

Roosevelt Warns Germany Against Further 'Piracy'

U. S. WILL RESIST President Delivers Special Message to Congress on Robin Moor Incident TO ASK REPARATIONS Charges Nazis With Attempt to Intimidate American Sea Commerce

LOCAL BOARDS CALL DRAFTEES

31 Young Men Ordered to Report to Bragg Induction Center July 10 City draft board No. 1 and county draft board No. 2 yesterday received their first calls to furnish men for service with the nation's armed forces.

Orders received yesterday from Brig.-Gen. J. Van B. Metts, Raleigh, state director of selective service, called for the two local boards to provide 40 selectees—29 to be chosen by board No. 1 and 11 by board No. 2.

The first group to be called into duty with the army from the city and county, the selectees will leave Wilmington by bus at 8 a. m., July 10, for the induction center at Fort Bragg, arriving there about 11:45 a. m.

Quota of white selectees to be sent from city draft board No. 1 include those who have tentatively been placed in class 1-A. This group, it was reported at draft board headquarters, include six volunteers, as follows:

Raymond Beverly Gorman, 217 Harnett street; Arthur Walker McCaig, 1711 Princess street; Willie Anderson Costin, 517 South 17th street; Charlie Horn Littlejohn, 319 Chestnut street; Emerson Eugene Benton, 1113 Market street; and Charles Haig Clark, Jr., 1606 Princess street.

The other 23 men selected by city draft board No. 1, with their names, addresses, and order numbers listed in that order, were announced as follows:

Alonzo Lycourus Jones, Jr., 1620 Orange street, 16. (Continued on Page Five; Col. 6)

BATTLE RAGES IN DAMASCUS

Allied Troops Drive Into Ancient Capital Against Stiff Resistance JERUSALEM, June 20.—(AP)—Allied forces attacking the historic Syrian capital of Damascus today pushed into the main lines of the city's defenses under a severe artillery fire, British military spokesman announced tonight.

French resistance stiffened today, he said, as the attackers reached the "last lap" in operations for capture of the capital which the French governor, Gen. Henri Dentz, refused to surrender on British demand that it be declared an open city to avoid bloodshed and destruction.

Heavy French artillery replied to the British batteries as the Allies closed in. (Continued on Page Five; Col. 3)

King In Mirth



King George gets a laugh as he visits a factory that has turned from making ash trays and fountain pens to producing vital war weapons.

While thousands of tons of British bombs are falling through the darkness upon the continent, however, British diplomacy is considering its course against the alternative in the German - Russian crisis: The possibility that the Russians might not give in to the current Nazi demands and thus might have to meet the shock of Nazi divisions marching from Poland and Rumania.

ALUMINUM DRIVE LAUNCHED HERE

Jaycees Erect Cage at Postoffice to Collect Vital Defense Material

Every ounce of aluminum that can be spared by housewives of the city and county will be collected in a community wide drive under the sponsorship of the Wilmington Junior Chamber of Commerce, Claud O'Shields, president of the Jaycees, announced yesterday.

WPA REDUCTION PASSES SENATE

Solons Ignore Request of Roosevelt for Elimination of Restrictions WASHINGTON, June 20.—(AP)—Without a record vote, the senate approved today a relief fund of \$936,390,000 for the fiscal year beginning July 1 but ignored President Roosevelt's request for elimination of a number of existing restrictions on WPA.

WEATHER

FORECAST: North Carolina—Partly cloudy Saturday and Sunday. (Meteorological data for the 24 hours ending 7:30 p. m. yesterday): High 88; low 76; mean 78; normal 78.

Temperature: 1:30 a. m. 72; 7:30 a. m. 75; 1:30 p. m. 82; 7:30 p. m. 78; maximum 83; minimum 68; mean 76; normal 78.

Humidity: 1:30 a. m. 85; 7:30 a. m. 81; 1:30 p. m. 49; 7:30 p. m. 65.

Precipitation: Total for the 24 hours ending 7:30 p. m. 0.00 inches; total since the first of the month, 1.95 inches.

Tides For Today: High 7:14a. Low 2:14a. 7:46p. 2:22p. Masouboro Inlet 5:03a. 11:10a. 5:31p. 11:32p.

Sunrise 5:01a.; sunset 7:26p.; moonrise 2:54a.; moonset 4:41p.

Cape Fear river stage at Fayetteville at 8 a. m., June 20, 9:85 feet.

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British Continue Bombing

Smash at Industrial Centers to Disorganize German Invasion Attempts

By the Associated Press LONDON, June 20.—In a powerful running aerial offensive against German industrial and troop centers, the RAF is trying to cripple at its prospective bases a Nazi attempt at invasion of Britain which was expected to come at once if Hitler takes Stalin into camp without fighting.

This, it was disclosed today, is the urgent purpose behind the unprecedented British bombing campaign which for nine successive nights has spread a red pattern of violence from deep into the German Ruhr to the occupied French ports whence an attempt to leap the channel would be sprung.

Authoritative sources declined today even to speculate on what British policy would be in such an event, remarking: "It is strictly a matter for the cabinet; Hitler, too, probably would like to know what we would do."

