

Americans Clubbed, Bayoneted By Japanese Aboard Submarine; Censor Releases Torture Story

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. It gives the first complete description of an atrocity story that had been known only in bare outline until today.

By John J. Andrew
United Press Correspondent
Colombo, Ceylon, July 17—
(U.P.)—Twenty-three survivors of an American Liberty ship, the *Liberty*, were rescued from beating and bayoneting inflicted by a Japanese submarine crew who murdered about 77 of their shipmates, told a story 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.

First Man Killed
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 medical 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 ves-

sel. All hands abandoned ship.

S.O.S. Heard
Radioman Cullie C. Stone, 20, Tulsa, Okla., sent three SOS signals before he left his post. They were received by stations in India, and were relayed to the Royal Air Force patrol plane station. Subsequently the approach of a RAF patrol plane forced the submarine to crash-dive.

After the torpedoing, the submarine surfaced and ordered survivors aboard.
The first man to climb on the submarine's deck, a 17-year-old messman, who was making his first voyage, was led to the bow, first in the back and tossed overboard.

As the others climbed aboard, they were stripped of watches, rings, wallets, identification tags, and shoes. They were bound and taken forward where they were forced to sit facing the bow with heads bowed.

Jap Officers Hand
Capt. John J. Gussac, 44, Brooklyn, N. Y., a military police officer who was en route to an assignment in India, was in a life raft alongside the submarine.

"When I reached the submarine," he reported "a grinning Jap offered me his hand. I was jerked aboard, and before I knew it, I had been stripped of my watch and ring and had my hands lashed behind me with a rope."

Gussac said the Japanese formed rows of two to six men in a row. Along the deck were submarine crew members armed with bayoneted guns and iron pipes. Among them was a Japanese who spoke English and said he had attended San Francisco Junior college. The men said he was proficient with an iron pipe.

Among the civilian *Liberty* ship's passengers had been a man who had been repatriated on the exchange ship "Grips-holm" after several months in a Japanese prison camp. When the submarine commander learned the name of the torpedoed craft, he asked for this man, presumably having information that he was aboard. He went down into the submarine and was not again seen by the others.

At one time more than 80 men were on the submarine. If any man lifted his head, he was beaten.

The submarine commander addressed his captives.
"You are now my prisoners of war," he said. "Let this be a lesson to you that Americans are weak. You must realize that Japan will rule the world. You Americans are stupid for letting your leaders take you to war. Do you not know that the entire American fleet is now in the bottom of the Pacific?"

The submarine circled the floundering *Liberty* ship and several men were washed overboard, including Carl Rosenbaum, 26, a merchant marine crew member from Crockett, Calif., who survived after swimming until dawn with his hands bound.

The ship's officers were led to the conning tower. They were never seen again. The largest of those left were then led aft and beaten and bayoneted.

Captive Makes Break
Charles E. Pyle, 24, Lodi, Calif., first assistant engineer, said "a short Jap started off by giving me a crack in the head with a black-jack."

"He then pushed me down the line where the others each got a crack in," he said. "I saw this one guy standing at the end with a bayonet. I thought, 'I'll be damned if he is going to ram me.' And I broke away. I made a dive for the water. The next thing I remember is coming to a few minutes later and having my head stung from the warm salt water."

Fifteen days afterward, Pyle's head still bore a seven-inch gash.
Harold L. Lee, 26, Dunbar, W. Va., the ship's steward, also survived the gantlet by diving overboard, as did Robert C. Butler, 23, McCann, Calif., a member of the navy gun crew.
A. L. Howard, Albany, Calif., a civilian technician for the navy was being led back to run the gantlet when the crash-dive saved him.

While the men were in the water, Royal Canadian air force planes dropped Mae Wests and cans of food and water to them.

Prayer Offered
At dawn on July 4, after one full day and two nights in the water, Gussac told the men on his raft:

"Fellows, I think it is time for a prayer. All I know are a few Jewish prayers that I learned when I was a boy. But, if you all agree, I am willing to say a little prayer now."

Gussac prayed and when he got through "we all said 'amen' in unison."

The rescue ship, a craft of the Ceylonese navy commanded by British officers, reached them a few hours later.

Survivors landed here in ad-

Allied Drive Slugs Ahead



(Acme Telephoto) American and British armored divisions fighting under overall command of Marshal Sir Bernard L. Montgomery slug their way through German battle screen across northern wall of Ardennes in broadening counter-offensive that is making "extremely good" progress. American First and British Second Armies were only 12 miles from U. S. Third Army on southern flank. On Saar, Rhineland fronts, Nazi claims of a breakthrough were not confirmed.

dition to those named included William B. Flury, 19, 3rd cook, box 49A, Chiloquin, Ore.

G. P. MAN HEADS HILLAH TEMPLE, OTHERS ELECTED

Ashland, Jan. 9.—At the annual election of officers of Hillah Temple, Ancient Arabic Order, Nobles of the Mystic Shrine, held at Masonic Temple, Ashland, January 5th, the following were elected and appointed on the Official Divan, to conduct the affairs of the Temple for the ensuing year.

Potentate Sam J. Stinebaugh, Grants Pass.

Chief Rabbah, Marshall E. Cornett, Klamath Falls.

Assistant Rabbah, Paul D. Green, Eugene.

High Priest and Prophet, Albert K. Case, Grants Pass.

Oriental Guide, Earl T. Newbury Ashland.

Treasurer, George W. Dunn, Ashland.

Recorder, Rufus E. Detrick, Ashland.

First Ceremonial Master, Walter E. Wiesendanger, Klamath Falls.

Second Ceremonial Master, H. H. Mayberry, Ashland.

Marshal, Arthur Leavitt, Medford.

Ceremonial Director, Garnet A. Nunn, Grants Pass.

Orator, Don Hensley, Klamath Falls.

Captain of the Guard, Eugene H. Tardy, Grants Pass.

Outer Guard, L. C. Taylor,

Medford. Trustee, Sam H. Baker, Grants Pass. Representatives to the Imperial Council, Sam J. Stinebaugh, Marshal E. Cornett and J. Sam Jordan. Plans were tentatively made for an active year in 1945, with Ceremonials to be held in Eugene, Grants Pass, Lakeview and Coquille.

SPEED CAUSE OF WRECK

The Interstate Commerce commission reported today that excessive speed on a sharp curve caused the wreck of the "Challenger," the Western Pacific passenger train, near Colfax, Calif., last Nov. 8. Nine persons were killed and 206 injured in the wreck.

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