

Partly cloudy and slightly warmer to day with moderate southeast winds. Yesterday's temperatures: High, 61—Low, 54.

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# Germans Retreating Under First Army Blows; Japs Report Yank Invasion Of Lingayen Gulf; Admiral Expect Robot Attack On East Coast

## Enemy Claims Hint Of Great Fight In Area

Allies Silent On Story Of A Division Already Landed

SAN FRANCISCO, Jan. 8. (AP)—A Japanese broadcast recorded by NBC and Blue Network tonight said "enemy forces which have invaded Lingayen Gulf are estimated to number one division," leaving unclear whether these troops were put ashore there or were merely aboard a convoy offshore.

NBC after playing back the recording said the two possible meanings could be read into the report. In its original dispatch NBC interpreted the broadcast to mean an actual landing had taken place. Some doubt was evidenced upon the playback, and further attempts to monitor Tokyo were unsuccessful due to atmospheric conditions.

Allied sources have not confirmed the report.

Neither network recording specified exact landing spots.

This report, strongly suggesting the big showdown fight for the Philippines is on in full fury, followed enemy broadcasts of the past few days that 450 American transports were moving toward Luzon Island behind 70 warships which sailed for two days with Lingayen shore batteries.

Gen. Douglas MacArthur's latest communique told of aerial assaults on central and southwest Luzon, including the Manila sector but made no mention of air attacks on the Lingayen scene, where the Japanese originally invaded the Philippines.

A landing in the Lingayen Gulf area would put MacArthur's men anywhere from 110 to 150 miles north of Manila in country suited for mechanized warfare.

A division of men might be somewhere around 15,000 or more.

Tokyo's unconfirmed accounts also included another, recorded by NBC, that two big Allied convoys have been sighted moving north, one in the sea of Mindanao, the other south of American-invaded Mindoro Island. The enemy said the second convoy consisted of more than 150 transports in addition to escorting warships.

The enemy radio said there is a large assemblage of American warships and transports in Lingayen Gulf.

Claims were made that heavy losses have been inflicted on the convoys.

The broadcast, filled with considerable bombast on the readiness of Japanese forces on Luzon, was beamed to the United States for American consumption.

The report by the Japanese Domei news agency claimed without explanation that the defenders already have dealt a "staggering

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## Japanese Reinforce Troops In Fukien To Bar American Invasion Of Asia Mainland

CHUNGKING, Jan. 8. — (AP)— Obviously girding against any American landings on the Asiatic coast, the Japanese have landed fresh troops in northeastern Fukien province, the Chinese high command announced tonight.

A belated announcement said the Japanese landed December 26 and 27 in the island of Formosa, the town of Siaufo, 70 miles northeast of enemy-held Foochow, but that Chinese counterattacks January 1 forced the invaders to retreat to Samsia on the coast.

Last Tuesday and Wednesday American carrier-based planes attacked the islands of Formosa and Okinawa, guarding the China coast striking 95 enemy ships and destroying 111 planes. Formosa is 150 miles southeast of Samsia and Okinawa 500 miles slightly north-east of the coast town. Other carrier-based U. S. planes on reconnaissance flew 700 miles down the China coast between Foochow and Hongkong.

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## Shipyard Counsel Protests NLRB Lawyer's Proposals

A brief clash over preliminary motions by the senior attorneys for the North Carolina Shipbuilding Co. and the National Labor Relations Board, together with the calling by the latter of Percy F. Halsey, shipyard vice president and general manager, as first witness featured the opening session yesterday of the NLRB hearing of unfair labor-practice charges inflicted by the Industrial Union of Marine and Shipbuilding Workers of America—C. I. O. against the company.

Before Trial Examiner J. J. Fitzpatrick, veteran Midwestern jurist and attorney who has served six years in his present capacity, Maj. L. P. McLendon rose to describe as "too shocking" a proposal by William J. Avrutis, NLRB attorney, that records of the present case be "consolidated" with those of a hearing in which the same principals contested late in 1942. Maj. McLendon, together with J. C. Harmon, Jr., and Kenneth Brim, who did not appear yesterday, is a member of the

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## 'Tearful Byn' At New Home



Sailor Paul McGarity greets his three-year-old daughter Lyn, smiling now, as she and her mother arrived in Memphis, Tenn., to move into their new home. When McGarity was unable to find a home for his family in Memphis, Mrs. McGarity snapped a picture of her daughter crying. The Commercial Appeal published the photograph and McGarity was flooded with offers of accommodations. Their home is in Charlotte, N. C.

