MAXIMS OF A MERE MAN

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LAST REMNANTS OF ENEMY CONVOY ARE SUNK

Reds Regain Control Of Vital Railway

Key Nazi Rail Center Bombed

American Bombers Strike Heavy At Hamm In Daylight; Non-Stop Aerial Offensive Continues.

By EDWARD D. BALL

Associated Press Staff Writer

LONDON, March 4 —(AP)—American heavy bombers struck two powerful new pre-invasion blows in daylight today, heavily bombing Hamm, key of a vast German rail network over which Hitler would have to move troops to meet allied armies in western Europe, and Rotterdam, which might become a landing point for armies striking the continent.

The American raid carried on the Allied aerial offensive to western Germany's most important wartime communications centre following the eighth successive night raid in which the R.A.F. with R.C.A.F. help subjected Hamburg to a devastating fire and explosive bath.

In daylight late today R.A.F. Mosquito bombers attacked railway centres near Le Mans and Valenciennes in northern France. One plane failed to return.

Late tonight the Paris and German radios went off the air, indicating that British bombers were over the continent for the ninth straight night.

Five planes were lost in the Hamm raid but they destroyed at least 14 of a strong German fighter force.

Over Hamburg last night, the R.A.F. lost nine and the R.C.A.F. one bomber in "a heavy attack". Unspecified targets in western Germany also were bombed and fighters made intruder patrols over Holland, destroying an enemy raider.

"Many 4,000-pounders and tens of thousands" of fire bombs were dropped at Hamburg by Lancasters, Halifaxes, Stirling and Wellington squadrons, the Air Ministry News Service said. The anti-aircraft fire was termed "not as intense as usual but the searchlights were numerous and active."

"Clouds of smoke hung over the target," returning pilots said.

At nightfall the Allied bomb lashing of Germany and Nazi-held territory had been going virtually non-stop for 192 hours.

All the American bombers returned from Rotterdam. It was the third United States blow at the Dutch city and the 85th allied attack. Pilots described the opposition as weak. Only negligible damage was reported to returned aircraft.

The Berlin radio, however, broadcast a D.N.B. claim that seven big American bombers were destroyed over western Germany during the morning. The Oslo radio said there had been "some civilian casualties from the attacks.

The Germans countered with two weak passes at London last night and before dawn today with a few planes compared to the huge Allied armadas striking at the Reich.

More German Garrisons Are Routed

LONDON, March 4 —(CP)— The Red Army has regained control of the Moscow-Velikie Luki railway in the drive toward the Latvian frontier, has routed two more German garrisons south of Lake Ilmen [illegible] to cut the main Nazi rail artery linking Bryansk and Kiev in the south, two Soviet communiques disclosed today.

A special communique announced the capture of Olenino, 35 miles west of Rzhev on the frozen central front, giving the Russians full control of the 270-mile stretch of railway between Moscow and Velikie Luki and accelerating the drive toward the Latvian frontier only 80 miles away.

A 25-mile gain in the Dmitriev-Lgov sector on the northern edge of the Ukraine found the Russians occupying Sevsk, only 20 miles from the vital Bryansk-Kiev railway, and the regular Thursday midnight bulletin said several more unidentified localities were seized in this push toward the junction city of Konotop, one of the Nazi bases protecting the approaches to the Dnieper river defence line.

Both communiques were recorded here by the Soviet Monitor.

War Situation Last Night

By Kirke L. Simpson, Associated Press War Analyst

The battle of the Bismarck Sea, at one stroke, set invasion apprehensions in Australia definitely at rest. To what extent the Japanese offensive-defensive perimeter in the southwestern Pacific, already dented at Guadalcanal and Buna, was further buckled and rendered vulnerable is yet to be revealed.

The only logical explanation available of Japanese purposes in risking the disaster was to reinforce beleaguered and critically important outposts in northeast New Guinea. Gen. Douglas MacArthur is steadily closing in on Salamaua and Lae, southwestward protective redoubts for the whole Fischhafen Peninsula.

