

### DAVIS PERSONNEL CHANGES MADE

#### Col. Oscar Warner Takes Over Duties As Training Center Executive

Personnel changes in several important offices at Camp Davis have been announced by the commanding general and officers involved in the shifts are already at work in their new positions.

Col. Oscar C. Warner, formerly camp inspector, has taken over his duties as training center executive. One of the ranking officers at Camp Davis, Colonel Warner is a former commanding officer of the 54th Coast Artillery regiment.

Also on a new assignment is Col. George F. Humbert, who formerly commanded the 17th CA Training Group and named director of unit training and plans and training officer.

Lieut.-Col. Rolla V. Ladd, formerly executive officer, station complement, is now complement, and camp executive officer.

Col. Robert T. Chaplin, who served as supply officer and, until a short time ago, as camp executive officer, is no longer at Camp Davis, having been assigned to another station.

Another officer who has received a new assignment is Capt. Paul Sant, for several months assistant supply officer and now automotive officer.

### FALL OF CORREGIDOR FREES JAPS TO MOP UP THE PHILIPPINES

(Continued from Page One)

General Douglas MacArthur's removal to Australia, as a prisoner too.

This belief was strengthened by the fact that weeks ago Wainwright expressed a determination to stay with his men, no matter what the future might hold.

"I have been with my men from the start and if captured will share their lot," he told an Associated Press correspondent. "We have been through so much together that my conscience would not let me leave before the final curtain."

The fall of the island fort was hardly unexpected. It had been gloomily and resignedly foreseen ever since the Japanese triumph on Bataan. But, for Washington, sorrow over the development was mingled, as with Bataan, with a determination that in the end, the Philippines would be regained, and the invaders driven out.

The stories of Bataan and Corregidor were essentially similar, a story of constant fighting at an ever increasing tempo, with ever fewer and shorter respites for physical recuperation and military reorganization, ending inexorably in exhaustion and defeat.

The last stages were the worse, however, on Corregidor because in addition to the other hardships heroically borne, ammunition was running out. There was always an adequate ammunition supply on Bataan.

Throughout the fighting on the peninsula, Corregidor was pounded intermittently by bombing planes and by big guns emplaced on the Cavite shore ten or more miles away. Having seized Bataan, however, the Japs were able to place their big guns on the heights of that peninsula, less than three miles off, and fire at virtually point blank range.

**Devastating Crossfire**

The result was a devastating crossfire, the fury of which was increased by aerial bombing and dive bombing. On each of the four days before the capitulation there were thirteen such raids, and the island was under fire for five-hour stretches.

The War Department released General Wainwright's account of it today:

"One of the last messages from General Wainwright prior to the fall of Corregidor described the fighting on May 5 before the successful landing attack by the Japanese.

"Enemy artillery, including 240 mm guns, firing from many new positions, shelled Corregidor and other island forts throughout the day. Our guns replied with counter-battery fire and shelled truck columns in Bataan.

"Again for the fourth consecutive day, there were thirteen separate air attacks on Corregidor.

"The artillery and air attacks were in continuation of the operations against the forts which began soon after the fall of Bataan on April 9. They increased in intensity as the Japanese installed

heavy batteries on the slopes of Mount Mariveles in Bataan. The defenders were greatly handicapped by their counter battery fire by lack of aerial observation.

"Beginning on April 29, the Japanese artillery fire became much heavier and from then until May 5, there was little respite from artillery and air attacks. The artillery fire proved more disastrous than the aerial bombardment.

**Many Casualties**

"During the last few days, there were many casualties among our troops and the damage to military installations was severe. The landing was preceded by a heavy artillery attack on the beach defenses which swept away the barbed wire entanglements and blasted machine gun installations and other centers of resistance. The Japanese used a large number of steel barges in the short water trip from the tip of Bataan to Corregidor."

Earlier, the army had announced the end, in these grim words:

"The War Department has received a message from Corregidor advising that resistance of our troops has been overcome. Fighting has ceased and terms are being arranged covering the capitulation of the island forts in Manila Bay."

