

Thousands of Crazy Jap Civilians Plan Mass Suicides on Mindanao

WITNESS TELLS HOW CRUISER LOST BOW AS TYPHOON CRIPPLED FLEET

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HOARDING OF EGGS SENDS PRICES HIGH

Speculative hoarding of eggs and black-market commerce at prices up to 50 per cent above legal ceilings are contributing to the acute egg shortage in Seattle and other Pacific Coast communities, an industry representative today had advised federal officials.

The charge came from Paul J. Messer of San Francisco, executive secretary of the Pacific States Butter, Eggs, Cheese & Poultry Association, in requesting an advance of about 20 per cent in egg prices to improve the supply.

A copy of Messer's night letter to Chester Bowles, price administrator, and Clinton P. Anderson, agriculture secretary, was received by egg dealers here.

The Washington Cooperative Farmers' Association and several Seattle wholesalers immediately sent telegrams of their own, supporting Messer's plea for boosting ceiling prices.

Messer warned that the situation (Continued on Page 5, Column 1.)

Jap Here Kills Self, Fearing Family Died Under Bombs

A 58-year-old Seattle Japanese landscape gardener, despondent over American bombing raids on the Japanese Island of Kyushu, where he had sent his wife and four children just before the war, ended his life by leaping from the Dearborn Street viaduct about 7:30 o'clock this morning.

The man, Kichigi Osako, who had returned here from a relocation center only a month ago, had shown his despair more and more each day as he read in the newspapers of raids by big flights of B-29 Superfortresses on his homeland, friends said.

Foster Son Lost in War

Only last night a group of friends had met and decided they would send him to a hospital for treatment because of his mental depression.

The Japanese lost a foster son in Italy, where he was fighting with American troops. Another foster son still is with the Yanks in Italy.

The Rev. and Mrs. Thomas J. Machida, 1311 E. Spruce St., with whom Osako had lived since returning here a month ago, did not know of his suicide until reporters visited their home this morning. They believed him still in bed.

Feared Family Died

Osako, a former landscape gardener here, was convinced his family could not have survived the bombing raids on his home province of Kagoshima, on the southern end of the island, the Machidas related.

"We tried to tell him they were civilians and stood the same chance of escaping as we would if this country had been bombed," Mrs. Machida explained. "But he insisted his family was gone and nothing was left for him," she said.

Acting Coroner C. L. Harris said passersby first saw Osako trying to jump in front of passing automobiles on the viaduct, apparently hoping to be struck and killed.

Falling in this, the man suddenly ran to the railing and plunged over. Osako was born in Japan and came to this country 37 years ago, Harris said. He was evacuated from this area in April, 1942.

JAP WOMEN, CHILDREN DIE; THROATS CUT

By SPENCER DAVIS
Associated Press Foreign Staff

HEADQUARTERS, Army Forces of Pacific, P. I., July 13.—Helpless, terror-stricken and virtually deserted by their own army, Japanese civilians in interior Mindanao Island are resorting to mass suicides to avoid capture, reports here disclose.

An estimated 13,000 of the hapless civilians are living on the slopes of Mt. Apo, commanding Davao Gulf on Southern Mindanao. Reports to officers of the 24th Division have renewed the belief that thousands of them, all evacuated from their Davao City homes when the Japanese army fled before the Americans, may resort to a mass-suicide and murder program.

Forty Found Dead

One prisoner taken by the 24th, told of 40 Japanese women and children found in the Tamogan sector with their throats slit.

Haruo Ito, Formosan civilian employee of the Japanese army, told Maj. B. M. Reid of Lexington, Va., staff officer of the 24th Division, he had seen the group himself. All had their throats cut and some of the bodies were torn by artillery fire, he said.

The sole survivor, the Formosan asserted, was a girl about 12 years old. She said their party had been left behind by retreating imperial troops with thousands of other civilians who broke into small bands to search for food and water.

"They had no medicine, the girl told the Formosan, and suffered from malaria. They were forced to depend on wild potatoes for food. Then sick and starving, they found themselves between the American and Japanese lines. The frightened mothers killed their children and then themselves. Ito quoted the girl as relating. Those who could not commit suicide were destroyed by their companions.

