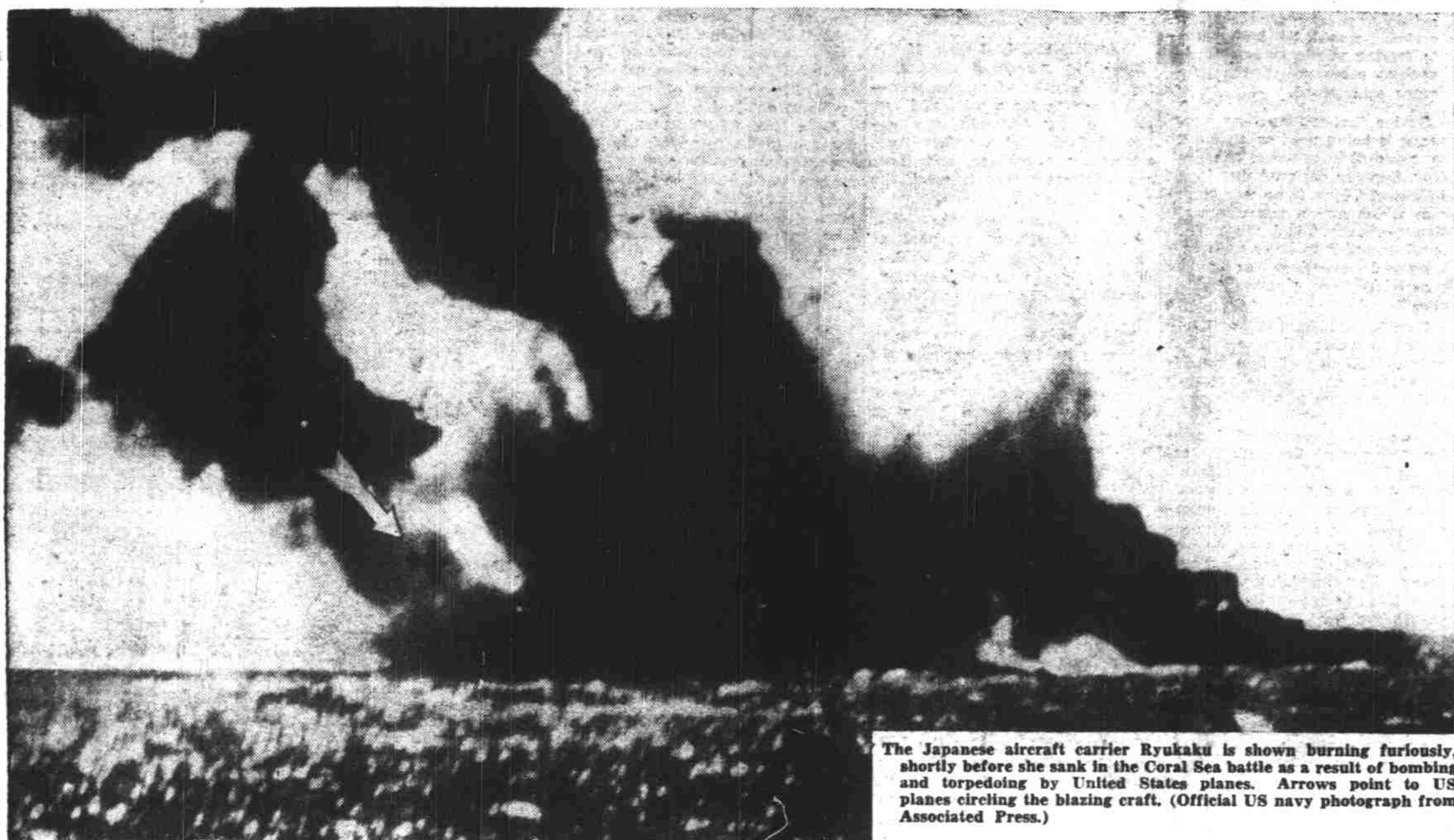
