

Thirty-seventh Year.

MEDFORD, OREGON, FRIDAY, JANUARY 1, 1943

Kelly's
Comment

From Washington, D. C.

Northwest to Get
Alcohol Plants
Plan Recruiting
Of Truck Drivers
Subsidy Proposal
Discarded by OPA

By John W. Kelly

Washington, D. C., Jan. 1.—There are some excellent sites for a plant to distill alcohol from wheat in the Washington-Oregon area, explain high government officials. They admit that the region has been looked over carefully and it is almost a certainty that one, if not two, of these plants will be authorized in the northwest. Beyond this the officials decline to commit themselves. There are a few definite requirements, however, in respect to all of these alcohol plants, and a principal one is that the distillery shall be located on water, where it is accessible by navigation. For this reason Baker, Ore., despite its plea, is not in the running.

The distillery, it is assumed, will be located at a point where the grain can be shipped—where there is a surplus of grain. It could be at The Dalles, Pendleton, Longview, Astoria or three or four likely spots in the Puget Sound country. The alcohol from farm products is to be used in the production of synthetic rubber.

(A government scientist in the department of agriculture says that the best prospect for synthetic rubber is from the golden-rod plant, which is the state flower of Oregon.)

MOST knowledge available of the Indians of the northwest coast, from Vancouver island south through Washington and Oregon, was gathered in the early 1880s and published by the Smithsonian Institution. The man who collected much of the material and edited the reports of other scientists was Dr. Franz Boas, who passed away last week. Practically all that is known of the myriad Indian tongues of the northwest was preserved by this famous anthropologist. Dr. Boas was German born and educated in the Universities of Kiel, Bonn and Heidelberg. In 1933 his books were burned by the Nazis, as they were regarded as "Marxist works." The scientist made

(Continued on Page Six)

SEARCH FOR CREW
OF FLYING BOAT
ON OREGON COAST

Seattle, Jan. 1.—(U.P.)—The 13th naval district today announced coast guard crews were searching for seven crew members of a PBV flying boat forced down off the Oregon coast near Coos Bay last night.

The crew of eight men abandoned the flying boat and it sank about a mile off the Oregon coast, the 13th naval district reported.

One officer, identified only as Ensign Brush, the first pilot, was found unconscious in a small lifeboat on the shore. He was taken to an army camp at Yachats, Ore., for treatment.

Identity of the other crew members was not disclosed. A large lifeboat, fully inflated, and a life jacket were found on the beach in the same vicinity, but the seven other crew members were missing.

Navy officials said searchers did not know whether the men succeeded in making shore or were lost at sea.

Price Cut Ordered
On Vacuum Cleaners

Washington, Jan. 1.—(U.P.)—The Office of Price Administration today ordered substantial reduction in wholesale and retail prices for used household vacuum cleaners, saving housewives an estimated \$800,000 to \$1,000,000.

As a result of the order, OPA said, consumers will pay an average of \$4 to \$5 less for most models of vacuum cleaners. It said there are about 200,000 rebuilt machines available to meet the brisk consumer demand resulting from wartime curtailment of new models.

Wake Island Raid on Christmas Eve
Complete Surprise for Japanese is
Revelation in Navy's AnnouncementAMERICAN PLANES
DUMP HUGE LOAD
RETURN IN SAFETY75,000 Pounds of Bombs
Delivered — Anti-Aircraft
Fire is Light, Ineffective.

Honolulu, Jan. 1.—(U.P.)—The navy announced today that a force of army bombers raided Wake Island early on Christmas eve, dropping more than 75,000 pounds of bombs and returning to its base without loss.

The attack apparently caught the Japanese completely by surprise.

The army planes swept in at low altitude and sent their bombs crashing down on the island the enemy had wrested from a gallant band of American Marines in the early stages of the war.

The returning pilots reported that fires were started that were visible for more than 75 miles.

Peale Also Bombed

The army planes, delivering their attack in the dark in the early hours of Dec. 24, also dropped bombs on Peale island, the announcement said.

The Japanese, taken by surprise, offered only ineffectual anti-aircraft fire and the American planes returned without loss of personnel or equipment.

"Just after midnight of Dec. 23-24 (east longitude time)," the navy announcement said, "a force of United States army aircraft conducted a bombing attack on enemy installations at Wake Island."