But some private quarters expressed the opinion that if the Soviet Union were to give in to the current Nazi demands and thus might have to meet the shock of Nazi divisions marching from Poland and Rumania.

The London Standard published by Lord Beaverbrook, the British minister of state, declared plainly for British aid to the Russians in such circumstances, saying: "If Germany goes to war with Russia we should recognize our interest in sustaining Russia's resistance — we should attempt to make our friends, the Americans, understand, too."

For, said the Standard, should Hitler be able to smash the Soviet "he would be free to hurl all his weapons against us."

Two-fold Pattern Britain's aerial effort, which was carried on again last night with attacks on the industries of Cologne (Continued on Page Five; Col. 2)

Election Registration Scheduled Here Today

Dr. John T. Hoggard, chairman of the New Hanover county school board, yesterday urged all eligible in the New Hanover county school district today at their respective polling places for the special July 15 school bond election.

As many eligible voters as possible are urged to enroll today, so that they may save themselves the inconvenience of a possible rush as the day of election approaches, Dr. Hoggard said.

"The people of the entire county have never been called on to support a more needed bond issue," said Dr. Hoggard this morning. "Even if national defense had not come into this area, existing school facilities would not have remained adequate. How much more necessary, then, is it that we provide funds for educational expansion, since Camp Davis and the shipyards have brought and will continue to bring great numbers

of additional families to live among us, each with children of school age.

"It may be argued that because the defense program is a federal enterprise and the additional population consequently a result of governmental activities, the government itself should bear the entire expense of the enlarged school building program. But this is not a sound argument. The government recognizes its responsibility to aid in providing greater school accommodations in communities affected by national defense, but it very properly insists that these communities themselves take the first step.

"We need have no fear that the government will fall to do its full part as soon as we demonstrate our own willingness to do ours."

Doctor Hoggard fears that the bond issue may be placed in danger through indifference. He finds no (Continued on Page Ten; Col. 7)

Aiding Britain



JACQUELINE COCHRANE AMERICAN GIRL FERRIES BOMBER

Jacqueline Cochran Flies Lockheed Hudson to RAF; Plans More Trips

By WILLIAM W. WHITE LONDON, June 20.—Jacqueline Cochran delivered an American-built Hudson bomber to Great Britain today as the first woman trans-Atlantic bomber pilot and at once upon the routine of silence clamped down by somber and careful British officials upon the ocean plane-ferrying flights.

The 32-year-old American aviatrix, holder of many flying records, wife of an American financial titan and a business woman herself, flew the bomber all the way without relief.

Then she tried her best to cooperate with officials of the Ministry of Aircraft Production who strove to keep her trans-Atlantic flight quiet.

But these officials were forced to give way before the demands of the many who wanted the story of this definitely modern version of woman's part in war.

With unmistakable evidence that she knows a thing or two about other women at war, she immediately displayed three dozen pairs of silk stockings in some oranges she had brought to give way to friends in this rationed nation.

"I was at the controls all the way and had a wonderful trip completely without incident," said Miss Cochran in the few brief words her government officials would permit her to say. "My only companion was Captain Carlisle—Captain Graf Carlisle—who captained my craft and did the navigating.

"The ship was wonderful to handle. I think Hudsons are grand planes. This was my first trip across the Atlantic. We had plenty of sandwiches, boiled eggs and tomato juice."

Miss Cochran said she "probably" would fly back to the United States and added: "I hope to fly the Atlantic route again many times."

First the representatives of the Ministry of Aircraft Production, through which the ferry pilots operate, tried to keep the trip entirely quiet. But they had never had a flying glamor girl to deal with before. They finally gave up when British and American correspondents stormed Miss Cochran's room.

Still, they did manage to put the hush on an interview regarding (Continued on Page Five; Col. 8)

Fear All Aboard Lost In U. S. Sub Down Off New Hampshire Coast

April Shipping Losses Greatest Of Entire War FIND OIL, DEBRIS Navy Rushes Rescue Equipment to Craft; 33 Men and Officers EQUIPPED WITH LUNGS

NEW LONDON, Conn., June 20.—(AP)—Lieutenant Commander George C. Crawford announced today that two officers and 31 crew members were aboard the missing submarine O-9 when she sailed yesterday from New London, her home port, for the trials off Portsmouth, N. H.

Her commander was Lieutenant Howard J. Abbott of Osceola, Ia. The only other officer aboard, Commander Crawford said, was Lt. M. P. Wangness, a naval reservist of San Diego, Calif.