* * * * *

It is assumed that Japanese strategy in hoping to run the Australian-American air gauntlet to New Guinea relied both on weather and on a protective air umbrella. The expedition moved down the coast of New Britain to enter Vitiaz Strait so close inshore until it was scattered by the Allied air attack that short-ranged Japanese planes based in New Britain should have been available to cover it.

The American air attack that led to that enemy disaster was twofold. Enemy air bases at Lae and Salamaua were effectively neutralized by MacArthur's bombers while the sea-air action was in progress. While a break in the bad weather front appears to have helped materially, there is evidence that the foe sailed into a carefully prepared Allied trap.

* * * * *

It took weeks of preparation at Rabaul and elsewhere to the north for the enemy to prepare that reinforcement expedition. MacArthur's bombers were hacking at it day and night at long range. To the final losses must be added those previously wrought at Rabaul and at sea by incessant Allied bomber raids.

If the Japanese hold on the vitally important Finschhafen Peninsula is to be strengthened, obviously a much greater effort will be required.

Without that major effort — which Tokyo may well not dare risk, as it dared not risk a full scale effort to recapture Guadalcanal — the loss of New Britain footholds is foreshadowed.

Newsman Sees Big Change In British Attitude

Gillis Purcell of the Canadian Press Staff, is back in Canada after a brief visit to Britain. Here he tells in one of a series of articles of the change in Britain's attitude to the war since he left England at the end of 1941.

By GILLIS PURCELL

Canadian Press Staff Writer

TORONTO, March 4—(CP)—John Bull in 1943 shows a good bit of a change since a year ago. He's gaunter but not so tired, jollier but more determined, tougher and less inclined to talk about it.

In 1939's blackout the busman looked at the searchlight-sliced sky and muttered: "Let 'im come—we'll take care of 'im." He didn't know—and probably Hitler didn't—there weren't a half dozen ack-ack guns in the whole Thames Estuary.

The busman has vanished in the callup to help build up the Army wrecked at Dunkerque, rebuilt for twin successes in Africa. His just-as-chatty daughter-substitute swings through a bus crowded with Britons reading of the Russian roller and the Tunisian squeeze but saying almost nothing of the "second front" they cried for in 1941 and 1942—and silently await in 1943.

For the first time John Bull is entitled to boast a little about his strength—but instead he argues post-war planning over his "mild and bitter" (ale).

In London's swank spots the military brass is brighter than a year ago and the gaiety higher by a note or two—even though vanishing wines flow hesitantly at scandalous tariffs. But mayfair is not Britain. In the towns of Southern England the people who helped the R.A.F. win the Battle of Britain in 1940 are still as stoutly solid as ever.

None the less they have needed—and heeded—an occasional reminder that the job is far from finished. An English nurse who heard Nazi machine-gun bullets rattle on the road of a London suburb a month ago said: "It sounds a bit cold-blooded but I'm glad the raids are on again—people might have come to think our worries are all over."

In the homes and the pubs of Southern England war is not the topic of conservation—though it is grained in the minds of a people who now have caught their second wind. The talk is of food rationed in readiness for the "big push", of clothes purchased sparingly on coupons, of shortened pub-opening hours because of dwindling supplies. Not a word of it is moaning because of toughening times. No one ever complains about a new tax

Britain's armed forces are the strongest in history. Her industry is humming as never before. But caricatures of Hitler and Goering are no longer plastered on every wall. The nose-thumbing period is over. Herman and Adolf had better watch out.

Two Destroyers Damaged Earlier Finished Off

Not One Surviving Ship From 22-Ship Jap Convoy.

ALLIED HEADQUARTERS IN AUSTRALIA, March 5—(Friday)—(CP)—The remnants of the Japanese convoy of 22 ships — 10 warships and 12 transports — have been wiped out, the Allied High Command announced today.

This complete destruction of the convoy in the Bismarck Sea, which involved the loss of some 15,000 Jap troops bound for Lae, New Guinea, involved in its closing phases the sinking of two remaining destroyers afloat.

Twenty-seven Japanese planes were shot down in the latest operations, bringing to 82 the total of enemy planes destroyed or put out of action

Off Finschhafen, New Guinea, where Allied planes began their devastating attack on Tuesday, "our heavy units. strafed and sank lifeboats off shore endeavoring to make land," the communique said.

