

VOL. 26, No. 223

# Soviets 10 Miles From Polish Line as Entire Front Crumbles

**LONDON, Jan. 3 (AP)—**Driving within 15 miles of the pre-war Polish border, another major obstacle between the Russian armies and the old frontier in the Zhitomir region, Premier Joseph Stalin announced tonight.

The Russian drive toward Poland thus became a race between two advance columns of Gen. Nikolai Vatutin's army.

The second column, farther north in the Korosten area, was reported earlier to have smashed into Poyasny only 10 miles from old Poland.

Norograd Volynsk, railway station 60 miles southwest of Korosten in the old district of Zhitomir, fell to a "decisive offensive of tank and infantry formations," Stalin said in the special order of the day, broadcast by Moscow.

"Stalin termed the town a large railway junction and important stronghold of German defenses."

Other units of the volunteer division surged southward toward Zhitomir, rail junction on the Odessa-Warsaw rail line between the Poles and Ukraine, less than 50 miles from the Russian frontier.

The whole German line from Korosten south to Berdichev appeared to be crumbling before the Russian drive.

The exhausted remnants of Gen. Erich von Manstein's army of 22 divisions were being pushed back to Ribbentrop.

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High Commanders Arrive

The Moscow radio quoted Blockade as a source that Gen. Kurt Zeitzler, chief of the German army general staff, and Gen. Alfred Jodl, chief of the German staff, had arrived at von Manstein's headquarters on the Russian front.

Jodl, the broadcast said, had been in the very early stages of the war, including authority to remove army commanders from the front.

Gen. Jodl, the broadcast said, was reported arriving for the north in the White Russia. There, the broadcast said, he was reported to have been in the White Russia for less than 48 hours from Latvia after the German retreat from the White Russia north and northwest to Estonia. In a drive following to the German-held Baltic coast.

Berlin Admits Loss

The Berlin radio finally acknowledged the loss of Zhitomir, which the German command had claimed to be an 80-mile front near the center in the Zhitomir region.

Fresh Russian attacks with five divisions were said to have penetrated German lines locally in the Dnieper bend southwest of Dnepropetrovsk.

Schools Closed

GLASSBORO, N.J. (AP)—Schools did not open in Glassboro today as planned when a case of meningitis was reported to the health board.

Roselle Judd, 12-year-old daughter of Mr. and Mrs. Ernest Judd, was not until Sunday night that her attending physician diagnosed the illness as meningitis.

Slav King Wins Wings as Pilot

GAIO, Jan. 3 (AP)—King Peter of Yugoslavia has won his wings as a royal air force fighter pilot, according to a dispatch from Belgrade in England, it was learned today.

The 29-year-old king, whose government in exile makes its headquarters in London, was awarded his wings Thursday after a 10-mile solo flight over the desert. Peter, who is a pilot, was accompanied by an expert flight instructor and an expert electrician and automobile mechanic.

England Awaits Eisenhower As Invasion Fleet Gathers

LONDON, Jan. 3 (AP)—An invasion fleet of several hundred ships, bound for the coast of the flow of reinforcements to southern England has increased, the German DNB agency said today amid indications Gen. Dwight D. Eisenhower soon will arrive here to take over his post from Gen. Alexander Montgomery.

Curley Indicted For Second Time

WASHINGTON, Jan. 3 (AP)—Rep. James C. Curley, D-Mass., was indicted for a second time today by a grand jury in connection with operations of the Curley group, described by the department of justice as "a racketeer and contract racket."

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**WASHINGTON, Jan. 3 (AP)—**Railroad union leaders, planning to ask the Truman committee to investigate the source and a reason for the announced statement by a high government official that threats of steel and railroad strikes may have delayed victory over Germany.

The government, which stipulated that his name was not to be mentioned, said the statement was "repeatedly reiterated" by his associates and "take very definite steps to find out the source."

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# Battle Rages For Port of Pescara

**ADVANCED ALLIED HEADQUARTERS, New Guinea, Jan. 3 (AP)—**American invaders, swarming ashore in northern New Guinea, have captured Sidor harbor and airfield only 55 miles southeast of Madang, dooming thousands of Japanese to the cost of "slaughter and destruction," Gen. Douglas MacArthur announced today.

