

BOMBING HORRORS TOLD BY ALASKANS

Residents Of Dutch Harbor Describe Raid By Japs Over Little Town

SEATTLE, June 25.—(AP)—First eyewitness accounts of the Japanese bombing of Dutch Harbor in the Aleutians, made public today, disclosed how heavy anti-aircraft fire and even rifle fire drove off the attackers and that the Japanese machine gunners strafed fleeing civilians "like rats in a trap."

Civilians among the 90 persons from Unalaska (Dutch Harbor is in Unalaska Bay) and from nearby Cold Bay, evacuated to Seattle aboard an Army transport told interviewers that a Japanese fighter pilot strafed 250 civilians as they fled to the bare rocky hills for safety.

A housewife told how Unalaska's mayor—John W. Fletcher—who accompanied the evacuees here, directed the flight of five truck loads of women and children to the hills when the Jap bombers and fighter planes came over.

How many Jap planes were downed has not been announced officially, and tales brought here by civilians and service men, many of the latter wounded, failed to clarify that point in accounts approved by the Navy.

Mayor Fletcher said application was made for 35 death certificates after the June 3 bombing and strafing, but the total American casualty lists have not been made public.

Joseph Wynans of Des Moines, Wash., said the fleeing civilians, running toward the ravines, threw themselves on the ground as one Jap plane swooped toward them, and the straffer failed to hit a single one though his tracer bullets kicked up spurts of dirt and pebbles all around.

"It's an awful feeling you get," Wynans said. "You're like a rat. You can't move. You're cornered. You don't dare move because if you started to move, they shot you with machine guns."

"It was the loudest racket I ever heard," said Ivan Tallman, third cook aboard the bullet-pocked transport, telling how the transport's crew stood on deck and a blazed away at the attackers while gun crews pumped deadly umbrellas of anti-aircraft fire above the harbor.

"If the people could only realize the horror of a bombing," said Mayor Fletcher, motion picture theater operator at Unalaska who came south to confer with the federal bureau of Indian affairs on evacuation of natives from the area. He said the natives were "shaking like leaves" after the attacks.

"But you can't tell people," he added. "It was the same up there. Until you actually experience it, and see boys fighting for their lives it seems far away. Let me tell you—it can happen here!"

Sad Skipper



Still showing his sadness over the loss of the carrier Lexington, Rear Admiral Frederick C. Sherman is shown during a press interview on his arrival in New York City. The giant aircraft vessel, said Sherman, sank on an even keel "with colors flying like the grand old lady she always was." — (Central Press.)

COUNCIL OPTIMISTIC OVER SITUATION

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"I can tell you this, because it is no secret. I am asking for air support. I stressed that today."

But, when asked whether he got any assurances that such support might be forthcoming from Britain and the United States, he replied, "that is a military secret."

Also without revealing the specific factors which contributed to his opinion, Dr. Eelco Van Kleffens, Netherlands foreign minister, remarked after the meeting adjourned:

"I have rarely attended a meeting which was so encouraging. When I say that, it sounds a bit trite. I can't go into details, but I want to emphasize one point: When I say 'encouraging,' it is not just a matter of routine, but I have very definite reasons for saying so."

Reporters remarked that was a rather strong statement, in view of the situation in Egypt. He replied that although this is all one war, today's session primarily was a Pacific area meeting.

While it is an important one, he said the Egyptian situation was only one incident of the war and that it was necessary to keep things in proper proportion and not look at them in an isolated manner.

Nash declared flatly, in discussing the German onslaught in North Africa, that "I don't think they'll get to Cairo."

"There is something more ahead," he said, "that might not justify the pessimism in some quarters."

Asked whether the conferees went into the matter of a second European front against the Axis, the New Zealand minister replied affirmatively.

"They'll be hit, all right," he asserted.

President Manuel Quezon of the Philippines, the newest member of the council, remarked on the White House doorstep: "I am leaving this place hopeful and happy," and he said his remarks were with respect both to Europe and the Pacific.