"Intensive and widespread searches by our reconnaissance aircraft (in the Huon Gulf) early yesterday morning failed to reveal any remaining trace of the enemy convoy in the entire area beyond floating wreckage and occasionally lifeboats and barges containing troops.

"Two damaged destroyers which had lasted during the (Wednesday) night were attacked, hit and sunk. Barges, lifeboats and rafts still afloat were strafed and sunk. Four enemy fighters were encountered and shot down without loss to ourselves."

Now the Allied ground forces of Papua are moving northward toward Lae, the Huon Gulf base which the Japs sought to reinforce with the convoyed troops.

Another big aerial blow at Lae was described in today's communique:-

"Our heavy units bombed the

(Continued on Page 7, Col 1)

Germans Give Up Gains

By WES GALLAGHER

Associated Press Staff Writer

ALLIED HEADQUARTERS, NORTH AFRICA, March 4—(AP)—Allied patrols recaptured Sidi Bouzid and reached a point three miles west of Faid Pass today as Marshal Rommel surrendered virtually all his costly gains in central Tunisia and massed his armor in the Mareth Line where the British 8th army has wheeled up for a decisive assault.

Paying the terrific price of "very heavy casualties," other German forces in the north, west of Bizerte, pushed the British army back four miles in the Sedjenane sector near the Tabarka-Mateur road. The allied communique said all other attacks in the north were repulsed.

The allied communique said of the Mareth action:—

"Enemy infantry advancing east in the Mareth area were successfully engaged and repulsed by our light armored forces. The enemy has reinforced his infantry with tanks in this area."

The Mareth Line of pill boxes, barbed wire entanglements, swamps and gun emplacements was under continuing assault from allied bombers.

The Allies employed their growing air superiority in all sectors of the front, striking hard behind the lines as well as at airfields and targets at Tunis, Gabes, roads in the south and enemy ground targets in the north.

U.S. heavy bombers atacked Messina, Sicily without loss, a Cairo communique said, and the Germans raided Tripoli Tuesday night

Halifax To Get $30,000 Health Grant

OTTAWA, March 4 — (CP) — Health Minister Mackenzie tonight announced passage of an order-in-council granting Halifax $30,000 a year for health purposes and an additional amount this year to aid the erection of a tuberculosis hospital. The federal treasury will contribute on the basis of $30,000 a year for the duration of the war and one year after.

But for this year the contribution will be $45,000 to provide $30,000 for erection of a tuberculosis hospital and $15,000 for staff. Next year the contribution will be $15,000 and thereafter at the rate of $30,000 a year.

Mr. Mackenzie made a brief announcement without details when he was interrupted a speech being delivered by M. J. Coldwell, C.C.F. leader, who was protesting against "filthy" conditions in the eastern Canada port and urging Federal action to improve health administration there.

Mr. Coldwell said the conditions in Halifax were more than the responsibility of the city corporation and the province. They were the responsibility of the Dominion because, in the course of their duties, thousands of Canadian forces were being sent to and through Halifax.

COST OF EXCURSIONS

OTTAWA, March 4—(CP)—Total cost of harvest excursions from Eastern Canada during the 1942 harvest season was $241,312, Labor Minister Mitchell said today in a reply tabled in the House of Commons for P.E. Wright (C.C.F. Melfort.)

The Dominion Government bore the whole cost and 5,886 men were sent to the west, said the reply; only seven of the men received additional financial assistance to return from the west.

Coming Events

—o—

**Talkies—Montague Saturday. 3-3-3i.

**Talkies — Souris Monday. 3-3-3i.

**Dance in Lot 65 Hall postponed until Monday, March 8th. 3-5-1i.

**Dance in Vernon Hall by Victory Club, Friday, March 5th. Admission 25 cents. 3-3-3i.

**Loading hogs this week. Albany Thursday afternoon; Emerald Friday until 11.30 A. M. G. C. Green and A. C. Green. 3-4-W-T-tf.