Coupled with the marine conquest of northwestern New Britain, the surprise landing gave the allies firm control of the Vitiaz straits and free naval passage into the Bismarck sea.

"The enemy was surprised both strategically and tactically," MacArthur's communiqué said.

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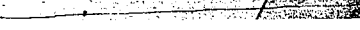
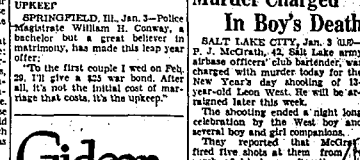
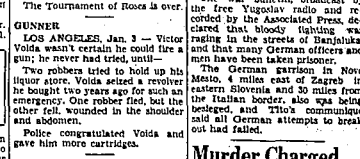
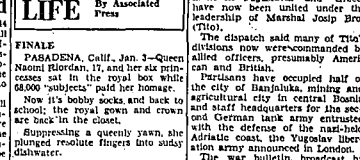
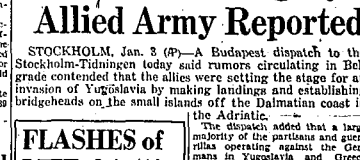
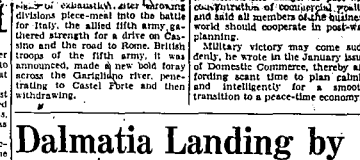
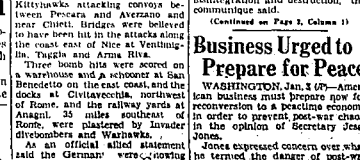
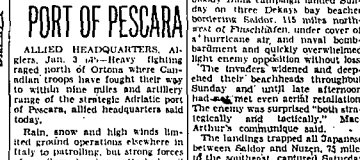
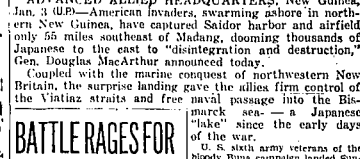
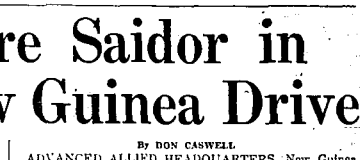
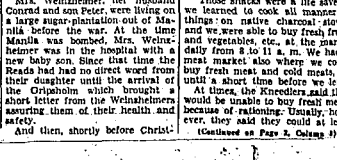
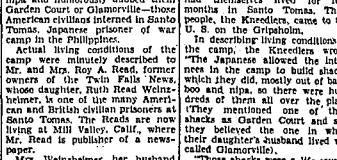
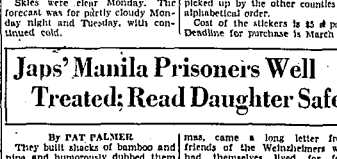
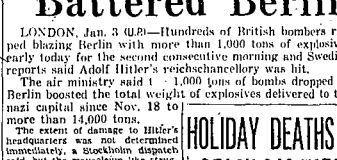
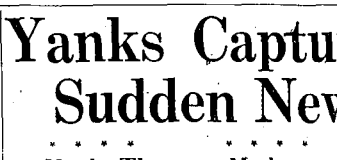
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LATE BULLETIN

ISTANBUL, Turkey, Jan. 3 (AP)—An  
advance column of German troops  
with Bulgaria were broken off Sunday  
and it was reported that the Russian  
army was attacking the Bulgarians  
fallen with the pro-German regime.  
It was reported today.

PRICE 5 CENTS

# Soviets 14 Miles From Polish Line as Entire Polish Crumbles

**By James M. Long**  
LONDON, Jan. 3 (AP)—Driving within 15 miles of the pre-war Polish border, advance Russian forces today captured Vologda, last major obstacle between the Russian army and the old frontier in the Zhitomir region, Premier Joseph Stalin announced tonight.

The Russian drive toward Poland thus became a race between two advance columns of Gen. Nikolai Vatutin's army.

The second column, farther north in the Korosten area, was reported earlier to have smashed into Poznan, only 10 miles from old Poland.

Norograd Vologda, railway station 40 miles southwest of Korosten and the same distance northwest of Zhitomir, fell to a decisive offensive of tank and infantry formations.

Stalin said in the special order of the day, broadcast by Moscow.

