

Writer Tells How Moon Betrayed Allies in Java Sea Battle

Graphic and minute details of the Java Sea battle staged last month-end are given in this exclusive cable account filed by George Weller, Chicago Daily News correspondent, recently arrived in Australia from Java.

By GEORGE WELLER
The Chicago Daily News Foreign Service

SOMEWHERE IN AUSTRALIA, March 19.—A regulation American Navy lifebelt, with Holmes floating light attached, tossed overboard from the cruiser Houston in the latter stages of the battle of the Java Sea, not only saved the lives of 116 men but has brought back in the words of a Dutch destroyer commander the first comprehensive story of the naval combat.

oil-burdened waters after their destroyer Kortenaer was torpedoed, the 116 men managed to stay, clinging to their rafts, as the Allied battle fleet steamed past through the moonlight night. Their cries for help were answered by return cries from the cruisers De Ruyter, Perth and Java but only some unknown, friendly hand aboard the Houston had the quickness of wit to throw them the illuminated life preserver. It was the Holmes light attached to it—hours later in a battle which virtually wiped out the Netherlands East Indies Fleet—that guided a British destroyer to their rescue, although not before their radio operator had suffered through heavy fuel oil clogging his nose and throat.

Thirty-seven others of the Kortenaer's crew perished when a Japanese torpedo, fired probably from a submarine, hit her near the engine room, destroying No. 2 boiler room and the munition magazines. The Kortenaer split amidship and separated fore and stern, sinking perpendicularly, "like stakes driven into the sea," within two minutes. The Allied and Japanese fleets were ill met by the moonlight. Knowing weeks before that the battle odds made a clean-cut victory impossible, Vice Adm. C. E. L. Helfrich of the N. E. I. fleet based his strategy upon the hope of using dark nights and bad weather, striking when visual communications among the Japanese were upset. But the Japs elected to invade when the day was unclouded, the sky blue and the sea smooth, followed by a star-hung night with the moon barely past full.

Under such conditions the inequality of forces was heightened by the brilliant moonlight, fully revealing the Allied moves. The disadvantage was heightened by the fact that the Japanese force was fully supplied with an attached air reconnaissance—two seaplanes per cruiser—while the Allied cruisers lacked any.

Four or five Jap spotter planes hovered over the daytime phase of the battle. Allied preliminary reconnaissance was even more seriously impaired through several weeks of attacks by Jap navy Zero planes upon American and Dutch Catalina flying boats, which diminished the extent of coastal patrol, causing an underestimate of the Jap forces by the Allies before the battle was engaged.

Segments of the invasion convoys were seen gathering in Macassar Strait two days before. Being a defensive force, the Allies, under the immediate command of Rear Adm. Karel W. F. M. Doorman and the remote command of Helfrich, from Bandoeng, had to accept battle under whatever conditions the Japs imposed—and the conditions proved most disadvantageous.

The Allied fleet, including the destroyers Electra, Jupiter, Witte de With, Encounter and a certain number of American destroyers, deployed around the cruisers De Ruyter, Exeter, Houston, Perth and Java, had left Soerabaya Thursday night for an eastward sweep along the northern coast of the island of Madura, thence westward beyond Rembang, seeking to intercept the convoy.

but immediately afterward a Japanese seaplane appeared astern and thereafter continuously trailed Admiral Doorman's fleet, keeping barely beyond gunshot. After 37 hours of continuous battle stations, Admiral Doorman wireless Helfrich at Bandoeng. "Exhaustion point far exceeded," and proposed to break off the sweep and return to Soerabaya.

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'GAS' COUPONS IN SIX WEEKS

High-Pay Rumors Lure 1,000 From Shipyard Jobs

JAPS HERE PLAN INLAND EMPIRE COLONY

WALKOUT IS CONDEMNED BY UNION AND U. S. AIDES

By Associated Press.
RICHMOND, Calif., March 19.—About 1,000 men had quit their jobs today at the Todd-California & Richmond Shipbuilding Corporation and company officials said they believed they had been lured by prospects of more money on ten-hour shifts falsely rumored to be in operation at competing shipyards.

