THIRD HEAVY BLOW DEALT JAPAN'S NAVY

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from the ships of what once was the third mightiest fleet in the world.

Weary Japanese anti-aircraft gunners, who had opened up when the first planes heaved into view in the raids earlier in the week, held their fire today until the planes began whining down on the warships.

Despite the accuracy of the flak, the attackers pressed home the attack, bent on carrying out Halsey's orders to erase the enemy's fleet as a factor to be counted upon when invasion comes.

Waves of Planes

The Japanese said the planes came over in waves of from 80 to 800, beginning at 5:40 a. m., Japanese time, and that the attacks still were in progress at noon.

The enemy declared the raiders not only struck the Inland sea and Kure, but fanned out over the southern island of Shikoku, battering at air fields, factories and shipping reports from the fleet said east-central Honshu's air bases also were under attack.

Supplementing these hammer blows, the Japanese said 250 Mustangs from Iwo Jima blasted air fields in the area of Tokyo and up to 30 Superforts laid their mines along the inland sea and off the west coast of the main island of Honshu.

The fleet of the empire of Japan, once the third most powerful in all the world, became a fugitive naval force of small warships, cargo ships, luggers and sampans trying to escape the allied wrath.

Every one of the 10 battleships which Japan had at the time she launched the war in the Pacific at Pearl Harbor either had been sent to the bottom or was laid up for repairs temporarily after the havoc wrought by Admiral Halsey's third fleet.

238 Damaged

In attacks Tuesday and Wednesday, Halsey's pilots sank or damaged 238 Japanese ships or small craft and destroyed or damaged 290 enemy planes, Nimitz' communique today reported. Twenty-six warships were among damaged vessels, including six aircraft carriers, three battleships and four cruisers.

In the 19 consecutive days in which Halsey's great fleet has prowled virtually unmolested near Japan, ships' guns, carrier planes and naval land-based aircraft have sunk or damaged 796 enemy ships or small craft, destroyed or damaged 862 planes.

The battleship Haruna, an Ise class battleship and two carriers only slightly damaged in the previous blows were "due for a new pasting today," reported O'Malley, as he watched from a flagship the takeoff of the fleet's planes.

Even the Japanese radio conceded that remaining units of the Imperial fleet were helpless. In a broadcast pointing out that the allied naval mainstay now is air power, with surface ships in an "auxiliary" role, it added:

"Thus, without full control of the air, activities of surface craft have become impossible."

And Japan clearly did not have even local control of the air. Only 13 Japanese planes were shot down on Tuesday and 21 on Wednesday, while 256 were destroyed or damaged while parked on the ground.

Nine of the enemy planes were shot down as they approached the allied fleet, but Nimitz said "no attacks were carried out against our ships."

Allied losses for the two days —principally the toll of heavy antiaircraft fire — totalled 42 American planes and 40 airmen, and 10 British planes and 12 airmen.

Revised reports of damage inflicted on Japan in the two days of vicious aerial assaults:

Warships: 26 ships totalling more than 258,000 tons, damaged. Listed as "seriously damaged" were one ISE class battleship, the aircraft carrier Amagi, another unidentified carrier, the heavy cruiser Aoba, the light cruisers Oyodo and Kuma, the gunboat Settsu, and two destroyers.

Merchant ships: 72 vessels totalling more than 15,000 tons sunk. Four small vessels probably sunk; and 136, totalling more than 60,000 tons, damaged.

Ground installations:

"Punishing" damage inflicted on wide land areas, principally to rail centers, rolling stock, radio stations and buildings. Included were 16 locomotives destroyed and five damaged; four electric trains damaged; roundhouses at Hamamatsu damaged; four radio stations and 20 aircraft hangars hit; and the copper smelter at Saganoseki crippled.

ATTLEE TAKES OATH; LEAVES FOR POTSDAM

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in the election campaign, and this passed unanimously.

Attlee addressed the meeting, which was held in private.

The new government leaders were sworn in after several members of Winston Churchill's government saw the king and relinquished their seals of office.

Attlee's selection of the six labor party stalwarts as the nucleus of his cabinet was hailed by the British labor press as constituting a "new deal" in British government.

Chief among the new cabinet members is blunt-talking Ernest Bevin, 64, bespectacled, 250-pound trade union leader who succeeds Anthony Eden. Bevin, who said shortly before his appointment that he thought "blunt Lancashire" better than "polished diplomatic phrases" in present international relations, will accompany Attlee to Potsdam.

Attlee himself took the posts of minister of defense and first lord of the treasury, which were also held by Churchill.

Other cabinet selections were: Hugh Dalton, chancellor of the exchequer; Arthur Greenwood, lord privy seal; Sir Stafford Cripps, president of the board of trade; Sir William Allen Jowitt, lord chancellor.

FIRE AND DEATH FOLLOW HIT ON EMPIRE STATE

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ed at a desk only a few feet from where the plane struck and was blown seven stories down.

Dearing, first identified as a reporter for the Buffalo Courier-Express, was a publicity man for the conference.