Bataan and Corregidor will be remembered together, not only for the similarity of the pattern of their capitulation and the inspiring deeds of American fighting men, but also as an example of long and carefully laid military plans which tragically miscarried.

It was never intended that the Philippines or even Manila should be held against an invading Japanese army. At no time were there enough men or enough equipment for that. The original strategy was that in the event of a war with Japan, the defending forces would finally withdraw to Bataan peninsula and with Corregidor for an anchor, hold out until reinforcements and supplies could arrive.

It was estimated that this would take sixty days at most. Bataan held out, however, for four months, from the time the war started. Corregidor lasted another 28 days. But the reinforcements for which the men of Bataan and Corregidor scanned the skies and the horizon never arrived.

This was because the original plan took no account of the factor of Japanese supremacy in the air, a supremacy which was established on Dec. 7, when a mighty Japanese air force swooped over the Manila airfields and destroyed most of the planes there — on the ground, their crews standing by ready to take off. If the attack had come a few minutes later all would have been in the air.

With Japanese bombers and fighters ranging the airways above the island, virtually unopposed by fighter craft, the landing of reinforcements was impossible. A few supply ships got in from Australia with ammunition, but for every ship that reached its destination, two were sunk. Secretary of War Stimson said at the time of Bataan's collapse.

Whether any supplies at all reached Corregidor later, is not known, but the presumption is that they did not. Two days ago President Roosevelt sent a message of praise to General Wainwright in which he spoke of the "lack" of food and ammunition.

But, although lost, the battles of Bataan and Corregidor were hardly unavailing. For months the American and Filipino fighters kept a huge Japanese army engaged there. But for their unyielding resistance, that Japanese army would undoubtedly have been thrown into the fighting to the south. Military men say it will never be possible to measure the value to Australia of the fighting in the Philippines, in point of the period of the time which was afforded for preparing the defenses of that island-continent.

And in taking the island points, Japanese losses could only be described as terrific, and difficult to replace. Losses in men, ships, airplanes, supplies and materials, levied by a force which yielded only when it no longer had the strength to continue its resistance.

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### 'LEARN TO SWIM' WEEK PLANS SET

#### Registration Cards For Y. M. C. A. Effort Are Distributed In Schools

Registration cards for the annual Y.M.C.A. Learn-to-Swim campaign, which opens Monday, May 11, were distributed to the eight grammar schools of the city, it was announced yesterday by J. P. Garrett, physical director of the Y.M.C.A.

All non-swimmers ten years of age and over in Hemenway, Tleston, Isaac Bear, William Hooper, Washington Catlett, Sunset Park, Forest Hills and Cornelius Harnett schools, will receive five days of free instruction in the "Y" tank.

The effort annually enrolls between 200 and 300 would-be swimmers of which about 65 are taught to swim the length of the pool. Pins will be awarded to those successfully negotiating the distance necessary to become beginner.

Instruction will be under the direction of J. P. Garrett, who will be assisted by an efficient group of qualified student instructors.

The schedule of schools for the five-day effort:

**Daily**  
2:30 p. m.—Hemenway.  
3:15 p. m.—Tleston.  
4:00 p. m.—Forest Hills and Isaac Bear.  
4:45 p. m.—William Hooper, Washington Catlett, Sunset Park and Cornelius Harnett.

The event will be announced in all schools this week and boys who wish to learn to swim may obtain registration cards from their teachers.

### First Air Raid Siren Set Up In Wilmington Near Fire Station

The first of Wilmington's four air raid alarm sirens has been set up near fire headquarters, District Council Chairman Louis Poisson said Wednesday.

The siren is close to three feet high, weighs all of 500 pounds and supports two poles 40 feet high. Installation of electric accessories is still to be made. When all work is completed the siren will be tested to learn if defects exist or readjustments are necessary.

Mr. Poisson emphasized that no one should be misled during these tests into believing that an actual warning is being sounded. He added that when the siren is ready for service a time will be set for a public blast to give the people opportunity to acquaint themselves with the particular kind of noise to recognize if an actual warning is necessary or as a signal for rehearsal blackouts.