Other units of the victorious Red army surged southwestward toward Zhitomir, key rail junction on the Odessa-Vologda rail line serving the lower Ukraine, less than 50 miles from the Rumanian frontier.

**WAGE FIGHTS SPIT AT U. S. POLICIES**  
WASHINGTON, Jan. 3 (AP)—The impact of the mine and railway labor disputes on the wage stabilization program threatens to force the administration into a reappraisal of its wartime labor policy.

Both conventional and final settlement, but already the pattern has been set to avoid both groups from the Rumanian frontier.

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The extent of damage to Hitler's headquarters was not divulged.

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# PROBABLE CHARGE TO BE DEMANDED

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One union leader declared the statement was "resented bitterly" and that the union would "take very definite action to fight the source."

**Called Great Tragedy**  
The government figure, who stipulated that his name was not to be published, described the strike as a "great tragedy" which may eventually cost the lives of thousands of soldiers.

German troops, however, have been reported to be making gains in the Baltic states and thus bolster axis resistance.

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**BATTLE RAGES FOR PORT OF PESCARA**  
ADVANCED ALLIED HEADQUARTERS, New Guinea, Jan. 3 (AP)—Heavy fighting raged north of Ormaia where Canadian troops have fought their way to within nine miles and artillery units of the strategic Adriatic port of Pescara, allied headquarters said today.

Rain, snow and high winds limited ground operations elsewhere in Italy to patrolling, but strong forces of American, British and Canadian communications at Taglia, Venti, and Arma, were in the line.

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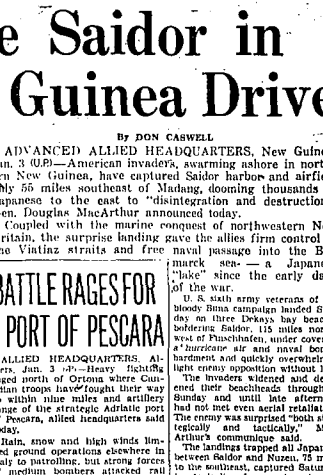
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MANILA PRISONER  
CAMP LIFE TOLD

[illegible]

grams or see a stage show put on the Internet or a movie, with a lot of Japanese propaganda. There

[illegible]

the sale of used cars call for dealers to obtain a form entitled "Receipt for Surrendered Gasoline."

Anderson said the new form to be issued to anyone turning in a gasoline ration for a car. This form, consisting of original and duplicate, is then turned over to the person purchasing the vehicle. He takes the original with him to register the car, and takes the duplicate, along with fire inspection certificate, to the OPA office to obtain a gasoline ration.

All dealers, said Anderson, are supposed to obtain this form from each car they have for sale by July 1.

## GRANDMA KNEE

Double supply 50c. Today, get Pen-

## WEEK

...a much needed rest  
...and to make a few  
...alterations, we will be  
...starting Wednesday.

## Again

**AY, Jan. 12**  
you even

**Letter: Bless to Eat**

**BELL'S**  
**CAFE**  
Dollar Coffee  
Campbell Way







[illegible]

# JANUARY STARS

## EMPHASIZE GOD

BY J. HUGH PRILETT  
Astrologer, General Extension,  
University of Oregon

Enerson wrote that should the stars be about to rise on only one night in 1,000 years, men would be there and adore, and preserve for many generations to come, the city of God. Although we may be privileged to view the present sparkling sky of early evening many times during January, yet scarcely can it fall to inspire at least a suggestion of such adoration.

At about 8:30 p. m. face east. Very high in the sky, somewhat to the right of due east, the tiny stars of the Pleiades shine. Under them — slightly left — bright orange Mars glows with his steady planet light. Below Mars — to the right, but high in the sky — stands orange Aldebaran at the end of one arm of the little v of the Hyades. Still lower, and in line with the Pleiades, and Mars, is yellow Saturn.

Bright Capricorn in East

A little north of due east, about as high as Mars, is the bright star Capella. Some distance below Capella shine the two stars of The Twins, Cador above Pollux.

Now trace down from the Pleiades through Aldebaran toward the southeast. This line will finally run into a very striking short line of three stars which form the belt of the mighty hunter, Orion. Higher and to the left of the belt, marking the shoulders of the hunter, are two bright stars, red Betelgeuse and Rigel. At about the same distance to the right of the belt — to the right and below — two prominent stars mark one knee and the upturned foot. The brighter is blue-white Rigel.