Eleven floors of the building above and below the 86th floor of the towering structure were in flames and the spire of the building soon was enveloped in a vast smoky, foggy screen.

Flaming gasoline and fumes poured into the building through a huge scar on the Gerth street side and a soldier who saw it said "it looked like a flame thrower in action."

Showers of broken glass, masonry and other objects flew into the air from Fifth avenue as far south as 29th street.

Another Building Afire

When the fog lifted briefly about forty-five minutes after the crash the bomber could be seen still wedged amid the flames.

A naval officer on the 80th floor of the structure located at 34th street and Fifth avenue, said he believed part of the plane sheared off when it struck, passing completely around the tower and landing on the south side. A building on 33rd street was set afire and parts of the plane were found there.

Fire Commissioner Patrick Walsh said four tenants were killed on the 79th floor and one on the 78th floor. The commissioner said two elevators crashed from the 60th floor to the basement at the time of the accident. He added that from one of them two persons were taken out, a man and a woman. He said he believed one person still was trapped in the other lift.

There was no indication of the number of persons in the bomber, although an army pilot who saw it said it was a B-25 "Billy Mitchell," which ordinarily would have a crew of three.

Building Sways

The naval officer, who declined to give his name, said the building "swayed as though it was struck by a typhoon." A man who was on the 70th floor, describing the crash said:

"The building moved about two feet. Bits of it began to fall. Elevators were stopped. Crowds of those in the offices were ushered to stairways and some had to be assisted down the stairs."

Meantime, thousands of persons gathered in Fifth avenue, but police stopped traffic at 39th street.

The bomber passed over LaGuardia field shortly before the crash and the pilot radioed a request for weather conditions, stating he wanted to land at Newark, N. J. The plane was en route from Massachusetts, it was reported at LaGuardia airport.

D. K. DeNeuf, of Huntington, N. Y., who saw the crash, said the bomber semed to have only one engine in operation just before it hit.

Mayor LaGuardia arrived at the building shortly after the crash, shook his head and said: "Low flying, low flying."

Like an Oven

Father Swanstrom, of the National Catholic Welfare council, said the plane struck at the 79th floor of the council's windows.

"I saw four bodies burned to a crisp," he said. "There were 20 persons in the office. Many of them got out, I don't know how many."

When Mayor LaGuardia came down from the upper floors he said:

"It was like an oven. I was on the 77th, 78th and 79th floors. There was a hole in the north wall of the 79th floor. There was a propeller blade 40 feet in the gash in the wall. There were four bodies there."

The mayor said that the flames which encircled the crash were brought under control within 40 minutes.

The control tower at LaGuardia field disclosed that the pilot had been warned, only a few minutes before the crash, that the Empire State tower could not be seen and that he should fly according to regulations over the city. The airways traffic control, a federal agency which controls air traffic, said that 1500 to 2000 feet was the minimnum called for in the regulations.

The bomber demolished the 78th floor, which was vacant. Bricks and glass were piled about, walls were ripped out and a propeller blade was embedded in one of the walls. Employes of the 79th floor said that floor also was wrecked.

On the first floor of the building at the tier of elevators serving the 66th and 102nd floors there was a twisted and smashed elevator, apparently one of the two Fire Commissioner Walsh said had fallen from the 80th floor.

Blazing Inferno

Burning gasoline poured into elevator snafts and elevator service immediately was halted above the 69th floor.

The 79th floor, where most of the fire apparently was centered, was a blazing inferno. Metal elevator doors were torn out of place and parts of the plane, which broke through elevator doors, fell into the shafts of the two groups of elevators. These elevators were filled with gasoline, flames, smoke and water. Police said a number of offices on the 79th floor were unoccupied, as many employes there had Saturdays off. Hundreds of others, however, were led down stairways to the 68th street floor, to which point elevators were running.

The first two injuries reported were those of Kay Oliver, an elevator operator, and John Mate. They were on the 79th floor and were reported badly burned.

Frank A. Sieverman, 3d, who saw the accident from the window of his office at 40 East 34th street, said smoke was coming from the plane just before it struck the building.

"The plane crashed near the top floors of the building with a stunning roar and immediately exploded," Sieverman said. "Parts of it fell burning on an offset.

"The plane was obviously out of control and flying extremely low. As it neared the building, the pilot seemed to try and veer away, but it struck squarely. I could not tell the type of plane and did not see any of the occupants."

Down Fifth Avenue

Stan Lomax, sports announcer for radio station WOR, saw the crash when his automobile stopped for a traffic light at 37th street and Fifth avenue.

He said the plane flew straight down Fifth avenue and into the building, striking four or five stories below the observation tower.

"There was the damndest ball of fire you ever saw," Lomax said. "It was a tremendous burst of flame. A wing of the plane shot off to the left toward Madison avenue. The remainder of the plane stuck right in the building.

'Almost two floors of the entire width of the building burst into flame. It was an inferno."