**Loading hogs for Davis & Fraser, Murray Harbour and Bene River, Tuesday, March 9th. Murray River and Foxnia, Wednesday, March 10th. John J. Beck. 3-5-1i.

**Livestock Marketing Board loading hogs East and South of Charlottetown during week of March 8th as follows: Monday, Montague, Cardigan, Souris, Elmira St. Peters, Morell, Bedford, York, Murray River, Melville, Uigg, Millview, Charlottetown. Highest market prices assured. 3-5-1i.

**Loading hogs Western part of province next week as follows: Monday, Alberton, O'Leary, Northam, Miscouche, Summerside, all places usual hours. Will load on Tuesday at Charlottetown, N. Wiltshire, Hunter River, Breadalbane, Kensington, Freetown and Albany. We invite you to ship with the Livestock Marketing Board. 3-5-1i.

**Farmers, Attention! Please list your hogs with our agent your community as transportation regulations demand that cars be loaded to a ten thousand lb. minimum capacity. It's a war measure, and in addition lowers freight charges per head and will net you better returns. Livestock Marketing Board. 3-5-1i.

**Farmers can render an additional war service without cost to themselves by conserving freight space so vitally needed for war purposes. One stock car will carry as many hogs to market as that upon which two cars have been heretofore uselessly wasted. Ship co-operatively and save space. Livestock Marketing Board. 3-5-1i

Curtailment Steps Considered

OTTAWA, March 4 — (CP) — A study has been made of the possibilities of "more drastic steps in curtailment or elimination of products and services" to meet manpower or material shortages, but such steps have to be considered "in the light of conditions as they exist from time to time," Hon. H. A. Bruce (Prog. Con. Toronto Parkdale) was informed today in the House of Commons.

Dr. Bruce asked whether a plan had been prepared by the Prices Board "for the release of manpower from non-essential industries."

Claims 30 Ships, Not 20 Sunk

QUEBEC, March 4 — (CP) — Onesime Gagnon (Un. Matane) told members of the Quebec Legislative Assembly today that "not 20 but upwards of 30 ships were sunk in the St. Lawrence River and in the Gulf of St. Lawrence last summer."

"I am ready to take the responsibility of that statement," Mr. Gagnon said while speaking on an opposition motion which called for production of all correspondence exchanged between the Federal and the Quebec Governments in connection with the protection of the Gulf of the St. Lawrence and Counties along the river.

(In an address in Quebec Wednesday Navy Minister Macdonald told the Canadian Club that 20 ships were sunk in the St. Lawrence area last year and added that "this year we will have stronger defences along our shores, and more ships for escort work. "

'Chute Opens, Jumps With It Under Arm

MONCTON, N.B., March 4—(CP)—While they were stranded on an ice floe in Northumberland Strait four members of an R.C.A.F. plane who were forced to bail out of the machine after it ran into difficulties near Charlottetown last week, saw 15 aircraft pass over them on Saturday last but were unable to make themselves seen.

The men, Squadron Leader K.C. Wilson, West Perth, Ont., Flying Officer A.J. Barrette, Ottawa, Pilot Officer William A. Richardson, Churchill, Tenn., U.S.A., are convalescing.

While preparing to bail out Richardson had an accident with his parachute and it opened in the machine. Not knowing haw to repack it, he jumped with the 'chute under his arm, but it opened correctly and he landed safely.

Their adventures began on Wednesday, Feb. 24, while four aircraft all from the same squadron, were out on routine patrol. It soon became obvious that bad weather was about to close in and all four aircraft were immediately ordered to return to base.

Two of the bombers were able to reach Charlottetown and land safely, while the third crashed six miles from the Dartmouth, N.S. Station, killing all on board. The chamber piloted by Squadron Leader Wilson, however, had greater distance to fly and by the time it had reached the Dartmouth air station visibility was so bad it was impossible to attempt a landing.

(Continued on Page 7, Col 4)

Shelter Jam Kills 178, Injures 60

LONDON, March 4 — (CP) — A woman carrying a baby tripped near the bottom of a subway stairway during the German air raid on London last night, and within a minute the 19 steps became a well of death where 178 persons perished in a pile-up and 60 were injured.