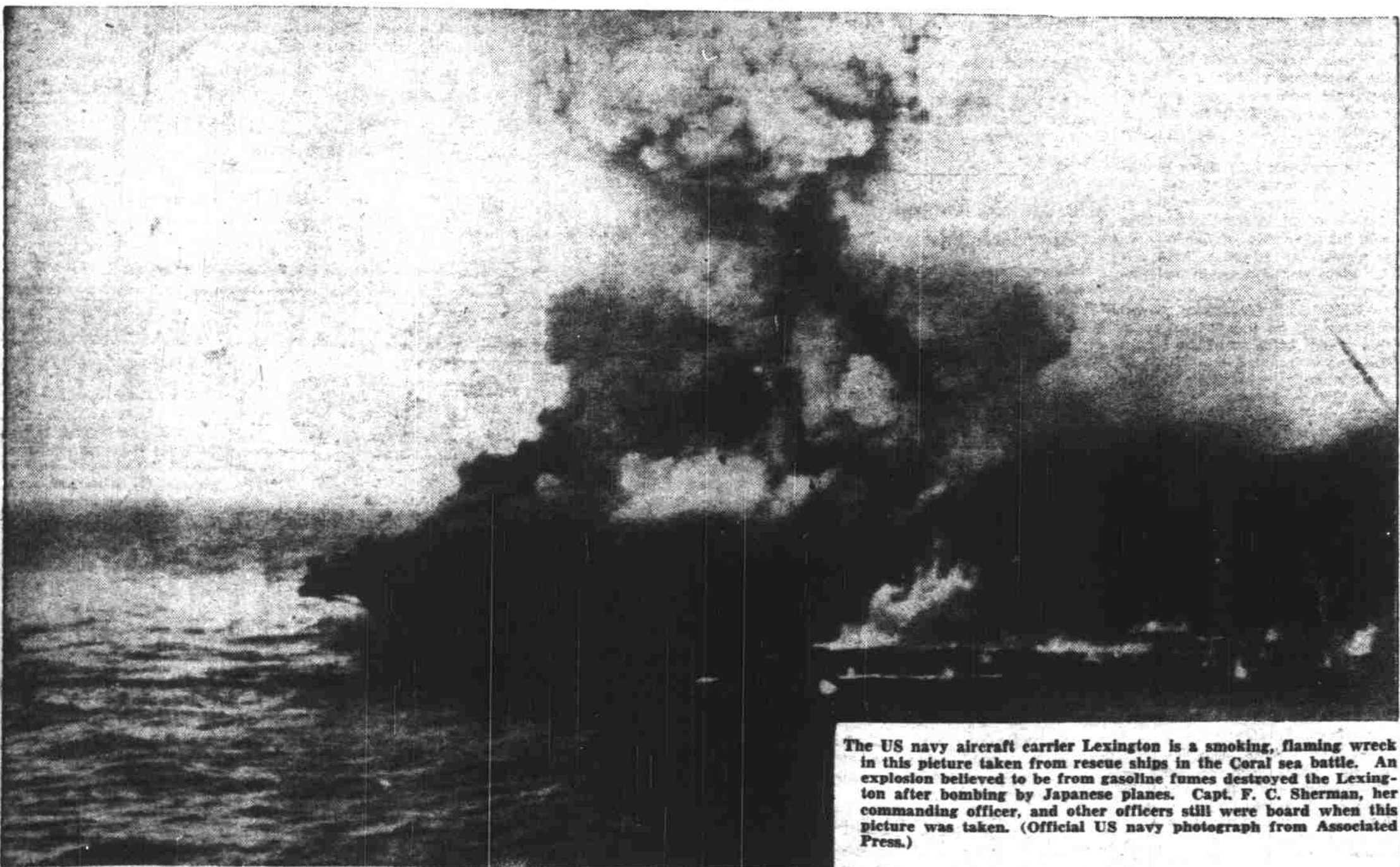