Procyon Near Horizon

Near the horizon, almost due east, Procyon, principal star in the Little Dog, is glittering. Well toward the southeast brilliant Sirius has cleared the horizon. Considerably north of east, the jewel planet Jupiter will soon appear.

We find no bright stars now in the south, southwest or west. Low in the northwest Vega glitters. Considerably higher and not so low, Deneb tops the Northern Cross. Very high in the west-southwest the square of Pegasus is prominent. This square appears much larger later at night when lower in the sky.

# Toastmasters on Jaycee Program

Program for the general membership dinner of the Junior Chamber of Commerce Wednesday, Jan. 3, will be handled by members of the Toastmasters club. It was announced today by L. H. Haslam, Jaycee chairman of social activities.

The dinner will be at 6:30 p. m. Wednesday at the Hagerman hotel.

Haslam, graduate member of Toastmasters club, will serve as official toastmaster of the evening at the Jaycee gathering.

# Castletford Schools Hit by Flu Epidemic

CASTLEFORD, Jan. 3.—The wave of influenza, which has been covering the entire Castletford community, leaves Castletford schools heavily hit.

Children are absent from every class in the Castletford primary school.

Health nurses and teachers stress the importance of keeping every child who has had a flu attack home from school until there is absolute certainty of his return to normalcy.

# SHOSHONE

Lieut. Edwin Beags of the navy dental corps at Pargaret, and his wife, are visiting at the home of his parents, Mr. and Mrs. William Beags. He has a 10-day leave.

Miss Lucille Haddock is a patient in St. Valentine's hospital, Wendell, Wyo. She is from Portland, Ore., and her daughter, Opal Elouise Tolman of the U. S. marine corps, arrived for a visit with her two sisters, Miss Stella McKay and Mrs. Laura Douglas, also a brother, John McKay. The daughter has gone on to Washington, D. C. to report for duty.

Mrs. Anna Lane returned from Pocatello after visiting her daughter, Mrs. C. L. Lewis, and family.

Miss Marjorie Murphy, Salt Lake daughter of Mr. and Mrs. W. H. Murphy, spent two days home. She has a secretarial position at Camp Kearns.

Miss Dorothy Thompson, daughter of Mrs. John Thompson, spent vacation at home. She is taking her training at St. Luke's hospital in Boise.

Miss Alberta Calhoun spent her vacation with her parents, Mr. and Mrs. Bert Calhoun. Alberta is a secretary for the merit system in Boise.

W. M. Floyd, returned to Pocatello after a 10-day visit. Ross is taking navy V-12 training. Another son, P. E. James Floyd, has been transferred from Miami Beach, Fla., to Madison, Wis. from air corps radio mechanic camp at Truxid field.

# USED CARS

41 Olds, 2 door  
38 Chevrolet coupe  
38 Olds, 4 door  
41 Pontiac, 2 door  
41 DeSoto, 4 door

JEFF M. CHASE  
11 Shoshone St. & 2nd Ave. West  
Twin Falls • Phone 823

# 4 STATE FORESTS COMBINED INTO 2

BOISE, Jan. 3 (UP)—Consolidation of Boise and Payette national forests into the Boise National Forest was announced by W. B. Rice, Oregon regional forester.

The merger was ordered to reduce manpower needs and operating costs, the announcement said.

T. H. Van Meter, formerly in charge of the old Payette Forest, heads the new Boise National Forest, and J. V. Farrell, formerly in charge of the old Idaho National Forest, is supervisor of the new Payette National Forest.

Van Meter's office is at Boise and Farrell's at McCall, Ida.

Superior Frank Moore, who had charge of the old Boise Forest, and Supervisor Jack Knoch of the former Weiser unit will be assigned to other units, the announcement said.

A forest ranger will be located at Weiser to handle the Mann creek territory, the announcement said, but it added that modern transportation had not made the Weiser forest too small a unit to warrant maintenance of a separate organization.

The imperial crown of India cost about \$300,000.

# Firestone Specialized BATTERY RECHARGE

We Will

- 1 Remove Battery from Car and Paint Battery Carrier.
- 2 Scientifically Check and Test each Battery Cell.
- 3 Remove Corrosion and Lubricate Terminals.
- 4 Recharge Battery.