The woman was rescued alive but her baby was killed.

There was "no sign of panic before the accident," and no bombs fell near the subway station which served as an air raid shelter, a ministry of home security statement said.

But after the woman—with a bundle in one arm and a baby in the other—missed her footing and fell on the landing, both the platform and stairway became a trap in a matter of seconds with hundreds falling in a writhing mass which crushed to death or suffocated 178 persons

Explain Accident

The ministry statement explained the accident this way:—

"There were nearly 2,000 in the shelter, including several hundred who arrived after the alert, when a middle-aged woman burdened with a bundle and a baby tripped near the foot of a flight of 19 steps which leads down from the street.

"This flight terminates on a landing. The woman fell down the last

(Continued on Page 7, Col 7)

Sentenced For $3,655 Hold-Up

MONTREAL, March 4—(CP)—Judge Armand Cloutier today sentenced Laurent LaRoche, 22, to 26 years in the penitentiary for a $3,655 hold-up at Mount Royal Avenue Bank of Montreal branch Jan. 10.

The youth, wounded in a running gunfight which followed the hold-up, will appear for preliminary hearing March 9 on two charges of attempted murder filed after LaRoche wounded Police Lieutenant Aime Brouillet, 48, and Leo Des-Roches, 31, a bank employee.

U.S. Seeks More Canadian Newsprint

MONTREAL, March 4 —(CP) — The Canadian newsprint industry is being asked to provide United States with 107,000 tons of pulp in the next few months in addition to 1,170,000 tons already promised for 1943.

This statement was made today in a joint announcement from R.L. Weldon, Canadian Newsprint Administrator, and A. G. Wakeman, director of pulp and paper division of the United States war production Board. The two newsprint chiefs with A.H. Williamson, Canadian Timber Controller, have been meeting here during the last few days "in furtherance of the objective that the industrial resources of Canada and the United States be utilized to the best interest of the war program in both countries."

The announcement stated: "The supply of pulpwood made available from this season's cut and now in sight at Canadian mills makes it possible to provide additional pulp to meet the urgent needs of the United States.

Arrange For Early Buying Of Coal

OTTAWA, March 4—(CP)—Arrangements have been made for renewal this summer of the early-buying credit plan for fuel purchases which was put into effect by the government last year, it was learned today.

The plan will go into effect next May 1 and its details will be announced later. Under the scheme householders will be able to take delivery of coal without paying cash, through special credit arrangements with coal dealers and the banks.

One Strike Ends, Another Begins

NEW WATERFORD, N.S., March 4 —(CP)— As employees of Dominion Coal Company's No. 18 mine here ended a one-day walkout today, a new strike broke out in the company's neighboring No. 16 colliery over a similar dispute.

Cause of the tie-ups in both cases was the union claim that men recently granted working places in the main deeps should be withdrawn by the company until recommendations for their placement can be made by the United Mine Workers of America.

The 400 men of No. 18 kept that pit tied up yesterday and last night, returning to work this morning pending negotiations. The 300 No. 16 employees struck this morning. They were expected to resume work tomorrow.

To Ship Milk Cans To N.B.

OTTAWA, March 4—(CP)—H.H. Hatfield (Prog. Con. Victoria-Carleton) was advised in a reply tabled in the House of Commons today that arrangements have been made for shipment of milk and cream cans to the Province of New Brunswick.

Mr. Hatfield had also asked what consideration had been given to increasing the capacity of creameries, and the reply said: — "all requests for permits for expansion of the capacity of creameries in the Maritime Provinces have been approved."

Sister Of Ch'Town Man Dies In N.S.

AMHERST, N.S., March 4—(CP)—Miss Laura E. Weir, 74, died at her home here today shortly after suffering a heart attack. She was a long-time resident of Amherst and a daughter of R.T.H. Weir of this town.

W. T. Weir of Charlottetown is a brother.

Australians Rejoice After Big Victory

Extent Of Victory Over Jap Convoy Can Not Be Over-Estimated.

By J. E. HOLDSWORTH

Canadian Press Correspondent

SYDNEY, March 4 —(CP Cable) — Australia today had its greatest day since the start of the war in the Pacific.

