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SOURCE Le Journal d'Alger.

REPORTED POLISH RESISTANCE MOVEMENT

[Comment. The following is a summary of an article in the 14 April 1953 Le Journal d'Alger, a conservative Algiers daily newspaper. The article was said to have been "sent by its Paris office" and was entitled "Held in Check by an Implacable Resistance, the Sovietization of Poland Is Apparent Only."]

The present anti-Soviet resistance movement in Poland, which began during the final months of World War II, is larger than was the movement against Hitlerism. There is an armed resistance group called the "Narodowe Sily Zbrojne" (National Armed Forces) which engages mainly in propaganda and seeks the re-establishment of the former Polish frontiers. A second group, the "Armja Krajowa" (Home Army) is the nucleus of the partisan army. Conservative estimates by the secret services of the Western nations place the total strength of the two groups at a minimum of 80,000 men. The fighting units hide out mostly in inaccessible regions and must certainly have their bases of operations in the Carpathians. They get their arms, munitions, and supplies by raiding Soviet and Polish depots.

In April 1951, when the Szczecin insurrections took place, more than 1,500 persons were arrested. Later, near Glosgow, a coal train bound for the USSR was derailed. In one night, two supply depots in Krakow were raided by men carrying automatic arms. On another day, as the "Blue Express," crack Soviet long-distance train, was skirting a lake west of Frankfurt on the Oder, it suddenly plunged into the lake; a section of the track had been pried loose and its course altered. The rails of the Chojna railroad were unbolted several times at the beginning of 1952.

Anti-Communist Poles next undertook successfully to blow up the monuments dedicated to Stalin in Gliwice, Zabrze, and Katowice. And although strongly guarded, the "Blue Express" was derailed twice again, killing hundreds of Soviet soldiers, including a general. In September 1952, a train from East Germany loaded with goods being shipped as reparations jumped the tracks near Chodziez in western Poland. There too, the Polish-Soviet secret police were caught napping. Long freight trains are often

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stopped in the open country by barricades or as a result of the rails being unbolted. The armed escort and the train crew are often killed and the train then looted.

In recent times, sabotage and attacks in the part of eastern Poland occupied by the Soviets have likewise been stepped up. Because of frequent attempts to destroy rails and bridges, two relief trains have been kept constantly on the alert in Brest Litovsk since the end of September 1952.

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