Ample publicity will be given every step in the siren program, Mr. Poisson said, and expressed a hope that any preliminary sound from it will not become a cause for excitement or hysteria in the city.

### U. S. TO TIGHTEN DOWN ON GASOLINE

(Continued from Page One)

The "B-1" cards will contain 11 units, "B-2" cards will have 15, and "B-3" will have 19. In addition, an "X" card will be issued automobile owners whose gasoline needs cannot be estimated in a definite number of miles.

Should the unit value which OPA will announce before motorists begin registering May 12 exceed the six-gallon limit established in the official instructions, a supplementary schedule will be issued to registrars, OPA said.

However, the War Production Board, on the petroleum coordinator's recommendation, yesterday ordered gasoline supplies to filling stations cut 50 per cent below last year in the 17 eastern states and the District of Columbia affected by the rationing program.

Under terms of the rationing plan, any ration card holder may use up all his units at once, or spread them out over the 47-day period. However, no further ration cards will be issued until the permanent plan goes into operation on July 1. In specific instructions for guidance of local ration boards in determining which motorists should be allowed supplemental rations, OPA declared that if it appeared that an applicant's "work or health could be adequately served without prohibitive cost by using public transportation facilities, such as street cars, buses, railroads, taxicabs, jitneys, ferries, etc." or could be carried on by using any other vehicles or boats, or that his transportation could be secured by "doubling up" with a neighbor or business associate, he should be denied a supplemental ration.

"However," the instructions continued, "if you find that additional transportation beyond that granted by the ration card already held by him is essential to his life or work, and in addition, that no other means of transportation would be adequate for his necessities, you may grant him an additional gasoline ration, but only to the extent of the amount shown to be needed."

The gasoline rationing registration May 12, 13 and 14 will take place in public schools and follow the general outline of sugar rationing. However, to obtain a ration card, a motorist need only present his automobile registration card. The registrar will write his license number on the ration card and will stamp it, as well as the registrar certificate, so that it can be presented another time for another ration card.

### AMERICANS BLAST JAPS ON BURMA

(Continued from Page One)

tions around the Yunnan border town of Wanting. The Chinese high command said it did not know what had happened at Wanting. The Burma road column, it added, was being fiercely engaged in battle after battle.

The Japanese were heavily supported from the air in Yunnan. Kunming dispatches said 118 enemy planes, the largest armada ever to sweep over the province, attacked many points yesterday. Twenty-eight of the planes bombed Paoshan, but eight were shot down.

Japanese reports of the occupation of Akyab airfield on the west Burma coast, only a little more than 300 miles by air from Calcutta, stressed the part that enemy airpower is playing in the increasing threat to India as well. Akyab is 60 miles from the Burma-India border.

The U. S. bombers, striking to prevent Japan's military consolidation of Burma for sustained offensive action against either India or China, flew in three flights to Mingsaladon this morning, following up the two-flight attack Monday night and early Tuesday.

**STRUCK OUT**  
WASHINGTON, May 6.—(AP)—The senate voted 42 to 38 today to strike from the house-approved independent offices appropriations bill a provision allowing the Tennessee Valley authorities a central operations fund embracing both power receipts and appropriations.

### MARBLEHEAD MAKES AN EPIC JOURNEY

#### (Continued From Page One)

of a ship that was bombed to hell, and brought right out of it by a crew that doesn't know the meaning of the word 'abandon'."

Back in December, when the war started, the Navy related, the Marblehead, with several United States destroyers, was at Tarakan in northeast Borneo. She and her destroyers went into action immediately and for the first month were engaged in helping evacuate Allied shipping from the Philippines. More than 50 merchant ships were moved without a single loss.

In January when the Japanese started their drive on the Dutch Indies the U. S. Cruisers and destroyers undertook maneuvers designed to intercept and halt the advance. Japan's command of the air twice frustrated their work, but on the third try there developed the battle of Macassar straits.