NAZIS OBLITERATE ANOTHER CZECH TOWN

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been executed. As in the case at Lidice, the excuse was the allegation that Lezaky harbored parachutists blamed by the Germans for Heydrich's death.

In less spectacular phases of the continuing purge, it was announced in Prague that 18 Czechs had been sentenced to death there and 12 at Bruenn yesterday on charges of being in contact with enemy agents, possessing weapons or failing to report to police. One of those sentenced was said to have wounded a German policeman in resisting arrest.

Exclusive of Lidice and Lezaky, the latest Czech government estimate here said at least 382 patriots had been killed since the attack on Heydrich but this figure did not include 50 or more other recent executions.

Heydrich, the ruthless Gestapo agent who was Reich's "protector" of Bohemia and Moravia—remnant of Czechoslovakia—was mortally wounded May 27, by fragments of a British made bomb, the Nazis said.

The assassins described as former Czech army officers who were dropped by parachute from a British plane, last week were reported killed in a Prague church while resisting arrest; but the mass slaughter among Czech civilians continues.

In other occupied countries, too the population is answering the Nazi terror with sabotage, according to reports reaching London. These included:

Seven resistors (Belgian Nazis) killed at Liege in a bombing at the Magant electrical manufacturing plant;

A munitions train derailed at Meirelbeke, near Ghent;

A warehouse full of German uniforms and supplies destroyed by arsonists near Trondheim, Norway;

And several German officers killed in an attack on a train near Oslo.

RAIL OFFICIALS SEE NEW LOADER

Installed In Freight Cars, It Permits Greater Use Of Space

WASHINGTON, June 25.—(AP)—The "utility loader," a device for the loading of general freight in box cars, was demonstrated today to a group of government and railroad officials.

Col. E. S. Evans, Detroit industrialist who developed the device, said it "makes possible not only capacity loading for freight cars, but maximum loading of all types of freight and box cars without damage in transit."

The "utility loader" is a system of cross braces and supports, permanently installed in box cars, to permit floor-to-roof and end-to-end loading and eliminate the necessity for temporary bracing for each shipment. Evans said that by locking the freight into units the danger of shifting is eliminated, thus reducing damage.

Some officials informally expressed enthusiasm for the device, saying it would permit a great increase in the railroads' transportation capacity with a minimum use of steel. One railroad official called it "all right," but said the railroads needed steel more to make necessary repairs to rolling stock.

JAPANESE SUB SINKS SOVIET MERCHANTMAN

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Japanese warships April 24 at a point 130 miles off Japan, and then escorted to a Japanese port for inspection.

Later the Russian ship was released, and the ship was homeward bound when torpedoed.

"From the circumstances of the sinking," the announcer said "it appears that the Angarostrol was sunk by a Japanese submarine."

(Tokyo in its first announcement of the sinking early in May said that a U. S. submarine had made the attack, and charged that it was carried out "in an effort to create friction between the Soviet Union and Japan.")

(This charge was repeated several times later, the last time as recently as June 21, but both American and Soviet sources meanwhile remained silent until the Moscow broadcast early today. (Moscow apparently wanted to be sure of its facts before accusing Japan of the sinking. Japan and the Soviet Union have a neutrality and friendship pact, even though they are on opposite sides in the global war.)

(This neutrality, while each nation was heavily engaged in war, has been watched closely, observers generally feeling that eventual war between the two nations is inevitable, even though for the time being it appears to be to the interest of both to remain out. (The Russian-Japanese border

W. E. A. PLEDGES SUPPORT TO U. S.

Newspaper Group Resolve To Cooperate With Government

QUEBEC, June 25.—(AP)—The National Editorial association, at the closing session of its three-day convention here, today pledged "its continued support to, and co-operation with, the government in the prosecution of the war to final and complete victory."

The resolution was one of several passed by 500 delegates from United States weekly and small daily newspapers at their 57th annual convention.

Another resolution instructed NEA committees "to oppose any and all substitutions of broad and indefinite labels by governmental or other agencies in the national emergency for the publicly accepted brands of proven integrity."

The preamble to the resolution said that the consuming public depended upon well-established brand names and trade marks "as a protective guide to quality and dependability of merchandise."

