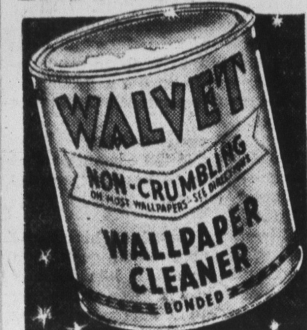


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Yanks Wipe Out 70,000; Conquest of Ruhr Is Next

(Continued From Page One)

clared that the entire Ruhr was about to become a battle zone. But even the new sweep on the Ruhr was overshadowed by the spectacular triumph of Lt. Gen. George S. Patton's U. S. 3d army and Lt. Gen. Alexander M. Patch's 7th army in the south.

Vanguards of the two armies linked up at two points 12 and 27 miles west of Kaiserslautern, pinching off the entire Saar basin to the west. The juncture stripped Germany in one stroke of vast coal and steel producing facilities in the industrial basin and left only the imperiled Ruhr as the Nazi arsenal.

Saarbrücken, capital of the Saar, was captured by the 7th army in a fast-breaking attack across the Saar river to the southwest that swiftly engulfed the German defenders. Zweibrücken and Wissembourg, 15 and 45 miles to the east, also were taken in the overwhelming rush of the 7th army.

The entire 45-mile stretch of the Siegfried fortifications from Saarbrücken to Wissembourg caved in under the American onslaught, and at last reports the Yanks were wheeling northeastward in giant strides, flank to flank with the 3d army.

Patton's wild-riding tank and motorized infantry columns, meanwhile, were stampeding almost at will through the northern wall of the German defenses, sweeping up prisoners by the thousands.

The 3d army's 26th division linked up with Patch's sixth armored division for the first time a dozen miles west of Kaiserslautern and about the same distance north of Zweibrücken.

A second juncture was made a few hours later at Ottweiler, 27 miles west of Kaiserslautern and only 3½ miles north of the transport center of Neunkirchen. The latter town already was by-passed by the American rush to the east and its fall appeared imminent early today.

Clearing Kaiserslautern
Elements of Patton's 10th armored division stormed into Kaiserslautern side by side with the 80th infantry division and began a house-to-house clean-up of a few Nazi die-hards barricaded inside the city.

Another 10th armored column swept around Kaiserslautern and raced eastward to join the fourth and 11th armored divisions and a still-undiscovered tank division striking for Ludwigshafen and the Rhine bank to the south.

The 4th, whose veteran tank fighters set the offensive in motion across the Moselle a week ago, were out in front of the attack. They captured the cathedral city of Worms after a breakneck, 18-mile dash in seven hours, only to find the two Rhine bridges there had been blown up by the fleeing enemy.

Two companies of German infantry held the city, but one refused to fight and the second was wiped out after a short struggle.

Strike for Ludwigshafen

The Yanks immediately wheeled southward at top speed and struck for Ludwigshafen, 10 miles to the south. By mid-morning today they

SEE POST-WAR TEST ON LABOR

(Continued From Page One)

Possible Conflict Ahead on Production in Detroit.

worker often sees it) how soon the job is washed up.

But little things still cause plenty of industrial strife. The senate committee testimony showed bitterness growing out of a company's failure to provide work gloves, as it had previously, for men handling hot metal parts.

Or from a sudden order barring smoking in a plant.

Or from a dispute about where workers may park their autos.

Cites Human Element

Walter Reuther, vice-president of the United Automobile Workers union, contends that if the committee testimony showed attention to human relations as to other phases of production, there would be less trouble.

Most of the big companies answer that they have labor relations departments planned and budgeted for now just as are other departments. Ford, for example, estimates its labor relations at about \$3,500,000 a year.

Ford officials estimate they pay \$2,780,000 in salaries of union stewards or committeemen for production work that isn't done. They say there are 750 union committeemen who spend half their time on union work, grievances and the like, and another 350 giving full time to such matters.

Grievance Cost Noted

The Ford company spends \$175,000 a year furnishing seniority lists to the union, officials say, and another \$15,000 for running the check-off to collect union dues. The company's labor relations department, with its own men in all buildings to handle grievances, costs \$350,000 a year.

Testimony given the Mead committee was that a great number of grievances are settled by the shop stewards without being passed on to management.