"All our participating aircraft returned undamaged to their bases. There were no injuries to our personnel."

Enemy Surprised

"The enemy apparently was completely surprised by the attack, in which more than 75,000 pounds of bombs were dropped from low altitudes on designated target areas. Ineffectual anti-aircraft fire was observed after the first bombs had been dropped on Wake and Peale islands."

"Two enemy aircraft approached our planes but retired when they were fired upon with no damage sustained by our planes."

"Crews of our planes reported fires started by the attack were visible from a distance of 75 miles."

EASTERN GASOLINE
PROBLEM CRITICAL

Washington, Jan. 1.—(U.P.)—Petroleum and rationing authorities were in continuous conference today on action to meet a renewed critical gasoline and fuel shortage in the 17-state eastern emergency area.

Officials admitted the situation again is "serious." In some places, they said, it probably is as critical as during the pre-Christmas petroleum famine when a two-day "freeze" was clamped on all except "T" gasoline coupons.

Officials said, however, that no new "freeze" or cut in gasoline and fuel oil rations is contemplated at the moment.

LABOR LEADERS URGE
PRODUCTION INCREASE

Washington, Jan. 1.—(U.P.)—Presidents William Green and Philip Murray of the American Federation of Labor and Congress of Industrial Organizations, today called upon workers to increase production by all-out efforts in 1943 as their contribution in achieving a speedy victory.

In New Year's Day messages, the two labor chieftains pledged the complete support of their organizations to the war effort, and declared that nothing must interfere with the one U. S. aim—winning the war.

Thrilling Moments of Attack
Told by War Correspondent

(Correspondent Olen W. Clements of the Associated Press was chosen by lot to represent all press associations in the greatest mass raid of the Pacific war on Christmas Eve. Clements rode in the lead bomber. His eyewitness dispatch follows:)

By Olen W. Clements

Distributed by the United Press
Aboard a Bomber over Wake Island, Dec. 24 — (Delayed) — Huge American bombers plunged today on unsuspecting Wake Island and plastered the Japs with 75,000 pounds of bombs in the biggest mass raid of the Pacific war.

Possibly more than half the Jap defenders were killed. There were no Americans lost.

Intense fires were started both on Wake and Peale islands. The Japs were caught in bed one minute after midnight. Their anti-aircraft fire, which didn't start until long after the first bombs exploded, was wild and the frightened Japs could be seen in the brilliant moonlight running madly for their dugouts.

Fires Everywhere

In a split second the bombs crashed all over both islands. Fires crackled everywhere.

Precisely at midnight the flight leader, Col. William A. Matheny, of Carrington, N. D., flipped on his radio and called to the long line of planes behind him:

"This is it, boys. I'm going to get those yellow . . ."

The nose of his plane slanted down. The engines roared. There beyond the nose of his bomber lay Wake Island where for 16 days, one year ago, United States Marines made one of the most gallant last stands in the world's history.

Planes Plunge In

Faster and faster the bomber plunged in, its nose pointing at a long row of buildings on Peacock Point. The island was blacked out. Co-pilot Lt. E. H. Carey of Gridley, Calif., "was pouring coal to four engines" and droning out the increased speed and the decreasing altitude to Col. Matheny.

Down and down the plane sped, its occupants watching on all sides for signs of anti-aircraft fire. None came.

Col. Matheny pulled her nose up. Suddenly brilliant red flashes were seen below. Then more and more. The bomber was streaking through the air at terrific speed.

"When are you going to turn loose those incendiaries?" Col. Matheny asked the bombardier, Lt. D. D. Manchester, of Spokane, Wash.

"Gone sir," replied the lieutenant, and at that moment a huge flash was seen.

Planes on each wing let theirs go at the same time. When the colonel turned his ship, every one of the buildings in that long row were afire. No Japanese were seen to run from them.

Ack-Ack Starts

Still there was no anti-aircraft fire.

Dozens of more bombers began to hit all sections of both islands.

Finally, after what seemed an eternity, a few Japs managed to reach two ack-ack guns and let go wildly. Shells burst fully six thousand feet above and two miles away from the nearest American plane. Then machine guns unlimbered and tracers began to hunt the planes above.

Two searchlights popped on below. Their beams caught the leading plane, but almost instantly they went out.