Four United States World-War type destroyers opened that fight: The John D. Ford, Parrott, Paul Jones and Pope. The Pope later was sunk in the Java sea battle. In a night attack on the enemy armada January 24, the four destroyers sank at least four large transports, possibly sank two small ones and damaged two. The Marblehead covered the destroyer force going into the fight and protected its withdrawal to the Dutch base of Soerabaja.

A few days later the Marblehead and four other destroyers — the Stewart (later demolished at Soerabaja), John D. Edwards, Barker, and Bulmer — sallied out to attack Japanese ships concentrated off Balikpapan. At the 9:30 p. m., local time, February 1, they encountered a Japanese fleet of seven cruisers and 13 destroyers and prudently retired southward, to join the Houston, three Dutch light cruisers—the Java, De Ruyter and Tromp—and three Dutch destroyers.

This force was ordered to ambush the Japanese forces in the vicinity of Balikpapan, but was discovered on February 4. Thereupon the Japanese attacked with bombers, and a furious battle ensued. At least 54 aircraft were over in formation of nine and showered the Allied ships with bombs.

**Hit Plane**

Shells from the Houston hit one Jap plane and as it fell its pilot tried to suicide-dive it into the Marblehead. The cruiser's gunners got his range, however, and blasted him 300 feet from their ship.

One bomb hit the Houston and two the Marblehead which also sustained the near miss. In addition to the explosion, fire, flooding, and disabled steering gear, the Marblehead suffered 15 men killed and 20 wounded.

Discovered and bombed, the United Nation ships had to give up their projected attack on the Japanese and the Marblehead withdrew with her destroyers toward Tjilatjap on the south coast of Java. That she was able to get there at all was a testament to the seamanship of her officers and men, who had to steer with the engines.

At one stage during this first leg of the voyage the seas poured into the cruiser's battered hull faster than her pumping equipment could take the water out. Crewmen formed a bucket brigade and bailed furiously for hours until emergency repairs were made.

The crippled ship reached Tjilatjap February 7, but the dock was so small that only the bow and a portion of the midship's section could be worked on. These were repaired sufficiently to permit the Marblehead to start the second leg of her voyage to Ceylon, India. It was still necessary to steer with the engines on this 2,000-odd mile voyage.

Once at Ceylon the Marblehead was put in further seaworthy condition and set out on a 4,000 mile trip to a friendly port on the southern coast of Africa. There still more repairs were made and that time when the Marblehead put out to sea she was really headed for home.

**Mrs. James R. Kain Speaks Here Friday**

Mrs. James R. Kain, of Columbia, S. C., a member of the National Council of the Episcopal church, will speak at St. James parish house here Friday afternoon at 4 o'clock.

Her subject will be, "The Unified Parish."

An invitation has been extended the public to attend.

### WEATHER

(Continued From Page One)

WASHINGTON, May 6.—(AP)—Weather bureau report of temperature and rainfall for the 24 hours ending 8 p. m. in the principal cotton growing areas and elsewhere:

| Station       | High | Low | Pre. |
|---------------|------|-----|------|
| Atlanta       | 85   | 63  | 0.00 |
| Boston        | 63   | 45  | 0.00 |
| Burlington    | 68   | 37  | 0.00 |
| Chicago       | 64   | 42  | 0.00 |
| Cincinnati    | 72   | 49  | 0.95 |
| Cleveland     | 66   | 28  | 0.00 |
| Detroit       | 62   | 42  | 0.00 |
| El Paso       | 73   | 53  | 0.00 |
| Kansas City   | 68   | 45  | 0.00 |
| Little Rock   | 52   | 45  | 0.00 |
| Meridian      | 88   | 60  | 0.00 |
| Mobile        | 85   | 65  | 0.00 |
| New York      | 84   | 63  | 0.00 |
| Norfolk       | 72   | 50  | 0.00 |
| Portland, Me. | 62   | 37  | 0.00 |
| Richmond      | 82   | 62  | 0.00 |
| Savannah      | 78   | 51  | 0.00 |
| Tampa         | 82   | 62  | 0.00 |
| Washington    | 88   | 67  | 0.00 |
| Wilmington    | 70   | 63  | 0.00 |
|               | 81   | 66  | 0.00 |

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