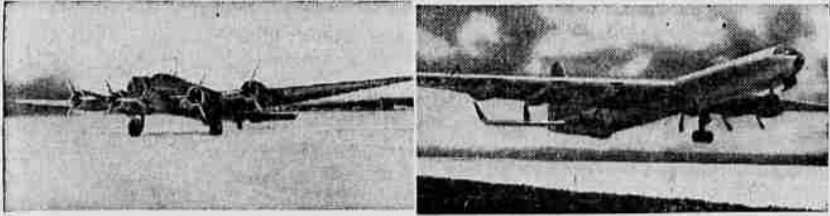


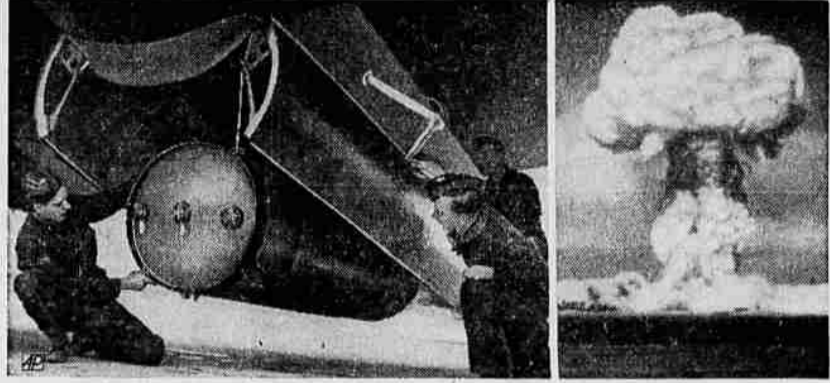
Since Pearl Harbor

(AP Newsfeatures)

If the World ever sees another Pearl Harbor, the results may dwarf those of the "day that will live in infamy" eight years ago today. World War II stimulated development of methods and materials for war. That development is still going on. Here are two big examples:



Planes—The B-17 Flying Fortress left, was tops in the bomber field in 1941. It proved itself in the tough campaigns in Europe, Asia and the Pacific. But there have been many bomber developments since. Just now the B-36, right, is top bomber of the U. S.



Bombs—This type of blockbuster was just coming into general use in 1941. It has since been superseded by —

A-Bomb—This is what now jitters the world.

What's Happened to Jap War Lords of Pearl Harbor Days?

By PETER KALISCHER

Tokyo, Dec. 7 (AP)—Death, imprisonment and obscurity have overtaken most of the men who ruled Japan when the Rising Sun planes bombed Pearl Harbor eight years ago.

With a peace treaty in prospect, a survey of the men in power when Japan went to war with the West reveals that only a few are prospering today.

The hangman's noose already has claimed Hideki Tojo and six other high-ranking Japanese condemned one year ago by an international military tribunal for their crimes against humanity.

Marquis Koichi Kido, the mousy former lord keeper of the privy seal and Emperor Hirohito's closest adviser, whose diary for Dec. 8, 1941, read, "I watched the sun come up red over Tokyo and saw in it an omen of a glorious new era for Japan," isn't seeing many sunrises these days. He is serving out a life term in Sugamo prison.

So are 15 other generals, admirals and government figures who were in power on Pearl Harbor day. They include Admiral Shigetaro Shimada, the navy minister, whose carriers struck Pearl Harbor, and Hiroshi Oshima and Toshio Shiratori, ambassadors to Germany and Italy, credited with helping the Japanese to the Axis.

Shigenori Togo, Tojo's foreign minister who conveniently "lost" President Roosevelt's 11th hour peace cable to Emperor Hirohito until it was too late, is doing 20 years in prison.

Tojo's ministers of education and welfare, however, didn't await trial. They committed suicide a few days after Japan's surrender. Four others in the Pearl Harbor cabinet are free but out of public life.

The ex-commerce minister, Shinsuke Kishi, is the only one to have flourished financially since the surrender. Kishi is president of the Nippon Steel Trading Co.

In general, fate and the occupation have been kinder to Japan's war-time business giants. The heads of the family monopolies that built Nippon's for-



Fur Farmer—Vantile Platt sorts and grades chinchilla pelts after tanning, at a fur-breeding farm in Gardena, Calif., where mink and chinchilla are raised for the market.