Union and federal officials said the rumors of longer shifts might have been started by subversive groups seeking to hamper war production.

Union leaders condemned the resignations, which began late yesterday and continued until midnight.

'Un-American,' Says Unionist
Tom Crowe, international representative for the A. F. of L. International Brotherhood of Boilermakers & Shipbuilders, Welders and Helpers, termed the men's action "un-American."

Company officials said they had received a telephone call from Paul R. Porter, chairman of the shipbuilding stabilization committee of the War Production Board.

"The men who tonight walked out of the Richmond shipbuilding yards in defiance of the union leaders are stabbing their country in the back," Porter said. "If they don't yet know that there is a war on then they should be escorted by loyal workers to the nearest Army recruiting station before the day is over and given a chance to get into the fighting zone. I call on them to return to work immediately."

"Any rumor that the men will find work elsewhere on a 10-hour shift is without foundation. There can be no change from the three 8-hour shifts to the two 10-hour shifts without the approval of the W. P. B., the Navy and the United States Maritime Commission.

None to Profit More
"The President's request for 24-hour operation, seven days a week, will not result in one cent more profit to any shipbuilding company.

"Any such false reports used to create dissension between employees and the shipyards would appear to be the work of subversive elements."

"We questioned some of the men who walked out after an informal meeting at the Todd yard, and they said their action was in protest to the recent inauguration of the seven-day week." Tom Evans, company publicity director, said.

The two Richmond shipbuilding plants have been operating on a seven-day week basis with three eight-hour shifts daily since last Sunday.

Previously the plants operated six days a week, 24 hours a day.

Evans said the men who walked off the job apparently were not acting in the direction of any of the unions controlling workers at the two plants.

Union officials and protesting workers were not available for comment.

FACTS ABOUT THE AIRPORT SITES

BOW LAKE	LAKE SAMMAMISH
14.5 MILES FROM CITY CENTER	12 MILES FROM CITY CENTER
LAND APPRAISED AT \$140,000.	LAND APPRAISED AT \$25,000.
55 BUILDINGS ON SITE	SEVEN BUILDINGS ON SITE
ESTIMATED GRADING COST \$1,000,000.	ESTIMATED GRADING COST \$500,000.
SITUATED TO SERVE BOTH SEATTLE AND TACOMA	ESTIMATED COMPLETION TIME FIVE MONTHS
TACOMA MIGHT AID FINANCIALLY	
ESTIMATED COMPLETION TIME ONE YEAR	

A million dollars of federal funds for a new airport for Seattle is going begging because interested parties cannot decide between two sites. This artist's sketch shows the two choices. East of Bellevue and near Lake Sammamish is the first, while the second adjoins the Seattle-Tacoma Highway near Bow Lake. Advantages of both are indicated.

ARMY PUTS AIRPORT SITE UP TO CITY

The proposed Bow Lake site for a new Seattle airport offers aeronautical advantages, while the proposed site at Lake Sammamish can be developed more quickly and more cheaply, the United States Army reported today after an extensive survey by engineers.

Major Gen. Jacob E. Fickel, commanding general of the 4th Air Force, San Francisco, submitted the findings in a letter to the Port of Seattle.

General Fickel, without selecting either site, said: "Civil rather than military factors should govern the decision as to which site to develop."

The Port, which has announced itself as sponsor of the new field, had wanted General Fickel's letter in hopes that a choice would be made by the Army.

Commission Disappointed
"The Port is disappointed that the Army didn't make a more definite recommendation," said Horace P. Chapman, chairman of the Port Commission, "but we're making our own extensive studies with the assistance of other governmental agencies and will make a definite selection as soon as the surveys are amalgamated."

General Fickel's letter was written as the result of a conference February 27 in San Francisco with Lieut. Gen. John L. De Witt, commanding officer of the Western Defense Command, Col. W. C.

Nazi Missionaries Reported Guiding Japs Across Guinea

By VERN HAUGLAND
Former U. of W. Student
MELBOURNE, March 19.—(AP)—The battle about Australia's northern tip broke into new fury today with Allied air attacks on the Japanese at several island points, Japanese raids on Northern Australia and the Solomon Islands, and sensational reports that German missionaries are leading an overland Japanese invasion in New Guinea.