Work Forced; Food Scarce

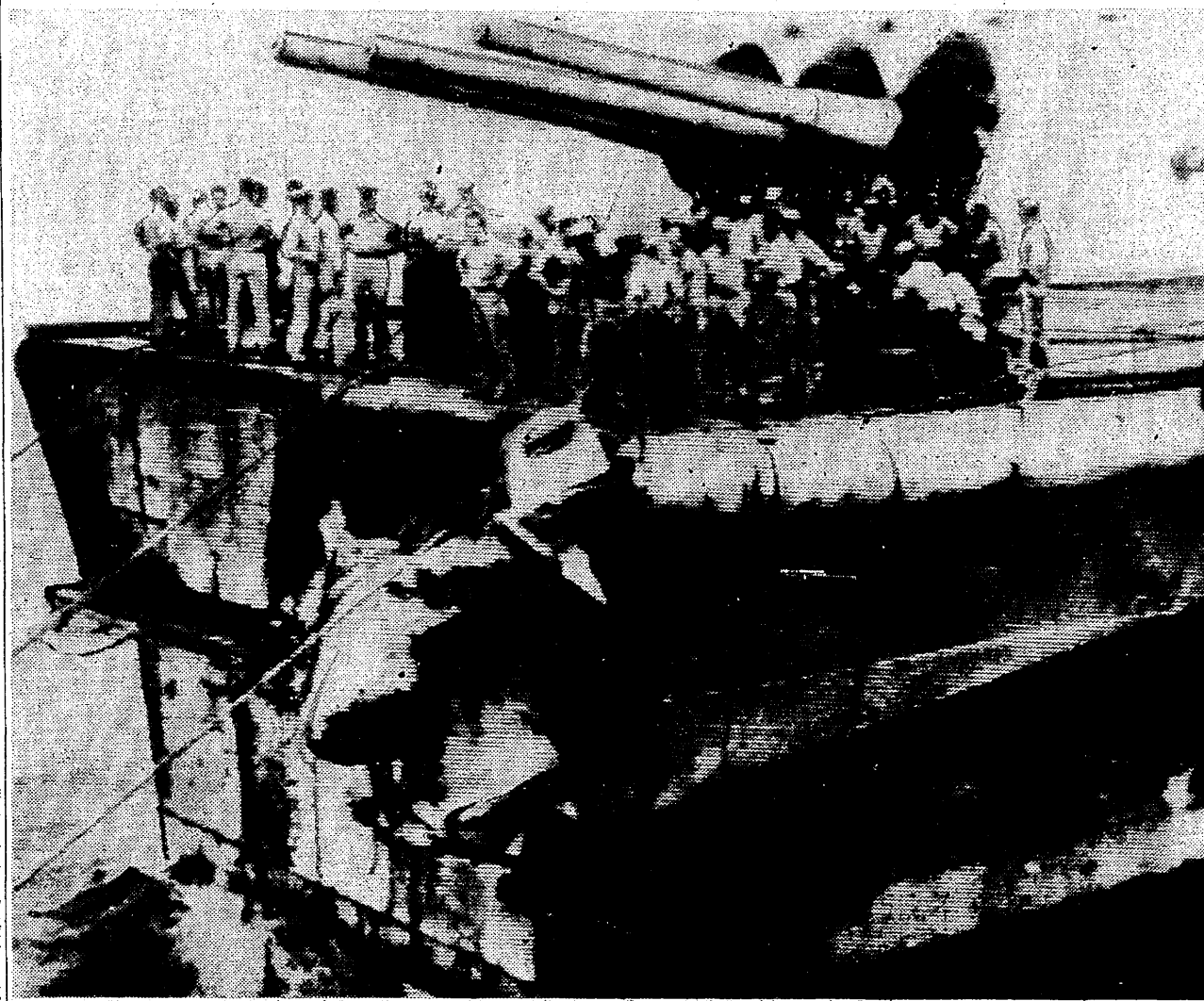
One Japanese woman prisoner, Higa Yosu, said the Japanese soldiers had forced them to work on scanty field rations and had taken some of the women into their camps as "comfort girls." She said two of her sisters were taken.

Sergt. Alfred Cubber, Wichita, Kas., who received one batch of prisoners, said all were undernourished but not diseased.

Lieut. Robert E. Lee, Minneapolis, Minn., who has charge of the internment camp, is preparing to handle at least 5,000.

A captured Japanese sergeant, Kiyoshi Ito, no relation to the Formosan Ito, told Major Reid he was sure there would be no large-scale surrender because the soldiers were afraid both of beheading by their officers and torture by the Americans. He said the iron discipline of his 100th Division precluded any possibility of mutiny against the officers.

CRUISER PITTSBURGH WITH BOW OFF



IN GUAM HARBOR—Members of the crew stand by as the cruiser Pittsburgh, with more than 100 feet of her bow gone, torn off in a typhoon in the Pacific June 5, is made fast to a buoy. The Navy said no one was lost or seriously injured on the warship. The bow was wrenched off just forward of the No. 3 turret. A. P. wirephoto from U. S. Navy. (See Page 12 for another wirephoto.)

CREW AVERTS DISASTER IN RAGING SEA

By ROBBIN COONS
Associated Press Foreign Staff

ABOARD THE U. S. S. PITTSBURGH, Apri Harbor, Guam, June 10.—(Delayed)

—This heroine of a bloodless sea triumph moved slowly and proudly into port today for repairs—her entire bow ripped off by a thunderous sea in a typhoon southeast of the Ryukyus June 5.