Tailgunner Sgt. W. C. Will of Lehighton, Pa., who was instructed to shoot out any light that caught the plane in its beam, didn't even deign to fire a shot at them. Nor did he return the fire of machine guns. Instead he just sat and watched the tracers fall far short of their target.

More searchlights beams began to sweep the sky. Gunners in other bombers let go at them and started putting them out.

Jap Plane Rises

One Jap plane started rolling down the airfield, which bordered the flaming aircraft. As the enemy plane gained speed, Lt. Lou Zamperini of Torrance, Cal., famed University of Southern California miler, tried to hit it with a hundred pound

bomb. It fell just behind the Zero and the fighter got into the air.

That was the only Jap plane seen to take the air, but bomber crews saw three others flying around. One bomber and a Jap plane exchanged shots at a distance, but the Japs didn't want to mix it at all and that was the nearest to an air fight in the raid.

One squadron leader, Maj. Glen R. Birchard of Bay City, Mich., dropped bombs near oil tanks, starting huge fires. Peering out the window, he saw Japs running for cover in their underground. No fight was left in them.

A quick look at Wake and Peale islands showed that by this time fire was burning between Peacock Point and the east-west runway in the vicinity of the underground hangar; large fires were observed in the area of the bachelor officers' quarters on the heel of the point; in the building area south-east of the bridge between Peale and Wake; in a large building in that area which had received a direct hit.

Oil tanks were afire in the middle of Peale island. More tanks were flaming near the south channel entrance to the harbor and columns of black smoke were rising from Kuku Point.

Their bombs gone, the bombers started for their "Shangri-la" base. Forty miles from Wake, that Zero that had got off the ground timidly fired a burst at one bomber, which promptly replied. Apparently neither was hit.

Fires on Wake Island were visible for 75 miles.

RAINFALL IN 1942
WITHIN FRACTION
OF ALL-TIME HIGH

Rainfall for 1942 in the Medford area failed by .84 of an inch equalling the all-time record in 1937. Precipitation for 1942 was 25.80 inches, according to the U. S. weather bureau at the airport, and in 1937 26.64 inches of rain fell. Local records date back to 1911.

Total for the year was boosted considerably by record-breaking rainfall in November of 8.62, more than for any other single month since the records were kept.

Precipitation for last month, however, did not quite equal December of 1941, although the steady nature of the rain has given the impression of a very wet month. It was pointed out by weather bureau officials. Only 5.87 inches of rain fell last month, while 7.97 inches was recorded in December of 1941.

The month was unusually warm, however, temperatures never falling below 27 degrees and averaging well above 30. Average low temperatures for December over a period of years is about 20 degrees, the bureau records show. Last year on December 31 the thermometer fell to 21 and the high for the day was 36 degrees.

Rainfall figures for the month for the past year are as follows: January, 2.19; February, 2.33; March, .53; April, .86; May, 3.69; June, .64; July, trace; August, .09; September, 1.16; October, .82; November, 8.62; December, 5.87.

Washington, Jan. 1.—(U.P.)—Director Joseph Weiner of the office of civilian supply today announced the appointment of Richard Johnson, former publisher of the Boston Evening Transcript, as head of the consumer goods division.

JAPANESE BASE
AT LAE SUFFERS
RAID BY P-38'S20 Enemy Planes Destroyed
—Dog-Fights Staged
With Zero Machines.

Gen. MacArthur's Headquarters, Australia, Jan. 1.—(U.P.)—American P-38 lightnings, supported by attack planes and medium bombers of the allied air forces, battered the Japanese base at Lae yesterday, destroying at least 20 enemy planes, Gen. Douglas MacArthur announced today.

The combined attack by the Americans and Australians was one of the heaviest and most crushing blows of the New Guinea campaign.

The fast allied aircraft stormed into the Lae area, more than 100 miles northwest of Buna, where allied ground troops are steadily pushing the Japanese garrison into the sea.

Nine Zeros Downed

Lockheed Lightnings, in combat for the second time in the New Guinea area, shot down nine Zero fighters and damaged two more of a formation of 12 in a fierce, 25-minute dogfight.

Only two of the Lightnings in action were damaged, a headquarters spokesman disclosed.

Eleven other Japanese planes were destroyed around the, the communiqué reported.