The preamble to another resolution noted reports that the committee of Ways and Means of the United States House of Representatives had adopted a resolution under

SINK U-BOAT

SYDNEY, Australia, June 25—

Members of the crew of a Russian freighter said today that their guns sank an attacking submarine presumably Japanese, which attacked their ship off the East coast of Australia recently.

The freighter's master and two crewmen were wounded.

CHURCHILL WINS SUPPORT AT HOME

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lost confidence, in cooperation of the three fighting services in supply arrangements and in S Whitehall's selection of general officers for field operations.

Eight conservatives, seven laborites, four independents and one liberal signed the insurgent motion which seeks to condemn the "central direction of the war."

Prominent among them were Leslie Hore-Belisha, former war secretary, and admiral of the fleet Sir Roger Keyes.

TRAVEL SURVEY TO BE STARTED

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of the necessity of the gasoline and rubber conservation program.

"We want our present cars to last as long as possible."

Drexler was appointed Wednesday by Mayor Hargrove Bellamy at the request of Joseph B. Eastman and W. Vance Baise, national and state administrators respectively of the war transportation program.

Other members of the local committee are: W. L. Dixon, personnel manager of the Atlantic Coast Line; K. D. Fernstrom, vice-president of the North Carolina Shipbuilding company; Chief of Police Charles H. Gasteren and W. F. Farrar, representing the Chamber of Commerce.

COL. McCROSKEY GETS PROMOTION

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by officials as required to meet the needs of the increasing army.

The brigadier general advanced to major general were: Charles W. Ryder, a native of Topeka, Kas.; Edwin P. Parker, Jr., Washington, D. C.; Charles H. Gerhardt, Fort Leavenworth, Kas.; James L. Bradley, Washington, D. C.; Terry De La M. Allen, El Paso, Tex.; John S. Wood, Little Rock, Ark.; Geoggy Keys and Paul W. Newgard, both of Washington, D. C. and Roscoe B. Woodruff, a native of Oskaloosa, Iowa.

The colonels promoted to brigadier general included: Samuel L. McCroskey, now stationed at Colfax, Wash.

General McCroskey was one of two officers who first came to Wilmington to assume command of Camp Davis, soon after construction started last year. He served as executive officer to Brig. General J. B. Crawford during his stay at Davis.

TO CHECK MALARIA IN 7 DAYS take 666

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LITTLE OIL MEN MAY GO BANKRUPT

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ders and perhaps actual shortages of petroleum or some of its products for direct military use."

Ickes emphasized, too, the question of conservation. There was, he said, no over-all shortage of crude petroleum at present but continuance of this situation, if the war were prolonged, might depend on how well existing reserves were conserved.

In that connection, he asked that the proposed war petroleum corporation be empowered to provide for "the return, upon such terms and conditions as will protect the public interest, to the natural underground reservoir or other disposition of petroleum products purchased by the corporation for the purpose of assuring the production of other petroleum products."

This, for instance, would take care of a situation where a company producing aviation gasoline found itself with large quantities of petroleum by-products for which there was no sale. The government corporation could buy the by-products and store them or, if advisable, pump them back underground.

Specifically, Ickes asked also that the corporation be charged with causing the production of needed amounts of petroleum products, the maintenance of adequate reserves, the delivery of such products to shortage areas, and the expansion and most efficient use of petroleum transportation facilities.

PARADE TO OPEN WAR BOND DRIVE

—in keeping with the Treasury department's plea for a billion dollars worth sold through retail merchants during the month—is four per cent of last year's total merchandise sales.

Many local firms will have special displays on bonds and stamps during the campaign. Boy Scouts distributed material yesterday. And several stores have named chairman and bond clerks. Insignia will be awarded those meeting the quotas.

RAILROAD PASSENGER TRAVEL

The railroads are doing a magnificent job... with 600,000 fewer freight cars than they had in 1918 they are hauling more tonnage. . . more troops. However, war demands come first so passenger travel will be hit hard. . . and distribution of fresh fruits and vegetables will likewise suffer.

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