Messages from Port Moresby, on Southern New Guinea, said the German missionaries and their Nazified native pupils were guiding the Japanese in a drive from the north coast.

The Germans were declared to have maintained secret radio transmitters and a factory for making Swastika regalia and flags at their missions around Finschhafen and Alexishafen.

(Northern New Guinea was a German colony before the First World War. A 1939 census showed 473 Germans there.)

The missionaries were said to be leading the Japanese westward from Lae, on the east coast, through the Markham Valley. It was believed this was intended to take over a system of good airports in the valley, although it might develop into a southward swing toward Port Moresby.

The Japanese launched their first air attack, reportedly without damage, on Cape York, across Torres Strait from Port Moresby, struck again at Darwin, and bombed Tulagi, Florida Island, in the Solomons.

Meanwhile, Allied aircraft attacked Koepang, Dutch Timor, and damaged a heavy Japanese cruiser at Rabaul, New Britain Island, to add to the score of 23 ships sunk or damaged off New Guinea.

The new Japanese bombing blows today against Port Moresby and the mainland city of Darwin were officially minimized. One Japanese heavy bomber was believed shot down in the Port Moresby raid.

(A Berlin radio report, quoted by the British Exchange Telegraph Agency, said the Japanese advancing overland in New Guinea had occupied about 30 air fields in the south of the island and had put them "into working order for operations against the Australian mainland.")

There were no reports of new action today by or against Japanese war vessels and transports.

It was assumed that Japan's invasion fleets were reorganizing after one had been wrecked on the New Guinea sea approach to Australia and another crippled west.

Dollar-a-year men biased, says Guthrie. Page 19.

PUBLIC IS DEMANDING PAY CURBS, SAYS SOLON

WASHINGTON, March 19.—(AP)—Chairman Donald M. Nelson of the War Production Board took the stand today that new war labor legislation was not needed, that "we can get increased production without use of force."

Nelson's view, expressed before a Senate subcommittee, contrasted with that of Representative Smith, Democrat, Virginia, in urging House naval committee approval of his bill to limit profits and abolish extra pay for overtime, said members of Congress were "feeling the lash of the whip" from constituents clamoring for such legislation.

"I want to see labor and management given a chance to carry out their promises," Nelson told reporters after a two-hour appearance before the Senate group, which has been considering demands for labor law changes.

The war-production chief said he had explained in detail to the senators, in an executive session, ways by which he believed that war production might be increased as much as 25 per cent with existing equipment.

Patterson Sees Danger
Undersecretary of War Patterson testified to the House committee that a violent change in dealing with labor might result in "deterioration, rather than an improvement of labor relations."

"Such a violent change would be wrought by the provision of this bill," he said of Smith's measure.

Patterson reported the War Department was making progress in

5-GALLON LIMIT FOR MOTORISTS LOOMS; DEALERS CONFUSED

A rigid gasoline-coupon-rationing system will be instituted in the Pacific Northwest in about six weeks, which is as soon as coupons can be printed, Petroleum Coordinator Harold L. Ickes announced today in Washington, D. C., the Associated Press reported.

Ickes' rationing order was issued as Washington and Oregon and the Atlantic Seaboard started on the first day of a modified gasoline-rationing system, in which voluntary cooperation is being stressed to cut consumption 20 per cent.

The proposed coupon system will be in effect on the Atlantic Seaboard also. The petroleum coordinator declared that he could not say whether the more rigid system would be severer than the present one-fifth cut in sales permitted by retailers.

5 Gallons May Be Limit
Pending the issuing of ration cards, limitation of gasoline sales to five gallons a customer looms as a likelihood in Seattle. The customer apparently would be able to make such purchases at more than one station, however.

Considerable confusion and differences of opinion existed in the gasoline-retail situation. Retailers—upon whom the burden of rationing now rests—are trying to adjust their sales to the new reduced scale.

A federal ruling last night "froze" gasoline prices, effective next Monday, to levels prevailing March 13. The new price-fixing order will be in force for at least 60 days, it was stated by officials of the Office of Price Administration in Washington, D. C.

