

MAXIMS
OF A
MERE MAN

Train up a big tree in the way it
should go and when you are old sit
under the shade of it.

Morning Guardian, Founded 1887
Charlottetown Guardian, Two Cents

THE CHARLOTTETOWN GUARDIAN

The People's Paper Read by Everybody

Covers Prince Edward Island Like the Dew

CHARLOTTETOWN, CANADA, FRIDAY, FEBRUARY 23, 1945

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scrupulous in the arrangement of
their attire.

STRANGE SILENCE ON CANADIAN SECTOR

RECORD AIR RAIDS MAY PRESAGE NEW OFFENSIVE

LONDON, Feb. 22—(CP)—Some 7,000 Allied planes—cascading explosives at an average rate of about 100 tons a minute—made rapid-fire attacks in near perfect weather against assigned zones of Germany's rail system today in the greatest aerial assault ever delivered.

Leading this "backshot blitz"—an entirely new idea which Allied air chiefs had mapped and held in readiness for a break in the weather—were more than 1,400 heavy bombers and 800 fighters from the United States 8th Air Force.

Former Italian Fascist Puts Blame On Mussolini

Count Dino Grandi Gives Glimpse Behind Scenes In Italy.

Casualties Reach 4,553 On Iwo

Congressmen In Rough And Tumble

Coming Events

Waterfront Strike Ends At Halifax

U. S. Casualties Reach 801,162

Gen. McNaughton Outlines Scientific Achievements

Girl Guide Program At P. W. C. Hall

Youthful Robber Sentenced To Prison

Schoolgirl Weds, Is Stepmother Of 10

Flour Gives Finer Results

News Briefs

Extend Prorogation Of House To Mar. 31

Famous Mines Taken By Chinese Troops

War Situation Last Night

Moyland Falls Without Fight

Ice Storm Causes Damage In Prince County Areas

Island Army Girl Home From Overseas

Observe 27th Anniversary Of Red Army

Defence Minister Gives Interesting Picture To Montreal Engineers.

No Counter-Attacks

Everyone Wondering

Meteorological Office

Daily Air Service

Leave Charlottetown 7.45 A.M.,
11.35 A.M., 5.45 P.M.,
Arrive Charlottetown 12.55 P.M.,
5.30 P.M., 8.45 P.M.

Leave Charlottetown 1.10, 4 P.M.,
Arrive Charlottetown 5.30, 8.15 P.M.

Leave Charlottetown 12.15, 5.45
Arrive Charlottetown 2.35, 5.30

War Situation Last Night

By KIRKE L. SIMPSON, Associated Press War Analyst

The aerial curtain-raiser for the culminating Russian-Allied winter assault to reach the heart of bomb-rocked Germany with land armies is on.

London reports of 7,000 planes teamed up in an attack that poured explosives into Germany rail hubs for 24 hours at a rate of 100 tons a minute can have no other meaning. It looks as knock-out air blows at German internal communications in preparation for virtually simultaneous Russian and Allied ground attacks to crush in the walls of the last German defence cordon.

Judged by its size and east-west scope as well as by its strict limitation to rail hubs targets no other construction could be placed on the massive air blasting over Germany. It outmatched every previous exhibition of air power in this war.

Yet the attack conformed strictly to the Allied air policy of striking only at military targets, not to terrorize civilian populations. War Secretary Stimson told a news conference in Washington. If the combined attacks of the winter campaign by Russian and Allied armies are close at hand, the rail hub targets selected hold the answer to German ability to survive the two-front storm.

Through them must shuttle the men and supplies from side to side to prop faltering defence lines. With her sources at a national or synthetic level, the Luftwaffe has been knocked out by air, the German web of hard-surfaced roads is an undependable prop for German battle fronts. The gasoline to drive motorized supply and troop transport is fast leaking away. It is upon her vast rail and coal, and even wood-burning motive power Germany must increasingly rely as the final clutch of the war in Europe takes hold.

As the daylight attacks were launched, the German radio stations leaving the air after a torrent of alarm from the overwhelmed "achting" service. These broadcasts warned that several bomber formations were over the Reich after dark and headed into Brandenburg Province, where Berlin is located.

The daylight attacks were launched after raids Wednesday night by 1,100 R.A.F. and R.C.A.F. bombers, centred on the Ruhr rail web of the Duisburg area, western exit of the vast industrial belt, and on the city of Worms. Two separate blows were levelled at Berlin at half-hour intervals, and Bremen also was bombed.

Canadian-built Lancasters were among the Duisburg raiders while R.C.A.F. Halifaxes struck Worms. The night operations cost 39 bombers, including six Canadians, and 31 German planes shot down.

Two divisions of today's American raiding fleet poured into Germany from the north and a third streamed in from the south. They broke up into wolf packs of up to 100 bombers each to hammer at least 24 freight yards and other rail targets in the heart of Germany during the noon hour.

First reports said the big bombers met little anti-aircraft fire and were unopposed. They lit their engines as they smashed into their objectives in bright sunlight from the unusually low altitude of about 10,000 feet—half the normal bombing height.

The 8th Air Force planes were assigned to 23,000-square-mile zone roughly 10,000 square miles larger than New Brunswick, bordering the west by Hamburg, Hanover and Kassel and on the east by Berlin and Leipzig.

