

GERMANY

GERMANS THREATEN TO BOMB BRUSSELS

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sels as well as military transports through this railway junction.

Must Halt Activity "The German high command can no longer recognize Brussels as an undefended city. In case the Belgian government really is in earnest to save the city of Brussels the horrors of war, all military transports and marching through the town must cease immediately and the building of defenses must be suspended immediately.

"Should from now on military objectives be discovered in Brussels, they will be attacked by the German air force. Responsibility for all consequences arising from this for the city of Brussels will have to be borne by those who, contrary to the declaration of the Belgian government, misuse their city for military purposes."

Hitler's order of the day did not mention England, but German newspapers, which are well-known official here, did not hesitate to imply that an air storm might break over Britain soon.

They published maps showing that Germany, through the collapse of Holland, already had air bases 100 to 200 miles from important British objectives—including London.

Authorized sources declared an offensive against England would be launched "whenever we are ready . . . when it is most uncomfortable for England."

Claim Air Control Although the German armies encountered stiffening Allied resistance in the air as well as on the ground, the Germans asserted they still held easy control of the air and were inflicting losses on the enemy at a ratio of six or seven to one.

Observers recognize that every mile of the Belgian coast taken by the Nazis put the German air force

that much nearer to England. With the new, closer range, they said, German bombers could be sent across the North sea fully protected by pursuit planes against defending British air fighters.

The high command announced tonight that the Netherlands capitulation had been signed at 11 a. m. (5:40 a. m., E. S. T.) by the German commander-in-chief and the commander-in-chief of the Dutch army and navy, General Henri Gerard Winkelman.

(General Winkelman previously had proclaimed the end of all Dutch resistance, except in Zeeland province. Reports in London said the Germans had entered The Hague, Holland's capital.

(In London, a Dutch source said most units of Holland's fleet had crossed the North sea during Tuesday night and had reached British ports. This source also announced that remnants of the Dutch army which could reach Belgium were being reorganized to continue the fight.)

France Under Shadow France also is under the shadow of German invasion.

It has been divulged that the Nazis are repeating the famous Von Schlieffen plan of 1914—which means a drive into France around the Allies' left flank.

Hitler and his general staff seemed confident tonight that the plan, which failed in 1914, would succeed in 1940 with Germany's army and air force infinitely stronger.

Three main Nazi efforts to drive through western Belgium were made clear from the progress shown in the high command's reports.

Most menacing to the Allied defense, evidently, was the German army which penetrated French soil at Sedan, across the Meuse river.

Another was hitting southwestward in a path east of Antwerp and in the direction of Paris parallel to the North sea coast.

The third already has created a shallow salient north of Namur, Belgium town about 60 miles north of Sedan on an elbow of the Meuse.

"By crossing of the Meuse in the Sedan sector," the high command communique asserted, "the northwestern extension of France's fortification system—the Maginot line—has been pierced in closest collaboration with the air force."

Join In Combat (French reports indicated that the main Allied and German armies were joining combat in this region. They acknowledged that the Germans had established bridgeheads across the

ITALY

ITALIANS REVIVE DEMONSTRATIONS AGAINST ALLIES

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war was the state of the Italian budget as disclosed in the senate today by Senator Frederico Ricci. He predicted that for the fiscal year of 1940-41 the deficit would amount to 20,000,000,000 lire (\$1,000,000,000) on a budget expenditure of 50,000,000,000 lire (\$2,500,000,000).

Ricci said this budget would represent 35 per cent of the national income.

Meuse but declared half the Germans who had crossed yesterday had been driven back by violent French counterattacks.

(Each side was said to have 20 divisions in "the battle of the Meuse"—a total of 600,000 men.

(Although Sedan is in a fortified belt, a British military spokesman declared German penetration there does not mean a break through the Maginot defenses. The city lies on the outer edge of an extension, the "little Maginot line," which runs northwestward to the coast from the anchor of the Maginot line at the Luxembourg frontier.)

The German war machine, as it launched its new attack against the main Belgian fortifications from Antwerp southeast to the French border beyond Sedan, had ridden over the Netherlands and the first row of Belgium's fortifications.

Latest available official reports disclosed that the new Allied line along the Meuse was holding but had been punctured between Namur and Givet, on the French border, and possibly northwest of Namur also.

The German advance line now extends from the Scheidt estuary in southern Holland to Sedan, then turns eastward to unite with forces holding the main Siegfried line facing France.

Hardening Allied resistance in this area indicated ever-increasing British and French strength in the eastern half of Belgium still left in their hands.

Only 7.2 per cent of the world's air route mileage is within the United States.