The O. P. A. executives indicated, at the same time, that serious consideration is also being given to licensing of all service stations in the "shortage areas"—of which Washington is a part—as a further measure of insuring complete adherence to price restrictions.

Violators' licenses would be withdrawn, automatically putting them out of business. In the meantime, however, gasoline sellers have been notified that any infractions of the new price-fixing order will be subject to a maximum fine

NIPPONESE WOULD BUILD MODEL CITY WITH U. S. AID

The Seattle Japanese colony is making plans to migrate en masse to Eastern Washington and establish a permanent community, James Y. Sakamoto, Japanese publisher and leader, announced today.

Although the evacuation of all Japanese, aliens and American-born alike, is expected to be ordered soon, few Japanese have left Seattle voluntarily thus far because they are awaiting for approval by the government of the establishment of the community.

Sakamoto declined to reveal the locality of the possible community, but he said it was outside an area where white persons are settled.

Model City Planned
"If the government will assist us somewhat," Sakamoto said, "we can put up temporary quarters quickly, then move and build a permanent model city with homes, churches, schools and industries. Many of us would go with the view to staying there permanently."

"We are willing to put ourselves in voluntary exile," he continued, "but we will need some assistance from the government."

Sakamoto said the proposal has been placed before government authorities, but no action has been taken.

Meanwhile, 1,000 Japanese from the Los Angeles area have volunteered to pioneer in setting up community life at Manzanar, 40 miles south of Bishop in the Owens Valley of Southeastern California, east of the rugged Sierra Nevada, the Associated Press reported.

In Owens Valley the Japanese warily live in fabricated houses, with community kitchens and community baths, will engage chiefly in agricultural work. The camp eventually will accommodate 10,000 evacuees.

General De Witt Approves
Such a community would accommodate Seattle's entire Japanese community, made up of about 4,000 aliens and 6,000 American-born persons.

Lieut. Gen. John L. De Witt, commander of the Western Defense Command, has approved such movements. Urging other Japanese to follow the example of the Los Angeles volunteers, General De Witt said:

"I desire to make it unmistakably clear that evacuation will be continued, with or without such cooperation. With such cooperation, those affected will find their situation much less difficult."

The Army's part in the evacuation program will end when the Million-Acre Area No. 1, a 2,000-mile-long strategic strip of coastline, is cleared.

A war relocation authority, created yesterday by President Roosevelt, with Milton S. Eisenhower in charge, will then take over, providing permanent resettlement areas and employment opportunities when possible.

Roosevelt Sets April 27 To Register All Men 45 to 64

WASHINGTON, March 19.—(AP)—President Roosevelt set April 27 today for the registration of men aged 45 to 64 inclusive.

WASHINGTON, March 19.—(AP)—The next Selective Service registration, officials said today, has been set tentatively for "late in the spring or early summer." Awaiting to be enrolled are men of 18 and 19 years old and those between 45 and 64. They are not subject to compulsory military service.

Whether the two groups will be registered at the same time or separately was said to be undecided as were the definite dates.

Brig. Gen. Louis B. Hershey, national Selective Service director, suggested at Tuesday's draft lottery the possibility that men not summoned to Army duty eventually might be required to do essential war work of other kinds. Officials noted, however, that Congress has not granted authority for

Girl Flees In Haste as Auto Hits Pedestrian

A young woman hit-run driver trapped a pedestrian against a lamppost after backing over the sidewalk in Fourth Avenue at Jefferson Street and then sideswiped two automobiles as she drove away at high speed about 11 o'clock this forenoon.

The pedestrian, William E. Bassett, 504 Fourth Ave., was taken to Swedish Hospital with a fractured left leg.

Detective Capt. Clyde V. Dalley saw the accident and took the license number as saying: "We took a terrific pounding—spots it was like riding in one of those outboard-motor racing boats."

"The point of their arrival in Australia, Raymond went, naturally is secret, but the planes which landed the MacArthurs and their party in Australia March 17 kept clear of Darwin, Northern Australian port, which has been under repeated air attack.

The passenger, who identified herself as Miss Edith Link, 18, of Arlington, gave Captain Dalley the name and address of the driver. Miss Link was not held.