Within this corridor across central Germany the bomber packs flung more than 14,000 500-pound high-explosive bombs on at least 14 rail junctions located on two or more main rail routes engaged in shuttling supplies to German fronts both on the Eastern and Western fronts.

Simultaneously with these great blows from Britain, more than 750 United States heavy bombers from Italy smashed rail targets in Germany, Austria and northern Italy, concentrating on a network of lines radiating from Munich.

The Italian-based heavies took off with the greatest weight of bombs they ever had carried—1,850 tons—but some were forced to turn back by bad weather. Targets included the Kempen rail yards between Munich and Lake Constance, the Rosenheim yards southeast of Munich and yards at Altmunster, between Salzburg and Munich.

"Today's mass assault was pointed at temporarily paralyzing all German rail communications," said the 8th Air Force staff officer. "The blow will pay dividends at both the Eastern and Western Fronts by crippling the industry behind the enemy's war machine and by snarling supply routes to battle areas."

Operating in small packs and closely protected by fighters, the heavies made bold low sweeps in depositing their bombs on these towns, among others: Lunenburg, Stendal, Halberstadt, Ullrichsburg, Uelzen, Salzwedel, Wittgenberg, Ellersheim, Klennsen, Plessen, Northeim, Vienenburg, Sangerhausen and Göttingen.

Their closest approach to Berlin was at Stendal, about 50 miles west of the capital. The 500-pound bombs employed blast craters about 35 feet in diameter and a single direct hit will rip up rails for 40 feet.

War Secretary Stimson set army casualties at 711,497 on the basis of individual names compiled in Washington through Feb. 14. The navy reported its losses as 88,000. The aggregate represented an increase of 18,982 over the previous week's report. Of the rest, the army accounted for 68,000.

Waterfront workers on the Halifax waterfront agreed today to return to work tomorrow morning pending negotiation of their demands for wage increases. The 300 men, members of the Canadian Brotherhood of Railway Employees (C.B.R.E.), called this morning, halting provision of outgoing shipping at the harbor's south terminal.

Negotiations for settlement of the dispute will be commenced Sunday night at a meeting between the men and a National Harbour Board representative from Ottawa. If proposals are not acceptable to the men they may consider resuming the strike next week, Union officials said.

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Famous Mines Taken By Chinese Troops

CALCUTTA, Feb. 22—(CP)—Chinese troops have captured the fabulous Baldwin silver and lead mines 22 miles northwest of Lashio in Burma depriving the Japanese of lead production sufficient to supply their whole war machine.

The mines, among the richest in the east, were captured intact Wednesday after the Japanese had put up only brief resistance a few miles to the north. Chinese units drove on and captured Namtu, which is on a branch railroad to Lashio.

But the Germans, disclosed to have elements of 10 divisions facing the 1st Canadian Army, seemed intent on holding the line from the Saar to Udem, five miles due south. The Canadians are confident that the enemy has its Elite Panzer Lehr Division facing the Canadians.

This rising ground commands the country to the north and is the eastern German front between the Saar and the Ruhr. The situation resembled somewhat Normandy's Caen hinge where Canadian and British troops broke through last summer while American troops swept into Brittany and cut east across France. The Canadians anticipate further stiff fighting here although enemy strength naturally is not as great as in Normandy.

This morning, French-speaking troops went into Moyland from the north without firing a shot. They found there just one German—a patrol sergeant who got to awaken when his unit pulled out.

Western and French-speaking Canadian battalions probe without opposition to a hill about a mile northeast of Moyland and went nearly twice that distance southeast toward Calcar before meeting the enemy.

Eastern Canadians on the right flank forged a new cut. The Goch-Calcar road after a 400-yard advance without opposition, seizing ground other easterners were denied by fierce German counter-attacks earlier in the week.

There were no German counter-attacks today. The last of the series of their height, extended over 40 desperate hours came in last night along the eastern sector of the Goch-Calcar road. A group of 20-25 shouting infantrymen penetrated a forward platoon area before it was repelled. The others were choked off at heavy cost to the enemy.

No armor supported these enemy attacks, possibly because of the heavy losses the Germans suffered in the combined tank and infantry thrusts Monday and Tuesday nights.

Tonight the Canadians are virtually on the edge of Calcar itself. Around and on the approaches to this communications centre, 15 miles from West, west of the Goch, intense artillery fire forced a withdrawal by troops who had pressed a mile south to Hassum, 3-1/2 miles west of Goch.

In the centre of the 25-mile 1st Canadian Army front between the Rhine and the Mass Rivers, other troops of Gen. Crerar's command across the Goch-Udem railroad today and were subjected to heavy fire from a German tank and Goch. West of Goch, intense artillery fire forced a withdrawal by troops who had pressed a mile south to Hassum, 3-1/2 miles west of Goch.

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Houdeshell's first wife and mother of 10 children died last year at the age of 43.

Moyland Falls Without Fight

BY DOUGLAS AMARON

WITH THE 1ST CANADIAN ARMY IN GERMANY, Feb. 22—(CP Cable)—A silence, new and strange, fell over the Canadian sector of the 1st Canadian Army front today as Moyland, two miles northwest of Calcar, fell unopposed and the Germans withdrew to the outer defences of shambled Calcar.

But the Germans, disclosed to have elements of 10 divisions facing the 1st Canadian Army, seemed intent on holding the line from the Saar to Udem, five miles due south. The Canadians are confident that the enemy has its Elite Panzer Lehr Division facing the Canadians.

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