Douglas Boston A-20 bombers strafed and bombed the Lae airfield after the twin-tailed lightnings had spread their destruction. They destroyed four Mitsubishi bombers and one Zero fighter on the ground.

In the ground fighting, the situation around Buna Mission was little changed.

ALLIES STRIKE AT
AXIS SUPPLY LINES

(By United Press)

The land situation appeared stagnant in North Africa, but Allied planes and naval units struck heavy blows at the Axis supply lines. A Cairo communiqué announced that Allied planes raided Sfax, on the Tunisian east coast, Wednesday night and yesterday, causing heavy damage. The admiralty reported in London that British submarines sank two large Axis supply ships off Tunis and probably sank an enemy destroyer off Bizerte.

The Allies were reported thrusting toward the Tunisian-Tripolitanian coastal corridor in the land fighting while the "lost force" of French from the Lake Chad area are now within 500 miles of Tripoli. A strategic position was recaptured by the Allies southwest of Tunis.

The British Eighth army still was stymied at Wadi El Chebir, 185 miles east of Tripoli, the Cairo communiqué indicated.

Washington, Jan. 1.—(U.P.)—Cabinet members and other government officials today predicted a year of hard struggle in 1943, but confidently forecast that it will bring a total United Nations victory nearer.

Following are excerpts from their statements.

Secretary of War Henry L. Stimson: "1943 will be a hard year, but one which, God willing, will bring us nearer to victory."

Secretary of Navy Frank Knox: "Our prospects are brighter; 1943 will be better than 1942. The great war machine of the United Nations is gathering strength and momentum."

Secretary of Agriculture Claude R. Wickard: "In 1943 the demands upon our food supply will be even greater. Military and lend-lease needs will take at least a quarter of our total output."

Secretary of Interior Harold I. Ickes: "Remember above all else that this is an oil war—that oil is ammunition; and that you should and must use it both wisely and frugally."

War Production Board Chairman Donald M. Nelson: "It will be a hard year, but it will be fruitful. We are being tested as never before—but because we know what is at stake I am sure we shall meet the test."

BULLETIN

Washington, Jan. 1.—(U.P.)—The navy department reported today that three American planes and one Japanese plane were shot down Wednesday in the Aleutians when the American planes were intercepted in an attack on two enemy cargo ships or transports in Kiska harbor.

London, Jan. 1.—(U.P.)—The fighting French will be unable to reach an agreement with Gen. Henri Honore Giraud until the French North African Imperial Council, which is "packed with Vichyites," is eliminated, a fighting French spokesman asserted today.

London, Jan. 1.—(U.P.)—The Nazi-controlled Vichy radio reported from Berlin today that the German navy and air force sank 1,308 allied merchant vessels totaling 9,000,000 tons during 1942.

It claimed also the British aircraft carrier Eagle, which the Admiralty admitted was sunk, 18 destroyers and six submarines.

London, Jan. 1.—(U.P.)—Royal air force planes bombed objectives in western Germany tonight, the air ministry announced today. The air ministry's communiqué did not disclose the exact objectives of the RAF night raiders.

1,900 ADDED TO
NAZI MASSACRE
ON THREE LINES

Moscow, Jan. 1.—(U.P.)—The Red army, surging forward on three fronts in its massive winter offensives, killed 1,900 more Axis troops yesterday, raising to 315,063 the number of enemy effectives killed or captured in the last six weeks, it was announced today.

New gains were reported by the Soviet mid-day communiqué at Stalingrad, northwest and southwest of the city, on the middle reaches of the Don river, and on the central front northwest of Moscow.

The communiqué was not so spectacular as that issued just after midnight which reported that 1,589 towns and villages had been liberated, 22 divisions encircled and 36 more routed and 312,650 Axis troops killed or captured in six weeks. It added 1,900 more soldiers killed to the Axis casualties, however, and reported 515 additional prisoners.

CONVENTIONAL FUN
ON NEW YEAR EVE

(By United Press)

America greeted the New Year today, expressing hope for victory in 1943 and confidence that Axis military might would be at least crippled before another year ends.

The conventional note of hilarity prevailed in New Year's celebrations from coast to coast, although it was tempered by wartime restrictions and the knowledge that many who had joined in last year's festivities now were stationed on foreign battlefronts or working in war factories.