Bodies of Lost Sailors Stay Entombed in Sunken Ships

By WILLARD D. EBERHART

Pearl Harbor, Dec. 7 (AP)—Eight years ago on the Sunday the late President Roosevelt bitterly called the "day of infamy," Pearl Harbor was a scene of burning ships and dying men.

It was December 7, 1941, the day that caused a suddenly unified nation to mount the greatest war effort the world had ever seen.

On the eighth anniversary of the devastating Japanese assault, Pearl Harbor lies under the warm Hawaiian sun, with the bodies of 1,150 men still inside the twisted hulks of two sunken ships. They are silent reminders of the nation's blackest day.

Sent to Pearl's muddy bottom, perhaps forever, were the battleship Arizona and the target ship Utah.

The waves of the harbor's blue water lick their rusted decks as occasional sightseers and next-of-kin make pilgrimages to these only remaining mementoes of the Japanese attack.

The American graves registration service lists 1,092 officers and men whose remains are still inside the Arizona. The battleship sank at her anchorage off the southern edge of Ford Island in the middle of the harbor. Of the Arizona's total complement of 1,543, only 289 survived the blows of one torpedo and seven heavy bombs, one of which went down her stack.

Fifty-eight bodies are still in the Utah on the opposite side of Ford Island. The Japanese sank her with three torpedoes. She lies on her side, mostly submerged.

The Navy found it impractical to raise either ship and it was decided to leave the men where they fell. They comprise more than a third of the 3,033 soldiers, sailors and marines who died in the attack.

The key officer on "battleship row" that day was Capt. (then Commander) William F. Fitzgerald of Washington, D.C. He was operations officer for the commander of battleships and, additionally, was duty officer when the blitz began.

Now chief of staff to Rear Adm. C. H. Morris, commandant of the 14th naval district, Fitzgerald said:

"Pearl Harbor admittedly was a black day in our history. But I feel it is something the whole country should remember without minimizing in any way the inadequacy of anyone concerned. It was the result of the complacency of a peace-loving nation."

Reading dispatches in his cabin aboard the flagship Maryland that morning, Fitzgerald suddenly was startled by a sharp jolt. Within seconds there was a second blow.

The battleship Oklahoma, moored outboard of the Maryland and thus protecting her had taken two aerial torpedoes in her side. Two more hit her and she capsized and sank within 12 minutes.

"I ran on deck and one glance told me we were at war," Fitzgerald said. "Our machine-guns were firing when I reached the deck, and the five-inch and anti-aircraft batteries were at work within another minute or two."

ment made it the most complete navy operating base in the world. Nearly a billion dollars have been spent here and the base could be transformed to war status overnight if necessary.

It remains one of the world's finest anchorages with more deep water (30 square miles) than famed San Francisco bay.

Interim Group To Tour State

Portland, Ore., Dec. 7 (AP)—The Oregon legislative highway interim committee will tour the state in 1950 to hear what the people have to say about highways and highway revenues, it was revealed here today.

The committee appointed by the 1949 legislature to investigate the Oregon highway system with particular attention to highway revenues and their relation to the state, heard George H. Flagg, state public utilities commissioner, outline the program for levying and collecting motor truck taxes. Secretary of State Earl T. Newbry discussed the

administration of motor vehicle decisions by his office.

The committee announced it would go into "the far corners" of the state to quiz people on their reactions to the way the state's highway system is run.

Knowland Blames State Dept. For Far East Catastrophy

Honolulu, T. H., Dec. 7 (AP)—Sen. William Knowland (R., Calif.), charged Tuesday that the far east division of the U. S. State Department was largely responsible for the "catastrophic events now taking place in China."

Knowland, who arrived after a month's tour of the Orient, declared that many state department officials "have initiated, condoned or been indifferent to activities which have supported the communists."

"We've stood up to the communists in Europe and cringed before them on the continent of Asia," Knowland asserted, adding that recognition of the communist regime in China would be "appeasement."

"It is time the curtain of secrecy was lifted and the American people told how our friends have been abandoned and the communists supported," he said.

"I am shocked at what has been done in the name of the administration of motor vehicle decisions by his office."

The committee announced it would go into "the far corners" of the state to quiz people on their reactions to the way the state's highway system is run.

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