## 'Supply Force' Of 4-Fs And Strikers Proposed

WASHINGTON, Jan. 8.—(UP)—A new branch of the service—"a supply force" of 4-F's, strikers and workers guilty of willful absenteeism—was proposed in Congress today as legislative leaders prepared for swift action on stop-gap manpower measures which would mobilize the labor force more fully behind the fighting men.

## NEW BILL WOULD FINANCE HARBOR FACILITIES HERE

Financing of the construction of public terminals and tobacco warehouses for the Port of Wilmington by either the City or County, acting separately or jointly, will be possible if the 1945 Legislature passes an act to extend the period during which New Hanover county and its municipalities may issue revenue bonds, City Attorney W. B. Campbell disclosed yesterday.

Both the City and County "have been approached on this matter but have made no commitments," Mr. Campbell said. "However, both want the authority so that in the event they should determine to issue bonds to cover the building of the port facilities, they would be able to."

Prior to 1943, a State-wide revenue bond act provided that any city or county could issue revenue bonds to construct any projects named in the act. This covered practically any facility that a municipality would require, including stadiums, airports, and sewer systems.

Mr. Campbell explained that during the 1943 session, "when the New Hanover representatives tried to extend the life of that act, looking toward the possible purchase of the Tide Water Power Co. by the City, they were unable to do so. All they could do was to extend the facility provisions of the State-wide act for the benefit of municipalities in New Hanover county, actually the City of Wilmington. And this expires March 1, 1945."

The purpose of the new bill specifically is "to give the City and County each authority acting separately or jointly, to issue revenue bonds. Each may determine what proportion it is desired to participate in such an issue," he said.

Mention was made of a local bond issue to finance building of the port facilities at a meeting October 10 of the Port Commission, City Council, and Board of County Commissioners. Discussion was also held on the possibilities of an allocation of State Planning

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## Nimitz And MacArthur Confer In Philippines

U. S. PACIFIC FLEET HEADQUARTERS, PEARL HARBOR, Jan. 8.—(AP)—Adm. Chester W. Nimitz has conferred in the Philippines with Gen. Douglas MacArthur, it was disclosed today.

The Navy announced that the Fleet Admiral flew to the Archipelago the last week in December for his third strategic meeting with the Southwest Pacific commander.

It was Nimitz' first meeting with MacArthur since last August when the general came to Pearl Harbor during the visit of President Roosevelt.

Today's press release, issued at a time when enemy broadcasts and Allied air and sea operations are focusing attention on the likelihood of an invasion of Luzon Island, merely stated the two military leaders conferred "on various matters."

It can be assumed they worked on a timetable for defeating Japan.

Admiral Nimitz was accompanied by Rear Adm. Forrest Sherman, his chief of staff and commander H. A. Lamar, his aide.

Nimitz paid a courtesy call on Sergio Osmeña, president of the provisional Philippines government at his temporary capital at Tacloban on Leyte.

The developments emphasized the close relationship between the two five-star commanders, one of the Southwest Pacific, the other of Pacific Ocean areas, in coordinating their efforts.

Nimitz and MacArthur first conferred at MacArthur's advanced New Guinea headquarters prior to the leapfrog invasion of Dutch New Guinea in the Hollandia sector last April.

That was the operation which for the first time in the war saw naval units of the Nimitz command team up directly with land forces of the MacArthur command.

Last July matters of strategic policy were discussed at Pearl Harbor by President Roosevelt, Nimitz and MacArthur.

These personal meetings have been augmented by conferences of the staffs.

Sherman took a delegation to Hollandia last September which carried along a plan for the Leyte

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## Navy Prepared To Repel Nazi Air Offensive

Admiral Ingram Tells Public Not To Become Alarmed

AN EAST COAST PORT, Jan. 8.—(UP)—New York, Washington, or other East Coast cities may be subjected to German robot bomb attacks within 30 to 60 days, Admiral Jonas H. Ingram, commander-in-chief of the Atlantic Fleet, announced today.

"We know and feel that within the next 30 to 60 days the Germans will make some buzz bomb attempts on New York or Washington or other coastal cities," he said. "Let 'em come. We are ready to meet the situation. My suggestion to the people of New York and these coastal cities is not to become alarmed. I want them to know the Army and Navy are co-operating in every way possible and have developed the best possible defense."

"I don't think there is anything to worry too much about. They might try to hit the Empire State, they might kill a few people and cause some damage, but they won't be able to launch more than 10 or 12 robot bombs."

The Navy Department in Washington tonight commented indirectly on Admiral Ingram's remarks by referring to a statement issued last November 7 which said that it was "entirely possible" but not very probable that the enemy would resort to such long-distance attacks. Admiral Ernest J. King, naval commander-in-chief, also had termed robot bomb attacks "possible but not probable."