OBITUARIES

J. G. Renn, 54, Lillington, died Tuesday, funeral Wednesday. Charlie V. Joyner, 38, Magnolia, died Saturday, funeral Sunday. Mrs. Matilda Katherine Wrenn, 60, Washington, died Monday, funeral Tuesday. Mrs. J. E. Rose, 67, Washington, died Tuesday, funeral Monday. William Dawson, Kinston, died Sunday, funeral Monday. Mrs. Henrietta E. Shepherd, Rockingham, died Tuesday, funeral Wednesday.

JOHN GRAUBARD NEW YORK, May 15.—John Graubard, 57, former president of the Harriman International company and of the United States Express company, died at his home here Tuesday after an illness of several months.

Graubard a native of Roumania, served as American director of the Society De L'Industrie Chimique De Lyon, France, from 1914 to 1923 and during the war worked in the chemical division of the United States intelligence service.

MRS. J. B. BLAKE BURGAW, May 15.—Funeral services for Mrs. J. B. (Aunt Mandy) Blake, 97, prominent throughout Pender county, who died early yesterday morning at the home of her step-daughter, Mrs. C. S. Mallard, Sr., after a lengthy illness, were held at 3 o'clock this afternoon from the late residence.

The Rev. T. L. Clark, assisted by the Rev. C. W. Duling conducted the services. Burial followed in the family cemetery.

She is survived by four stepchildren: Mrs. C. S. Mallard, of Burgaw; Mrs. E. B. Ward, of Wilmington; Mrs. A. C. Pierce and J. W. Blake, of Burgaw.

Active pallbearers were the nephews of the deceased: A. L. Cavanaugh, H. R. Cavanaugh, J. A. Cavanaugh, W. M. Blake, C. F. Mallard, Jr., and R. R. Moore.

JOHN SASSER WHITEVILLE, May 15.—Funeral services for John Sasser, 76, who died yesterday morning at his home in the Honey Hill section, near Hallsboro, after an illness of a few hours, were held at 11 o'clock this morning from the late residence.

The Rev. R. J. Rasberry, Baptist minister of Hallsboro, conducted the services. Burial followed in the Pierce cemetery at Red Bug.

He fell from a load of hay last week, and it was believed that injuries received then caused his death.

His wife preceded him to the grave 30 years ago. He is survived by two children, Vilace Sasser, and Mrs. Gomery Britt, both of Orrum. In addition, the following sisters and brothers survive: Mrs. Polly Crawford, Mrs. Ida Pierce; Miss Lou Sasser, and Albert Sasser, of Hallsboro, and Mrs. Henry Long, of Bug Hill.

MRS. JENNE C. REYNOLDS Funeral services for Mrs. Jennie C. Reynolds, 64, of 807 South Front street, who died Tuesday morning

in a local hospital, were held at 3 o'clock yesterday afternoon from the late residence.

Interment followed in Oak Grove cemetery. The services were conducted by the Rev. W. W. Harmon, of Wilmington.

Active pallbearers were: C. T. Johnson, Russell Waters, B. W. Jacobs, H. B. Wilkins, Fred Hipps, and Jack Vereen.

Honorary: E. R. Mayhan, H. L. Horn, G. F. Sellers, Arthur Fullwood and W. C. Scoggins.

Survivors include her husband, M. S. Reynolds, and one daughter, Mrs. R. L. Overton, of Wilmington.

J. R. DAVIS Funeral services for Joseph Robert Davis, 71, of 113 Walnut street, who died suddenly of a heart attack Monday night while attending a dinner of the North Carolina Council of Redmen at the Cape Fear hotel, were held at 11 o'clock yesterday morning from the Yopp Funeral home.

The Rev. C. D. Barclift, pastor of the Fifth Avenue Methodist church, conducted the services. Interment followed in Oakdale cemetery.

Rites at the graveside followed in Redmen, who attended the services in a body.

Honorary pallbearers were: F. K. J. Futchs, E. P. H. Strunck, Martin Von Oesen, J. Tom Williamson, C. David Jones, Solomon Sternberger, F. B. LeGwin, Dr. Robert Fales, W. Ben Goodwin and K. C. Byrd. Active pallbearers were: C. W. Davis, C. C. Davis, H. R. Davis, L. T. Davis, W. M. Blanton and Frank Meier.

BRITAIN

BRITAIN CLAIMS NAZI DRIVE ON SEDAN IS HALTED

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a communique on Wednesday's battles. The air force brought down 124 of them while anti-aircraft guns accounted for 23, the communique said.

On the land front the British told of "hard fighting" today in which troops "successfully held serious German attacks."

The British reportedly were resting their left flank on Zealand, unsundered Netherlands province along the sea, and Antwerp in Belgium, with their lines covering Brussels, the Belgian capital.

A Belgian communique said the Liege forts still were holding out, although apparently surrounded by invaders since Saturday.

Demolish Bridges The Belgians said their troops had encountered only "light enemy forces" and that demolition of bridges and roads still was going on "successfully" and preventing enemy movements.