Sailors slid down ropes from the plane carrier Lexington, which later sank after explosions, as result of Japanese bombing in the battle of the Coral sea. Note the decks alive with men awaiting their turn to go overboard. Some have already been taken off by the destroyer partly hidden by smoke at right. (Official US navy photograph from Associated Press.)



The Japanese aircraft carrier Ryukaku is shown burning furiously, shortly before she sank in the Coral Sea battle as a result of bombing and torpedoing by United States planes. Arrows point to US planes circling the blazing craft. (Official US navy photograph from Associated Press.)



The US navy aircraft carrier Lexington is a smoking, flaming wreck in this picture taken from rescue ships in the Coral sea battle. An explosion believed to be from gasoline fumes destroyed the Lexington after bombing by Japanese planes. Capt. F. C. Sherman, her commanding officer, and other officers still were aboard when this picture was taken. (Official US navy photograph from Associated Press.)

Planes Attack Japan Parties, Aleutian Isles

WASHINGTON, June 12-(AP) - The Japanese have made a small-scale landing on remote and rocky Attu island in the Aleutians group, the navy announced Friday night, and have sent ships in among the Rat islands in their first efforts to gain a toehold in the western hemisphere.

Both the ships and the landing party on Attu, the navy said, have been attacked by army and navy aircraft and a series of minor engagements was presumed to be still in progress.

As a result of the attacks, the landing party has been compelled to retire from the vicinity of the village of Attu, only populated place on the island so far as is known here, and the ships have been driven out of Kiska harbor in the Rat group, which is part of the Aleutian chain.

The enemy inroads had been anticipated by naval authorities, who reasoned that the Japs probably would attempt some occupation of the stepping stones to Alaska, primarily as a means of bolstering prestige lost in the failure of their drives toward Australia and Midway island.

No strategical significance was attached to the occupation of Attu, where apparently the only thing of military value was a small radio station maintained by the territory of Alaska. Under the protection of fog and bad weather so frequent in the north Pacific, the landing on Attu, therefore, should have been a simple matter.

The navy announcement said: "Information just received by the navy department is to the effect that the Japanese have made landings on a small scale on Attu island, at the extreme tip of the Aleutian archipelago, and Japanese ships have been reported in the harbor of Kiska in the Rat group.

"Japanese operations in the Aleutian area are still in progress, according to the information received, although continuing army and navy aircraft attacks have forced them to retire from the populated regions of the islands.

"Attacks of the army and navy forces in the area against these operations are continuing. Weather conditions in these outlying islands precluded air search operations until within the last 24 hours."

The landing on Attu followed by about a week apparently the Japanese air raid on Dutch Harbor June 3.

Except for reconnaissance flight a few hours after the first attack, Dutch Harbor so far as is known has not been further molested.

Attu, westernmost of the Aleutians and directly opposite Russia's Komandorski islands, is 769 nautical miles from Dutch Harbor. Kiska is 585 nautical miles west of Dutch Harbor, while the nearest point to Dutch Harbor in the Rat group is 561 nautical miles from Dutch Harbor.

The navy statement's reference to forcing the Japanese to retire from the populated regions was said authoritatively to refer only to Attu and the Rat group.

However, it was presumed that the Japanese are still active in the area and may attempt to turn their landings into real occupations, probably for prestige reasons chiefly, although they might hope through occupation to set up aircraft reconnaissance over American bases in the Aleutians.

The Japanese claimed several days ago to have effected a landing in the Alaskan islands but a navy spokesman said on Wednesday that none of "our inhabited areas, islands or rocks are troubled with uninvited visitors up to this time" and that the navy had no information about any Japanese on Alaskan soil.

(Turn to Page 2, Col. 1)

FDR Urges 'Turn in Rubber'

Assures Enough For Planes to Bomb Berlin

WASHINGTON, June 12-(AP)- President Roosevelt urged the American people Friday night to turn in "every bit of rubber you can possibly spare" to help remedy a serious shortage arising from war conditions, but he promised that there was going to be enough of the vital elastic to "build" planes to bomb Tokyo and Berlin, to crush the enemy wherever he is found, and "to win this war."

The chief executive spoke to his countrymen by radio as a preliminary to a nationwide campaign to collect every bit of spare scrap rubber in the country in the period from June 15 to June 30. "I know," the president declared, "that I don't need to urge you to take part in this collection drive. All you need to know is the place to take your rubber and the time to take it there—and the fact that your country needs it.

Governor Joins In Appeal for Cooperation

planes to bomb Tokyo and Berlin—enough rubber to build the tanks to crush the enemy wherever we may find him—enough rubber to win this war."