But the millions free to celebrate had more spending money than they've had in recent years and they spent it freely. Record crowds filled hotels, night clubs and theaters.

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"The Chief" comes home—Admiral Chester W. Nimitz, commander in chief of the Pacific Fleet, is pictured here with Mrs. Nimitz and their daughter Mary on a recent visit to the San Francisco Bay Area.

WILLAMETTE RISE
FORCES MORE TO
QUIT RESIDENCES

Eugene, Ore., Jan. 1.—(U.P.)—Flood waters cascading over the lowlands of western Oregon continued their steady rise today toward unprecedented levels as damage soared into the millions.

It appeared likely that more persons would have to be evacuated from their threatened homes in addition to the hundreds hurriedly removed yesterday and last night.

Points along the surging Willamette river, unruliest of the streams, were warned by weather bureau observers to prepare for waters averaging more than five feet above flood stages before Saturday night.

At Portland, the weather bureau predicted the following peaks would be reached along the Willamette:

Eugene—18.5 feet by early Friday, 6-5 feet above flood stage.

Harrisburg—18.5 feet by Saturday, 8.5 feet above flood stage.

Albany—29.5 feet by Saturday night, 9.5 feet above flood stage.

Salem—27 feet by Saturday night, 7 feet above flood stage.

Portland—18.5 feet by Saturday, one-half foot above flood stage.

More "serious floods are indicated in the lowlands in the upper and middle Willamette river and its tributaries," the weather bureau said at Portland.

The crest of the flood already was in the upper reaches of the river, which flows northward west of the Cascade mountains to its junction with the Columbia near Portland.

Two major highways were blocked, secondary roads were inundated and bus traffic south of Eugene was generally paralyzed.

Last night Southern Pacific trains were blocked by a new slide some 90 or 100 miles south of here. Officials declined to venture a guess on when traffic might be resumed.

DEWEY DEDICATES
NEW YORK TO WAR

Albany, N. Y., Jan. 1.—(U.P.)

Thomas E. Dewey, inaugurated today as the first republican governor of New York in 20 years, dedicated the state to an all-out war program and to the "cardinal objective" of providing peace-time employment to the returning armed forces.

Dewey, at 40 one of the youngest governors in the nation, declared in his inaugural address that the post-war period will find the federal government being "called upon to abandon its sweeping war-time controls over the freedom of the individual."

OHIO FLOOD CREST
CARRIES DAMAGE
TO NEW SECTION

By United Press
Ohio, Kentucky and Indiana cities met flood emergencies today as the crest of the swollen Ohio river rolled southward toward its junction with the rising Mississippi.

Behind, in the upper reaches of the river and its tributaries in Western Pennsylvania and West Virginia, thousands were left homeless and millions of dollars in damage was caused by the receding flood waters. Some war production plants resumed work today while others prepared to resume as soon as possible.

In Eastern Pennsylvania, engineers sought to bring the swollen Susquehanna and other rivers under control, while reports from Central New York state indicated that waters were receding in the Mohawk, Chenango and larger Susquehanna rivers. The Willamette river in Western Oregon left its banks and drove hundreds from their homes in the fertile lowlands and at Eugene.

At Pittsburgh, where the Allegheny and Monongahela join and flow into the Ohio river, the water was receding rapidly, while at Wheeling, W. Va., the crest of the Ohio was reached last night at 7 p. m. Across the river at Blair, O., the flood had cut the town's water supply and residents were depending on reserves in the reservoir.

Most of the business section of Marietta, Ga., was submerged when the river reached the 46 foot level. A crest of 50 feet was expected by noon today which will inundate the whole business district and half the town.

KLAMATH LINE IS
BLOCKED BY SLIDE

Local Southern Pacific offices said today that all trains were being routed through Medford today due to slides on the Klamath Falls line again in the same locality as those the first of the week when an avalanche derailed eight cars of the northbound Klamath train about 20 miles above Oakridge in the Cascades.

Local Southern Pacific officials stated today that they did not know when routing would follow regular schedules.

Rio De Janeiro, Jan. 1.—(U.P.)—Afranio De Mello Franco, former foreign minister and celebrated international jurist, died today. He was 72.

SIDE GLANCES
By
TRIBUNE REPORTER

Happy New Year.