Correspondents with the British expeditionary force in Belgium telegraphed London that the Allied air arm was fighting the Germans to a standstill in a mighty encounter; and the air ministry communique told of "repeated low-flying attacks on enemy troops."

The British fliers, the air ministry said, had given the French "valuable assistance" in the battle which developed at the historic city of Sedan and the crossings of the river Meuse.

In the fighting, the air ministry said, the Britons had "destroyed permanent bridges and two pontoon bridges and, with anti-aircraft guns, brought down 15 German planes."

The air ministry announced also that 150 Allied planes blasted German communication sin the lowlands, breaking up "large tank and troop concentrations" and blocking roads.

It asserted that an air assault delivered yesterday halted the German advance in the Sedan sector, although the French tonight admitted further German advances there. Several Nazi pontoon bridges across the Meuse river were reported destroyed.

Anxiety Sharpened

On the home front anxiety was sharpened by Berlin radio broadcasts that the Reich army was "standing at England's door" with fighters less than an hour away by air determined to strike at the insular security Britain has enjoyed since William the Conquerors men slew Harold at Hastings in 1066.

"German planes," a German announcer warned, "already are within easy reach of the important English port of Harwich. More than that, they have bases for direct attack against the whole of England . . . in this age of modern warfare, the insularity of the British Isles has ended."

Harwich is less than 125 miles from the conquered Dutch mainland. British officials rushed their air defense program, issuing a new call for volunteers to train as pilots and air crews.

The menace of an invasion by parachutists brought new streams of

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sharpshooters into police stations to join the force of minute men.

The admiralty announced tonight the British Destroyer Valentine had been beached after being damaged by a German air attack off the coast of Holland.

Other German claims of British losses at sea were brushed aside earlier as "entirely groundless."

"No British warship," said the admiralty, "has been sunk, set on fire or seriously damaged since the German invasion of the low countries with the exception of the submarine seal."

IN EXPECTATION

HOUSTON, Tex. (AP)—A man was arrested for shoplifting. Twenty minutes later he had been charged, convicted, sentenced and was in the rowdy wagon on his way to the city farm to serve out his \$30 fine.

"I wanted speedy justice and got it," he remarked ruefully.

Stratoflying for transport planes ranges from 16,000 to 22,000 feet above sea level. At that level, fast, economical operation over the weather is obtained.

ATTACK BY NAZIS ON SWISS FEARED

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a strong force kept at the Swiss frontier by the presence of the German concentrations, despite the reported Allied need for all possible motorized units to battle the German offensive through Belgium.

The mobilized Swiss army toiled day and night perfecting fortifications of the Kinkried line, while thousands of women, boys and aged men volunteered for "home guard" duty and received rifles and 40 cartridges each.

Movement of residents from the northern region around the German frontier increased, and trains leading to the Alpine resorts were jammed.

Many foreigners in Geneva also left, fearing Italy might enter the war.

The League of Nations began moving its archives to a secret "place of safety," believed to be in France. League employees were paid today instead of at the end of the

month, but officials said that "league business continues until further notice."

The internal battle to wipe out any possibility of a "fifth column" action in Switzerland continued. In some cities all foreigners were ordered to present their credentials for inspection.

HELP KIDNEYS PASS 3 PINTS A DAY

Doctors say your kidneys contain 15 million tiny tubes or filters which help to purify the blood and keep you healthy. Kidneys remove excess acids and poisonous waste from the blood. They help most people pass about 3 pints a day.

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"So you're supposed to be Man's best friend!" "Woof, woof, Old Hound. You must be sharing all of your master's burdens and cares. I'll bet he's the type that overworks and overwories—and gets nowhere. Now take my boss—he has plenty to do and plenty to think about. But you'll never find him trying to squeeze two days' work into one . . . or brooding over things that never happen. No sir; he's steady and cheerful—usually whistling when I meet him at the gate. And, when we go inside to the Mrs. and the kids, boy, is he welcome. He loves his home—and he loves to be host. He understands the meaning of hospitality . . . the good friends it attracts . . . the feeling of security his friends bring him. Why don't you chase over some time? It'll do you good to see the way we live." Live Life... Every golden minute of it... Enjoy Budweiser... Every golden drop of it ANHEUSER-BUSCH Makers of the World-Famous Beer Budweiser A Beverage of Moderation WE MAKE THIS BIRDSEED TEST: All is not barley in a barley harvest. Seeds of other plants are gathered with the grain—but ingenious separators in the Home of Budweiser remove them . . . every one. Then the barley is tested for sprouting. Result, pure barley, pure malt, pure Budweiser. YOU MAKE THIS TEST: Drink Budweiser for five days. On the sixth day try to drink a sweet beer. You will want Budweiser's flavor thereafter. J. W. JACKSON BEVERAGE CO., WHOLESALERS, 412 SO. 17th ST.

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