There was rejoicing everywhere at the unprecedented victory scored by Allied airmen against the Japanese convoy in the Bismarck Sea.

Observers said the extent of the victory could not be over-estimated.

The words of Gen. Douglas MacArthur, Allied Commander-in-Chief, probably will live long after the war. He said: "The battle now has been decided. We have achieved a victory of such completeness as to assume the proportions of a major disaster for the enemy. A merciful Providence guarded us in this greatest victory. The Japanese campaign for the time being at any rate has been completely dislocated."

Never Before

Commentators pointed out that never before had there been a full 100 per cent success in an air attack on a convoy. Aircraft relentlessly hunted any scattered remnants of the Japanese force which might still exist today.

There was a tense silence in the House of Representatives at Canberra when Prime Minister John Curtin announced the victory. Then cheers broke out as he added he was sure the House would like to express to Gen. MacArthur and his forces the pride and admiration felt over this latest great success. He added that never before, on so many fronts, has there been such justification of confidence in the final result.

Arthur Fadden, opposition leader, said this was pleasing news not only to the people of Australia but to the whole of the United Nations.

Spitfire Squadrons

In addition to the news of the great convoy victory Australians were buoyed further today with the announcement that the famous British Spitfire fighter planes now are operating in Australian battle areas.

Curtin said Spitfire squadrons, manned by British and Australian pilots, had been here for some time but their presence was kept secret to exploit the surprise element. This was achieved over Darwin Tuesday when Spitfires intercepted a flight of Japanese Zeros and shot down six out of 16.

The Prime Minister said the Spitfire squadrons came to Australia as complete units with their own ground personnel and equipment in response to an appeal to Prime Minister Churchill.

WIN BAKING LAURELS use BLOSSOM OF CANADA THE ALL PURPOSE FLOUR

Keep Sharper Watch For Enemy Raids Here

Considered Possible Nazis Might Try Raid Against Canada To Offset Russian Reverses.

HALIFAX, March 4 — (CP) — Overseas warnings that the Germans are looking for new adventures to offset Russian reverses have resulted in "an increased watch being maintained day and night on the skies over this area," according to a release issued today by the Atlantic Command's Public Relations Branch.

A raid on Canada's Atlantic coast has been "far from an outside possibility" since the start of the war, the release said, adding that it had been averted, perhaps, "more by coastal defences than by preoccupation elsewhere of Nazi bombers and surface raiding vessels."

"Some authorities," it states, "lean to the belief that raids on Canada are quite in line with Hitler's love of surprise assaults and his desire for moves that might convince the German populace that his air force is still capable of retaliatory bombing at ranges longer than R.A.F. attacks on Italy.

"Whatever the future brings, the troops of the Atlantic Command are not going to be caught napping. A special alert has been sounded, particulary for the 'ack-ack" gunners, whose eyes constantly search the clouds. "

The anti-aircraft guns are located on plains and hills, the release says, ready to "do double duty if necessary by raking landing parties or raiding vessels for miles along the coastline as well as searching after planes."

The guns consist of both heavy and light ack-ack units. And, says the army release, they could "put up a real show if 'Jerry' came over."

High tide this afternoon at 11:1[illegible] and tonight at 11.

Sun sets this evening at 6:52 and rises tomorrow morning at 7:30.

New moon March 6, 6:34 a.m.

Summerside tide 18 minutes later than Charlottetown.

CAR FERRY SERVICE DAILY EXCEPT SUNDAY

From Borden—Leave 9.05 a.m. 11.40 a.m. 2.00 p.m. 4.30 p.m. 7.00 p.m.

Leave Cape Tormentine — 10.30 a.m. 1.15 p.m. 3.05 p.m. 5.45 p.m. 8.15 p.m.

DAILY AIR SERVICE (EXCEPT SUNDAY)

Charlottetown Summerside-Moncton

Leave Charlottetown 8.30 a. m. 12.30 p. m., 4.30 p. m.

Arrive Charlottetown 1 p. m. 5.45 p. m., 7.05 p. m.