he hasn't made any headway trying to persuade the War Department to adopt the "F. I. O." formula. As a result, he added, he probably will introduce legislation to accomplish the purpose.

Demobilization is going to be one of the biggest problems as soon as the fighting in Europe ends, he said. "Every mother and father is going to be asking 'When will my boy come home?' Every congressman is going to get sacks of mail on the subject."

"Under the first-in-first-out system the men in the foxholes would know right away their prospects for going back to civilian life. If they'd been drafted three or four years ago, they'd have assurance they'd be among the first out and they wouldn't have to figure out a lot of point factors, for which the values haven't been announced."

"The War Department has withheld the value of each factor. It said in announcing the program that it was based on surveys among the men."

Senator Johnson said he'd like to hear what the soldiers think about "F. I. O."



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