But General Motors reported 40,508 formal, written grievances were filed in its plants from May 1, 1942, through July, 1943. Almost half were settled by foremen.

Management's chief charge against the unions now is that they

are trying to move in on management's functions. There is evidence the unions seek, rightly they think, to broaden collective bargaining to areas regarded heretofore by the bosses as their own business.

But unions deny they want to manage.

Concerned Over Competition

The unions say there's a drive on to smash unions, that collective bargaining never has been completely accepted by many companies in the auto industry.

Comments that "they don't trust us and we don't trust them" indicate the feeling that still exists out here.

Some recent decisions have gone management's way on the right to enforce disciplinary measures in the shops. As a result, there has been some stiffening of attitude by some companies.

Another factor strengthening management's stance is a conviction that loose methods which grew up with war must be eliminated if competition is to be met after the war.

The senate committee found Uncle Sam paying the bill for some of this wastage. But production men know that lost efficiency is hard to regain.

The unions bristle at proposals to jump production rate. They protest against any return to the speed-up and stretch-out, and they know the faster men work the sooner they may be out of a job.

Keen observers of industrial and labor relations say much of the trouble today is a case of chickens coming home to roost—the result of

bad labor policies by companies in pre-U. A. W. days.

U. A. W. officials concede they're pugnacious at times, and grant that "maybe the pendulum has swung a little too far."

No one seems sure today as to where it will stabilize.

Gates Proclaims Army Day April 6

GOVERNOR GATES today proclaimed April 6 as army day in Indiana.

In doing so, he urged Hoosiers "to reconsecrate themselves to the task of producing in the fullest measure possible all weapons, munitions and war supplies needed to hasten victory." He also requested that the flag be displayed on April 6.

PAPER SALES SET AT SCHOOLS TOMORROW

Four Indianapolis public schools will have paper sales tomorrow.

They are School 66 at 604 E. Maple rd. School 84 at 440 E. 57th st., School 70 at 310 E. 48th st., and School 60 at 30 E. 33d st.

Persons living in the vicinity of these schools are requested to tie up their paper in bundles 18 inches high and deliver them to one of the schools.

Gas on Stomach

Relieved in 5 minutes or double your money back

When excess stomach acid causes indigestion, heartburn, gas, sour stomach and flatulence, doctors usually prescribe the fastest-acting medicine known for prompt relief—medicines like those in Bell's Tablets. No laxative. Bell's Tablets bring comfort in a day or double your money back on return of bottle to us. 25¢ at all drug stores.

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Tester in Chief
Either the Dynamometer Engineer, or his senior assistant, is always on hand to direct every small but important detail in the complex task of performance-testing a locomotive for New York Central.

He Puts "Dine" in Dyn-a-mometer
Testing a locomotive often takes weeks. So the staff lives aboard the Dynamometer Car. A New York Central dining car chef goes along to serve hearty meals.

He Takes the ENGINE'S TEMPERATURE

He Writes with 16 Pens!
The Chart Operator watches over the 16 automatic pens that record speed, distance, pull, steam pressure and a dozen other items of performance data. Chart is on rolls geared to car wheels. It moves a fraction of an inch for each mile.

Locomotive Dietitian
This observer weighs out each 100 lbs. of coal fed into the fire-box. Even on New York Central's naturally efficient Water Level Route, ways to save fuel are constantly sought.

"Scientists in Overalls"
Dressed in overalls and protected by temporary windbreakers, these New York Central engineers check engine performance and flash their findings back to the Dynamometer Car.

FINER TRAINS FOR YOU TOMORROW FROM OUR RESEARCH TODAY

NEW YORK CENTRAL

THE WATER LEVEL ROUTE

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"HANDIE TALKIE"

LAND WITH PARATROOPERS IN "Objective Burma"

Here's the story of our paratroopers jumping into battle in the jungle vastness of the East... told by Warner Bros. in "Objective Burma," starring Errol Flynn. This picture captures the excitement, the gallantry, of our men in action against the Japs.

The Motorola Radio "Handie Talkie" plays a vital role in this great picture as it has on every battle front in this war.

Motorola Radio Engineers have pioneered and developed many significant radio "firsts". With greater resources than ever, they will, soon after Victory, have improved improvements to offer America in F-M and A-M Radios for Home and Car.

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