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TWO DAYS FREE RENTAL

Firestone

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Let us be the Value of Firestone Monthly savings over N. E. G.

Firestone

410 Main South Phone 73

# ATTENTION FARMERS

Due to the shortage of livestock and the large number of farm sales we must limit the size of the sale to make sales using a 3-horse team of 12 horses.

JEFF M. CHASE  
11 Shoshone St. & 2nd Ave. West  
Twin Falls • Phone 823

# Buhl Car Registry Declines Slightly

BOISE, Jan. 3.—Buhl Car Registry, which has been compiling figures for the Buhl highway district, reported that the number of cars registered in the district for 1943 declined slightly from 1942.

The Buhl highway district is the largest of the four highway districts in Idaho, and covers the entire state except the Boise and Payette National Forests.

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# Evangelist Holds Jerome Meetings

JEROME, Jan. 3.—Paul De P. Mortimore, state evangelist for the Christian churches for south Idaho, has begun a series of revival meetings at the Christian church of Jerome and has announced that they are to be held in the town hall and in the churches.

These meetings are in the nature of an impetus to the work that has begun. The evangelist will know in this section of the state, having recently conducted a meeting at Boise.

He is the department chaplain of the state American Legion and the immediate past national chaplain of that organization.

Editorial assistance—service—accompanying Mr. Mortimore every evening features include a popular time of hymn singing and musical illustrations by the pastor to illustrate parts of his sermons.

American soldiers ordinarily memorize the numbers on the rifles they carry.

READ TIMES-NEWS WANT ADS.

# Idaho Power Boys Serve On All Fronts

Johnny Went to War ... Dave Decided to Move Into War Industry as a Welder ... Joe Stayed at Home and Is Working Harder Than Ever

1943 was an eventful year for the Idaho Power family. Like all other families, it has been scattered by war. There were 876 of us in June of 1941. For the fewer than 600 employees who now are left, it has been a tougher year. Their working hours have lengthened, their responsibilities multiplied—for they are filling the places of those who have gone, and doing a fine job of it. J. A. Krug, Director of the Office of War Utilities, has given them and their fellow workers in the industry the highest possible tribute by saying: "Electricity (in America's war effort) has never been too little or too late."

No electric appliances, and very little electrical equipment of any kind, have been manufactured in 1943. Yet, these men and women of the electric industry have managed to keep existing appliances and equipment working, producing for total war.

Electric utilities, including Idaho Power Company, have the responsibility of providing adequate electric service in times of peace and times of war. We have met the challenge during two world wars, and like other taxpayers, have helped pay the cost of those wars.

During the year 1943 Idaho Power Company became an independent, privately-owned public utility with some 8,000 stockholders, mostly small investors. The company continues under the same local management which has operated it for many years.

Our first objective, in common with all Americans, is the speedy winning of the war. Our second, to play a part in providing jobs and opportunity for the men who will return. After the war, all of us must be united in the re-establishment of our American way of life.

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# PLUMBING REPAIRS

Phone 95-W  
ABBOTT'S  
113 Shoshone St.



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# IDAHO POWER

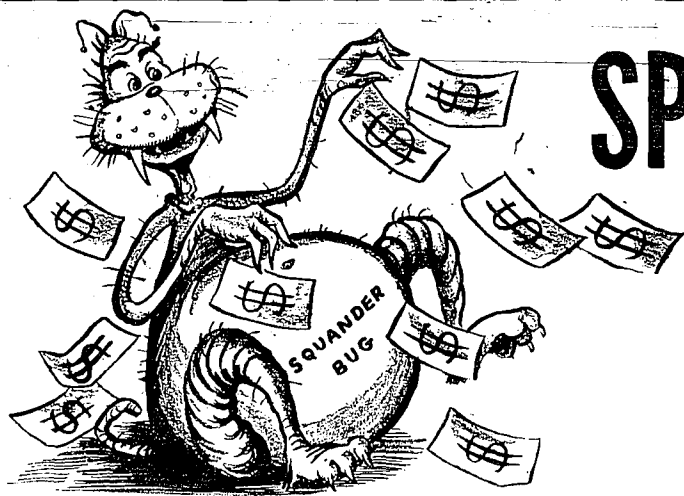
A CITIZEN WHEREVER IT SERVES

Joe and 526 other regular employees of the Company, out of a pre-war total of 576, remain to provide electric service to our customers. They now carry on their accustomed work and, in addition, attempt to compensate for those who have gone to war. They and their families are devoting many hours of time to civilian war activities on the home front.