The crew members: Marvin D. Barry, seaman, 2nd class, Manhattan, Kas. W. R. Cannady, electrician's mate, 3rd class, Del Norte, Calif. John H. Edwards, mess attendant, 3rd class, Itabenna, Miss. H. T. Fost, quartermaster, 3rd class, Hancock, Md. Edward G. Foster, chief machinist's mate, Seattle, Wash. James D. Fowler, chief machinist's mate, Lattimore, N. C. Bob A. Gardner, Torpedoman, 3rd class, Aleso, Ore. N. Gersen, seaman, Bronx, N. Y. James G. Gillies, fireman, 1st class, Port Richmond, N. Y. Francis H. Golden, fireman's second class. F. A. Griffiths, seaman, 2nd class, Bellfontaine, O. Francis L. Gruen, Torpedoman, 2nd class, Greenville, Ill. Henry J. Gunn, machinist's mate, 1st class, Garr, Neb. Joe A. Hartzog, ship's cook, 2nd class, Ardmore, Okla. Gaddis I. Hendy, radioman, 1st class, Mountain View, Calif. Walter J. Jaskovick, fireman, 3rd class, Brooklyn, N. Y. William C. Kaufman, machinist's mate, 2nd class, Indianapolis. Levitt E. Krueger, torpedoman, 3rd class, San Diego, Calif. Allan H. Littleford, electrician's mate, 2nd class, Waterford, Conn. Chester L. Miller, quartermaster, 2nd class Harrisburg, Pa. Emile A. Oulette, seaman, 2nd class, Central Falls, R. I. F. P. Schneider, fireman, 3rd class, New York city. Sam E. Sonnenburg, chief electrician's mate, San Diego, Calif. James S. Strang, yeoman, 3rd class, Indianapolis. Thomas W. Tillery, Jr., machinist's mate, Los Angeles. Bernard J. Venhaus, seaman, 2nd class, Lawrence, Neb. William C. Wolf, chief torpedoman, Hartford, Conn.

In May, it was indicated, the sea warfare slackened in areas other than the Atlantic, bringing the total losses down, but Britain's position in the all-important battle of the Atlantic itself was worse.

Authorities declined to break down the May total into losses in the different seas. The deduction that the number of U-boats at large against Britain had increased was made, it was said, "on the basis of all figures, including the number of attacks made by our defenses against submarines, the number of targets our shipping has presented, the number of known losses of our ships and the 'kills' of U-boats."

Britain for her part during May sank 299,000 tons of Axis shipping, it was announced. In accordance with naval policy any estimate on the number of submarines "killed" was refused, but it was added that "we can say that the number of attacks on U-boats since March is a record."

There has been a distinct improvement, it was stated, in one unexpected area of the Atlantic which formerly was the U-boats' most profitable hunting ground. German undersea and air raiders, it was said, have now been forced to change their tactics and go farther afield.

The British admiralty, it was said, still is in favor of the convoy system on the basis of proved results. The total of British, Allied and neutral shipping losses from the beginning of the war to the end of May were set by authoritative (Continued on Page Five; Col. 4)

WOOD COMMENTS ON SUNKEN SUB

Raleigh Naval Officer Formerly Commanded Ship in 1929 and 1930

RALEIGH, June 20.—(AP)—Lieut. Commander McFarland Wood, officer in charge of the Raleigh naval recruiting station, who once served on the sunken submarine O-9, expressed the opinion tonight that the craft could withstand the pressure of 370 feet of water, but added:

"I wouldn't care to be down there with her." Wood, a native of Hokinville, Ky., commanded the O-9 when she was a training ship at the submarine school at New London, Conn., in 1929 and 1930. Early in 1931 shortly after he left her, the sub was put out of commission in Philadelphia. (Continued on Page Five; Col. 2)

N. C. AIR BASE WINS APPROVAL

Six and a Half Million Blimp Base for Elizabeth City Goes to Senate

By HOWARD SUTTLE (Wilmington Star Correspondent) WASHINGTON, June 20.—Legislation providing for establishment of a naval dirigible base at Elizabeth City was on its way to the senate tonight after a speedy passage through the house.

Steered by Rep. J. Bayard Clark over opposition of some congressmen who expressed skepticism concerning usefulness of lighter-than-air craft in modern warfare, the measure authorizes \$5,500,000 to finance the North Carolina base. A total of \$50,000,000 is authorized by the bill to provide lighter-than-air bases at Elizabeth City, Boston, in Florida, Southern California, and in five locations outside continental United States. Largest single item of expense—\$2,500,000—in the proposed Elizabeth City program will finance erection of a hangar for six blimps. Costs of other projects and supplies for the base were listed as follows in the report of the naval affairs committee: Acquisition of land, \$100,000; railroad connection, \$150,000; clearing and grading building area and landing field, \$200,000; mobile mooring masts and services, \$150,000; helium (Continued on Page Five; Col. 4)

Million Dollar Building Program At Camp Davis

The authority from the War department for additional construction at Camp Davis totaling more than \$180,000 brings the total for construction of additional facilities to nearly \$1,000,000, Captain Karl Pattee, constructing quartermaster, announced last night. The new buildings to be constructed as announced by the War department includes, a field house, a 20-ton capacity ice plant, post exchange warehouse and offices and vehicle sheds. Construction of the field house to provide facilities for such indoor sports as basketball, boxing, and wrestling was allocated to Camp Davis after the Morale branch of the army had taken into consideration existing facilities, personnel strength, weather conditions, and type of camp degree of isolation. The field house will provide approximately 2,750 seats for basketball and approximately 3,750 seats for boxing and wrestling. The estimated cost of the house without necessary equipment is approximately \$70,000. Included, for construction, in the above estimated figures, will be Davis' second anti-aircraft firing (Continued on Page Three; Col. 2)