Rubber is a problem, he asserted, because modern wars can not be won without it, and because the Japanese have cut off 92 per cent of our normal supply. The situation would be more serious, he said, if we had not built up a rubber stock pile before the war began and if we were not now building a great new synthetic rubber industry.

While the use of rubber by the army and navy has been curtailed all along the line, the president explained that there was a limit to that.

"You and I want the finest and most efficient army and navy the world has ever seen—an army and navy with the greatest and swiftest striking power," he said, "that means rubber—huge quantities of rubber—rubber for trucks and tanks and planes and gun mounts—rubber for gas masks and rubber for landing boats."

While he predicted that the problem would be solved, he said there was one unknown factor—the size of the stock pile. It is unknown, he said, how much used rubber there is which can be reclaimed and reprocessed, combined with available new rubber, and put to military and civilian purposes. That is why the collection drive was ordered.

The question whether nationwide gasoline rationing will be ordered to save rubber may depend on the success of the rubber collection drive.

The president, earlier, appealed to motorists everywhere to cut down on pleasure driving and reduce both automobile speed and mileage.

Gov. Charles A. Sprague issued a statement Friday afternoon urging all citizens of Oregon to cooperate in President Roosevelt's drive to collect scrap rubber.

"I solicit the complete cooperation of all county defense councils and salvage committees, all state offices and county courts and every organization as well as every citizen in this great undertaking, the result of which might well determine the victory or loss of World War II," the governor's statement said.

Victory Center

Entertaining and taking "bonds and stamps for victory" today noon at Salem's Victory Center, on the county courthouse grounds:

Gayle Ferguson, soloist; Patricia Melinger, piano accompanist; Betty LaDon, tap dancer.

Carl W. Bogg, president, Salem chamber of commerce, speaker.

Wes McWain will be master of ceremonies, for program arranged by Salem Junior chamber of commerce.

Navy Sinks 15 Jap Ships, Loses Three

WASHINGTON, June 12-(AP)- The US navy, recounting Friday the breath-taking struggle in the Coral sea, disclosed that the great American armada which smashed a Japanese armada and removed the immediate threat of invasion to Australia cost this country only the aircraft carrier Lexington, destroyer Sims and tanker Neosho.

Against these losses, the navy listed the destruction of at least 15 enemy ships, including an aircraft carrier, the Ryukaku and four cruisers, and heavy damage to more than 20 others, some of which probably sank.

The battle, as described by a navy summation and complementing reports from fleet correspondents, was entirely one between air power. Surface warships were never in contact with one another and fired only their anti-aircraft guns.

A large part of the personnel of the Lexington, the Sims and the Neosho, were rescued, the navy said, in the case of the Lexington about 92 per cent. The 33,000-ton craft normally carried a complement of about 2300 men and 80 to 90 aircraft. Whether any of her aircraft were

saved was not disclosed, naval officials commenting only that "obviously, planes were lost."

Ill-luck played a part in the carrier's loss. In the first place, the enemy had the good fortune to locate her on May 8 at a time when most of her aircraft were away mousing the enemy fleet. She was hit by two torpedoes, at least two bombs, and also damaged by near misses.

Nevertheless, she was able to pick up her aircraft and was heading at 20-knot speed toward safety when a terrific internal explosion rocked her and set fires at many places.

"It was first thought," the navy said, "that the explosion was the result of a 'sleeper bomb.' Investigation revealed, however, that the probable cause was the ignition of gasoline vapors which resulted from leaks in ruptured gasoline lines in closed compartments below decks."

Her crew battled the flames for five hours handicapped by the fact that much fire-fighting equipment was destroyed by the explosion. Destroyers came alongside and poured on water and chemicals from their hoses.

But there was no saving her and finally the order to abandon

ship was issued. Her commander, Capt. F. C. Sherman, was the last to leave her to go aboard an attending destroyer. As he slid down a line from the deck to the water, the flames reached the ship's torpedo warhead locker. There was another great explosion and moments later the Lexington sank.

The Sims, a 1570-ton destroyer commissioned in 1939, and the Neosho, a 25,000-ton vessel commissioned in 1937, were lost the day before the Lexington. The Neosho, with a destroyer escort, was heading across the Coral sea

(Turn to Page 10 Col. 4)