William Utley of Pleasantville, N. Y., a vice president of Carl Byoir and Associates, a public relations firm at 10 East 40th street, gave this account of the crash:

"The plane went past my window at eye level, or just a little above it. This office is on the 38th floor. The engine was apparently going and it looked like the pilot was trying to gain altitude."

A writer in the firm, Miss Nanette Morrison, of 120 East 39th street, said:

'My windows face west and south and to the south I have a direct view of the Empire State building. I heard the plane heading south over Fifth avenue and I could tell by the uneven sound of the engine and the tipping of the plane that the pilot was in trouble. That was when the plane flew past my west-facing window.

"When I looked south toward the Empire State building the plane had climbed a little. The pilot was trying to gain altitude and was tipping as though trying to bank.

"There was a terrific explosion when the plane hit. It looked as though the flash and flames from the explosion spread over four floors."

PETAIN TRIAL DRAGS IN MANDEL MURDER

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Two men already have been executed for his murder. Mandel had defied Marshal Petain and refused to agree to the armistice with the Germans.

Mandel had told his captors, "I will show you a Frenchman who knows how to die."

Accuses Marshal

Clemenceau directly accused Petain of handing over Mandel and former Premier Paul Reynaud to the Germans after long confinement in which the two were guarded by 80 Vichy gendarmes. A juror rose in court and asked Petain why Mandel was delivered to the nazis.

"I have no intention of answering a question I cannot understand," the 89-year-old marshal declared.

Paul Mongibeaux, president of the court, remarked that the juror's question was "not difficult to understand." Petain, however, was not required to answer.

Clemenceau said he had an argument with Petain in 1942, in which he criticized Petain for having advocated an armistice with the Germans in 1940, and for having refused to move to North Africa. He said he told Petain then that Gen. Maxime Weygand had "recalled the last two army corps from Africa, not to fight in France, but to enable you to say there is nothing in Africa with which we can continue the war."

Demands Justice

Turning to face Petain in the court, Clemenceau finished his testimony with another reference to Mandel and Reynaud, saying:

"France demands justice from a marshal of France for the mockery of justice shown these two men."

Ceilings Lifted On Fishing Gear

WASHINGTON, July 28 (AP)—The OPA announced today that all fishing tackle except rods, reels and non-metallic lines and nets will be removed from price control, effective August 2.

Among items from which price ceilings will be lifted are hooks, stringers, scalers, floats, swivels and sinkers. Sales of such articles affect the cost of living only slightly, OPA explained.

SOUTHERN OREGON TO BE FILM LOCALE

Southern Oregon locale will be used in the filming of the Ernest Haycox novel, "Canyon Passage," which appeared in the Saturday Evening Post. Haycox is a noted Oregon writer.

Henry Spitz and F. O. Collings of Universal pictures were in Klamath Falls today in connection with advance arrangements for the filming of the picture.

The novel tells a story of early Oregon. The Universal men said that the area around Diamond lake may be used extensively.

The featured male stars of the picture will be Dana Andrews and Brian Donlevy, the female star yet to be selected. Andy Devine and Nigel Bruce will also be in the cast. Walter Wanger is producer of the picture.

Spitz and Collings were here to look for suitable locations, equipment, and local people who will work as atmosphere in the picture. They went to Klamath Agency to discuss the possibility of using Klamath Indians in the $2,000,000 film.

Secretary Ickes Pays Back Taxes

CHICAGO, Ill., July 28 (AP)—The Cook county treasurer's office said today an agent for Harold L. Ickes, secretary of the interior, yesterday rescued Ickes' five-story downtown office building from a tax foreclosure sale by presenting a cashier's check for delinquent taxes.

The check, representing the delinquent balance of 1943 taxes on the structure, amounted to $4274. The payment automatically halted a foreclosure sale ordered by State's Attorney William J. Touhy for Monday.

City Hall To Get Annual Paint Job

Plans are underway now for the routine annual painting and cleanup of the council chambers and corridors at the city hall, Judge Harold T. Francy announced.

Anyone interested in bidding for the work may contact the judge at the city hall.

The bid of C. A. Dunn has been accepted for paving the 2300 block on Orchard way, and work has begun. Paving on the 2100 and 2200 block on Orchard way is being considered.

LAKEVIEW ASSISTS IN AIRLINE FIGHT

Plans are still being formulated at the Klamath county chamber of commerce to secure airline service through Klamath Falls. Jack Mayne, manager of the Lakeview chamber of commerce, has been conferring with Charles Stark, local chamber head, and Mayne indicates that Lakeview is interested in cooperating with Klamath Falls so as to secure the service.

The United, the Western, and the Nevada-Pacific airlines, according to Stark, are going to put up a fight for permission to run lines through Klamath Falls after the examiner of the civil aeronautics board recommended that the permission be denied.

The United and Western airlines want a trunk line service to Klamath Falls while the Nevada-Pacific wants permission to run a line from Klamath Falls through Alturas, Susanville and Reno. Another line would connect with Lakeview, Burns, Ontario, Caldwell, Nampa and Boise.

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