In its November statement, the Navy had said:

"It is extremely doubtful that such attacks could entirely elude allied sea and air patrols. Reasonable measures are in force to protect the country. However, as has previously been stated with respect to the possibility of sporadic enemy air attacks on our shores, it is impossible to insure that such an attack will be completely frustrated."

The Eastern Defense Command of the Army refused to comment on the warning, but it was learned that Civil Defense authorities all along the coast were warned of the possibility of robot bomb attacks a few weeks ago following Swedish reports that the Germans were massing submarines in Norwegian ports and fitting them with deck devices for launching robot bombs. These reports were considered by many authorities at the time as typical Nazi propaganda.

Announcing that he had taken personal charge of the naval defense of New York, Washington, and other coastal cities, Admiral

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## 80 Nazi Tanks Destroyed; Reds Advance On Vienna

LONDON, Jan. 8.—(UP)—Red Army troops pushed four miles along the north bank of the Danube to within 90 miles of Vienna today, while other Soviet forces on the south bank of the great river knocked out 90 German tanks in throwing back fresh enemy attempts to break the siege of Budapest.

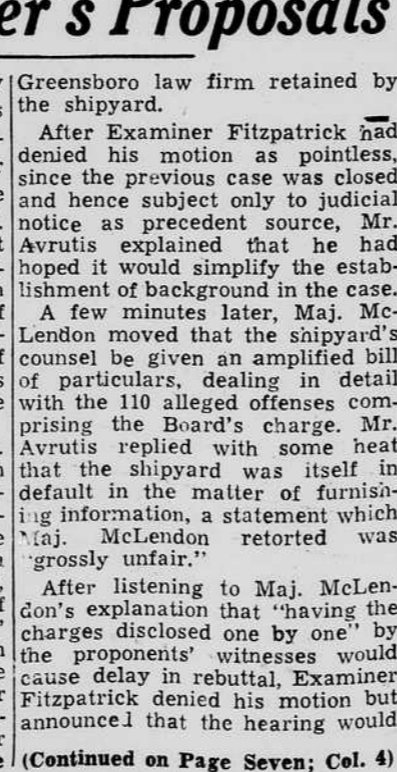
Troops of the Second Ukrainian Army captured the north bank town of Marcelova in a drive that carried to within four miles of the Komarno-Bratislava supply railroad. At Marcelova the Russians stood seven miles from Komarno, big German north bank base, 59 miles from the city of Bratislava and 90 from Vienna.

This drive to outflank German columns hammering toward Budapest from the northwest and west put the Russians 21 miles beyond Nazi-held Esztergom, on the south bank of the Danube and 19 miles northwest of the Hungarian capital.

The two armies fighting in opposite directions separated by the 500-yard width of the river prompted an German commentator, Col. Ernst von Hammer, to say: "A situation has arisen which is rare in military history. Enemy armies are passing each other separated by the Danube."

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## Yanks Walk Through Shell-Torn Bastogne



American soldiers walk through a street in the shattered city of Bastogne where U. S. troops held out against the German counter-offensive in the Belgium-Luxembourg area. This picture was made by Byron H. Rollins, Associated Press photographer with the wartime still picture pool. (AP Wirephoto.)

## Escape Route Narrowed To Six-Mile Gap

Two Key Road Centers Expected To Fall To Resurgent Yanks

PARIS, Tuesday, Jan. 9.—(UP)—The Germans began retreating on a 30-mile Ardennes front Monday after grinding pressure by the U. S. First Army which captured nine more Belgian towns and in synchronized advances with the northbound Third Army left the enemy only a six-mile-wide corridor through the bulge ripped by thousands of American guns.

The First Army, in gains up to two miles, drove within five miles of the Houffalize-St. Hubert road and the Third Army, gaining three miles at some points during the day, reached within one mile of that vital artery at a point to the southwest. Paradoxically, the two armies still stood 10 miles apart due to their separate routes of advance.

Two key road centers in the bulge appeared on the verge of falling to the resurgent American forces. Units of the First Army's 82nd Airborne Division battled to the edge of Vielsalm, seven miles south of Stavelot, along the west bank of the Salm river. Infantry on the east flank of the Third Army drove to the Wiltz river just opposite the Luxembourg junction of Wiltz, 10 miles southeast of Bastogne.

In one of the most formidable artillery displays in modern history, the Third Army alone had been battering away for 12 days at German positions and movements within the bulge with thousands of guns ranging from three inches to eight inches in size. This vast firepower was concentrated on a 35-square-mile area between Bastogne and Wiltz.

As Marshal von Rundstedt's greatest winter gamble backfired, Seventh Army Yanks eased the threat along the upper Rhine by chopping off the northern end of the bridgehead above Strasbourg and to the west cleared the vital Haguenau-Saarbrücken road.