# SPEND, SUCKER, SPEND!

*This article was written by Ralph de Caeste for the Savings Banks of New York State to help the Government promote its savings.*

The last war . . . remember?

Silk shirts!  
Pink ones, green ones, blue ones with white stripes—millions of them.

And silk stockings for the women—on legs that had never felt anything but cotton before.

Wrist watches . . . rings . . . bracelets . . . hand-tailored suits . . . ten-dollar felt hats . . . better, larger, sweller apartments.

Then it happened.  
1918 and the Armistice. The war boom petered out. In factory after factory the wheels turn slower—slower—then stopped.

The cuffs on the silk shirts were frayed, and the colors faded . . . and the silk stockings were gone, and the rings and the watches were in pawn shops . . . and people moved back where they'd come from.

But . . .  
"Don't let it get you down, Bud! You can't hold this country back. God's country! Don't sell America short—why, with our natural resources—and the way we work . . ."

So we started on the second lap, on the same circular track.  
1923-1929. Prosperity. Nothing ever like it before in the world. Stocks—up 50 points in a week—thousands, millions—billions of dollars of profits—on paper.

Bootleggers . . . parties . . . automobiles . . . more silk shirts . . . new suits . . . radios, refrigerators, real estate, furniture, diamond rings, boats, shoes, hats . . .

Then—1929 and crash again!  
"Sorry, Mr. Jones . . . more margin, or we'll have to sell you out . . . Dear Mr. Jones . . . unless you send us a check to cover two unpaid installments on your furniture . . . Dear Sir . . . in the hands of our attorneys unless . . . mortgages unpaid . . . worry . . . worry . . . sorry, Jones, better look around for a new job . . . no help wanted. . ."

Remember?  
Bread lines . . . the Bonus Army . . . ex-soldiers selling apples on street corners . . . "Brother, can you spare a dime?" . . . stocks going down—down—business failures . . . suicides . . . relief . . . N. R. A. . . . W. P. A. . . . C. C. C. . . . and no jobs yet, and shoes run down at the heels. And the kids—undernourished—crying a lot—and "the lost generation. . ."

How come? How did we get that way—again? Why did it happen here, when it couldn't happen here?

Well, let's look back—let's see how it did happen.  
Bonds weren't good enough for us. Savings banks weren't exciting as brokers' offices.

We were trying to compress our lives—to squeeze the juice of three score years and ten into a decade. We wanted for next to nothing the things our fathers had worked and sweated and saved for.

My wife's clothes had to be better, smarter—more expensive than your wife's—and her jewelry, too.

You spend a thousand dollars for your car? So what? I'm spending thirteen hundred for mine. (On time.)

And say—looka my new radio! Twenty-two tubes, three loud speakers, record changer, home recorder, and three short-wave bands!

The old one? Oh, I traded it in when I bought the new one—and the new refrigerator, and the dining-room furniture—stick, eh?—"modern," they call it.

How much? What's the difference?—Twenty-four payments of eighty dollars instead of sixty-five! I'll never miss it. . . .

Hold on a minute, brother. . . .

Did we "miss it" in the early "thirties"? Did we "miss it" when some fifteen million men walked the street—camped out—lived in huts and shacks and lean-tos? Did we "miss it" while brave women scrubbed and scoured and patched and mended until their finger tips were raw, their hands rough—and their hearts dull with the pain of abandoned hopes?

Hold on once more. . . .

This time chances are we won't bounce back again! Many people now realize what a close shave it was the last time . . . how desperately near we were to chaos and national ruin.

MUST we come with another crash? MUST we ignore, not one, nor two, nor three—but the dozens of lessons taught us by history? MUST we head straight along the road-to-ruin we took last time?

It's what's beginning to happen, right here—now—in our country. People are making more money than they ever did before and spending it. Spending it faster than they ever did before.

The old "short-life-but-a-merry-one" story is back with us. But how merry IS it?

Where's the money coming from—"prosperity"? No . . . war. From the Business of Death we've been forced into. From things made to kill people. From things made to kill other people so they won't kill us.

Win, lose, or draw, the war will end some day. No war has lasted forever.

Then what?

Those same war-factory wheels will again slow down and stop. Men will walk out of factories and hear the gates grind closed behind them—many of them to stay closed.

And maybe the green grass will grow between the stones of factory courtyards before the men will come back to work again . . . slowly . . . a few at a time.

The same as the last time? And the time before that?  
Well it shouldn't be, but it will be even worse—unless we use our common sense now!

There's no special Providence watching over this country, in spite of all our songs and slogans.

We're people—just like any other people.

Luckier, yes. Our land is fairer—endowed with more riches than any other lands. And we've worked hard—or used to, anyway. Nobody knows how much is left of American spirit and guts—yet. We think it's greater than before. The Japs and the Germans will find that out.

But listen, Mister. . . .  
Don't fool yourself! The time's going to come when you'll need those dollars you're throwing around now.

If hard times catch up with you, it isn't that night-club proprietor who's going to return the money you spent in his place—no, not any part of it!

And all the unnecessary gimmicks and gadgets you think you need now won't be worth a dime on the dollar then.

And when your pockets are empty it won't be because you'll be taking money out of them—but because no money will be going into them.

How about those bright kids of yours? Will they have to work instead of going to high school or college?

And those beautiful rings you bought your wife? Supposing you lose your job . . . how long can you last before pawning those laubies, for a fraction of what they cost you?

So look. . . .

When you want to spend money or buy something new, just imagine you were spending your next to-the-last dollar.

Don't ask how happy you'd be with what you get for your money—but whether you'd be miserable without it.

That's the only test. Otherwise you're just kidding yourself. Lighting matches to ten dollar bills you're going to need—sure some day.

What? Oh, you're making more money? Then save more—don't spend more!

Because the money we all save now will play a tremendous part in the after-war economy of our country. The money we save now will be a cushion of buying power—those sorely-needed dollars to "start things up again" in our civilian economy—to keep us from national bankruptcy until the wheels start moving again. The dollars you waste now may be the dollars you'll need then—yes, perhaps even for such matter-of-fact things as bread and milk and meat.

Why do you suppose your Government urges you to save? It's perfectly simple—to ward off disaster. To make sure that the crash that "couldn't happen here" doesn't happen again. So that possible (if not probable) after-war depression doesn't find you at the tail end of a bread line fifteen-million-people-long. So that a war we win by fighting won't be lost by waste.

Remember, we're at war! Dollars are needed just as much as men—to back up those men—to give your boy, your brother, or your pal the stuff he needs to beat the Axis, and come back alive.

Money wasted on foolish luxuries won't do this. Once spent, it's gone, and neither you nor the boys fighting for you are better off for the spending.

But the dollars you save in War Bonds or your saving account will help Uncle Sam buy the guns, the tanks, the ships, and the planes we must have to survive and win.

And those savings will guarantee your future—the financial future of you, your family, and the boys who are fighting for us all.

Nobody can tell you what's going to happen after the war, of its searing effect on the Nation.

But somebody can tell you what will happen to you.

You can.

Make a plan and stick to it. Guarantee your own future. So many dollars every pay day into War Bonds and into your savings account.

Then, come hell or high water, follow your plan. Protect your family. Build up reserves. Create a stock of money and make it grow. Your money. Your Bonds. Your protection.

And the bigger the stock of savings you create, the better off you'll be—to buy the good things you will want when the war is over—that new car, that refrigerator, and radio you can't get now—things that make American life the best in the world.

Meanwhile, helping yourself, your savings money will go to work helping your country, to provide fighting equipment for your boys to lick the Axis—homes for war workers—roads, railroad equipment, and ships to transport war materials from the factory to the front. Your dollars working for Victory and Peace!

So, when you save wisely, you're helping your country and yourself at the same time.

Honest, now. . . .

Could you ask for anything better?

*This advertisement sponsored by the undersigned firms and individuals of Twin Falls:*

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Twin Falls Mortuary  
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Union Motor Co.  
Van Engleins  
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