French troops stemmed an attack toward Strasbourg from the Colmar pocket to the south after it had penetrated within 15 miles of the Alsatian city while the enemy bridgehead across the Maas in eastern Holland was disclosed to have been long-standing and not a new threat.

While a blizzard blotted out direct air support on the Ardennes front, the First Tactical Air Force flew 970 flights in support of Allied counter-measures along the Rhine near Strasbourg, inflicting telling blows on the two German bridgeheads.

Paced by three Panzer divisions (Continued on Page Seven; Col. 6)

## General Says Antwerp Harbor Allows Allies Ample Port Capacity

NEW YORK, Jan. 8.—(AP)—Opening of Antwerp harbor despite German sabotage attempts, plus use of other Continental ports, has given the Army Transportation Corps "more than enough port capacity" to supply our armies, Maj. Gen. Charles P. Gross, Army chief of transportation, said tonight in a speech prepared for a radio broadcast here.

Speaking on the "Port Parade" program, sponsored by the New York port of embarkation of the Army Transportation Corps over station WNEW, Gen. Gross contrasted the present supply situation with that of six months ago.

"Now we have Cherbourg, Le-Havre, Rouen and—most important of all—Antwerp," he said. "It is a source of great satisfaction to be able to say that Antwerp not only is in operation, but also provides us with more than enough port capacity to do our job of supply. In one month alone, we now are discharging more than 1,000,000 tons of supplies in our Continental ports."

## 900 U. S. PLANES HIT NAZI SUPPLY

LONDON, Jan. 8.—(UP)—Four U. S. heavy bomber formations joined the battle of the bulge today for the first time in strength, more than 900 American bombers and fighters blasting enemy transportation targets from a point 15 miles northeast of Bastogne west to Frankfurt on the Main.

Striking at a German traffic jam in the bulge officially described as the worst in this war, the aerial heavyweights heaped destruction on two targets near the German frontier, a third farther south just across the Luxembourg border and a fourth within 15 miles of Bastogne, the heart of the German salient.

The day's raids marked the first time that American heavy bombers from Britain had raided the Belgium-Luxembourg area in strength although once before in a critical phase of the battle some formations had struck equally close to front line ground troops in the salient.

Other formations in the raiding fleet of 700 heavyweights and 200 escorting fighters, smashed other road and rail junctions in Germany just west of the bulge and also the large railroad freight yards at Frankfurt, 130 miles due west of Bastogne.

The raiders attacked in temperatures of 54 degrees below zero and were unopposed by the Luftwaffe, which apparently was grounded by stormy weather.

Crewmen reported the weather so rough and thick that at times during the flight they couldn't see the wings of their planes.

Meanwhile, the U. S. Eighth Air Force disclosed that six bombers previously reported missing from Sunday's raids had been found safe, lowering the toll for those operations to three bombers and one fighter still missing.

One high-ranking Eighth Air

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## Marcelova Falls To Soviet Force

80 Nazi Tanks Destroyed; Reds Advance On Vienna

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## Jap Submarine Crew Tortures Americans After Torpedoing Ship In Indian Ocean

Editor's note—The following dispatch disclosing new Japanese atrocities was written by a United Press correspondent who subsequently lost his life covering a B-29 raid. The dispatch has just been released by censors.

BY JOHN J. ANDREW

United Press Staff Correspondent

COLOMBO, CEYLON, July 17.—(Correct)—(UP)—Twenty-three survivors of an American Liberty ship, their sunburned bodies bearing scars from beating and bayoneting inflicted by a Japanese submarine crew who murdered about 77 of their shipmates, told

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today of two hours of hell aboard the enemy craft.

One phase of their ordeal ended and another began when the submarine crash-dived while they were sitting on its deck, their hands bound behind their backs.

The survivors, finally rescued and brought here, said the first man taken aboard the Japanese vessel from their lifeboats was shot in the back and tossed overboard. The submarine crew then formed a "line of death" and systematically clubbed and bayoneted the Liberty ship's survivors.

The men brought here spent 36 hours in the Indian Ocean before they were rescued.

The survivors included members of the American Merchant Marine, Army and Navy personnel and a civilian. Their 10,500-ton Liberty ship was bound for India from San Pedro, Calif., with 41 merchant seamen aboard, 28 Navy armed guard members, one Army medical surgeon and 30 Army and civilian passengers. They were 11 days out of Australia, cruising at 11 knots just after sunset on July 2 when two torpedoes crashed into the forward part of the vessel. All hands abandoned ship.

Radioman Cullie C. Stone, 20, Tulsa, Okla., sent three SOS signals before he left his post. They were received by stations in India, and

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