The heavy cruiser came through the ordeal by storm without the loss or injury of any of her more than 1,000 men.

The Pittsburgh only this year was added to the fleet forces pounding the Japanese in their home waters. She was smashed by a devastating wind and made the 900-mile journey to Guam at a speed of less than nine knots, but unscathed by her own power.

A unit of Adm. William Halsey's rampaging Third Fleet, the Pittsburgh was lashed and tossed by mammoth waves as the storm enveloped her early on the morning of June 5. The swells, whipped into mountainous fury by wind, snapped off 104 feet of the ship's sleek nose and tossed it aside as water. She was walloped in the storm off the vessel's port.

(The bow was subsequently recovered by a tug and towed to Guam for salvage.)

The wind had been rising and the heavy seas were rolling all the night before.

Rain Early Morning

Then, in the early morning, wind-lashed sheets of rain curtailed the ship so that from the bridge it was impossible to see beyond the vessel itself.

"We evidently were passing close to the worst of the storm," related Capt. John E. Gingrich, U. S. N., commanding officer. "Suddenly, about 6:30, we saw two tremendous seas. One threw us 10 or 15 degrees. At the next one the deck-plates buckled—and the bow just ripped and floated off."

Captain Gingrich credited damage-control training and the discipline of officers and crew with preventing disaster.

Instantly the order went down to reverse engines to escape the derelict bow. The stern and forward engines worked against each other to turn the ship around, an operation fraught with danger of capsizing if the waves caught the hull broadside in their deep troughs—and capsizing meant certain loss of all lives, as no human could live in those seas.

That maneuver was successfully completed and the Pittsburgh headed directly away. She came into the deadly clam of the center of the typhoon and then once more was caught in the full fury of its opposite perimeter.

"All the time," Gingrich said, "we thought of the possibility that the stern also might be carried

Engine Falls, Flyer Lands Leaping Plane

Lieut. Martin J. Stack, 24-year-old son of Mr. and Mrs. E. W. Stack, 7515 30th Ave. N. E., was believed today to be the first Navy pilot to land a Navy Avenger torpedo-plane successfully without the motor.

Lieutenant Stack was taking off from the Naval Air Station, Miami, July 2, when the motor dropped out of his plane at a height of approximately 20 feet and crashed to the runway. The plane shot almost 200 feet into the air. It started going into a spin three times, but Stack pulled out each time. Then he landed the plane by employing a "falling leaf" maneuver. He was uninjured.

Stack, a veteran of two years of combat in the South Pacific, is a former Roosevelt High School and University of Washington student.

Sailor Phones Long; Locked Up in Store

Efforts to "date up" a girl friend, by telephone, became quite complicated for Kenneth D. Taylor, Navy sailor, last night.

When Taylor finished his long conversation and stepped out of the telephone booth in a drug store at Second Avenue and Union Street, he found the lights out and the store locked. Returning to the telephone booth, he called police, who notified the manager of the store, who released the sailor.

Police said employees of the store had not noticed Taylor in the telephone booth when they locked up for the night.

Politicians and labor chiefs give support to Charter. Page 10.

Photograph A State Car At Play, Get \$10

OLYMPIA, July 13.—(AP)—The Republican State Central Committee announced today it will pay \$10 for every photograph of a state-owned car on private business or pleasure which it uses in its new publication, The Searchlight.

"Do you want to keep the Democrats honest—and make \$10 for yourself?" the announcement in the July issue of The Searchlight asks. Along with the offer a photograph of a state-owned car is published which The Searchlight states, was taken in front of the main tent of a circus which recently visited Olympia.

Charging that Gov. Mon C. Wellgren's Democratic administration is "abusing" use of state-owned cars, The Searchlight said: "Gone, almost completely, are the rigid regulations with which the previous Republican administration economically governed the use of state-owned cars."

JAPS HOARDING PLANES TO BACK HOME DEFENSES

By Associated Press.

GUAM, July 13.—Virtually unopposed air blows by around 700 B-29's, heavy and medium bombers, fighters and long-range search planes across a 770-mile arc of Japan, extending north and south of Tokyo, were announced today. Promptly a United States air general on Okinawa declared: "The Japs, in my opinion, don't intend to engage us in the air."

As enemy homeland factories and railroads were wrecked and even the smallest shipping sunk offshore, Brig. Gen. David F. Hutchison of the Far East Air Forces told Richard Cushing, Associated Press correspondent at Okinawa, that Japan obviously was hoarding planes to use in suicide tactics when Yank infantrymen storm Nippon's invasion beaches.

Rear Adm. D. C. Ramsey, new chief of staff of the Fifth Fleet, estimated Japan might have 9,000 planes available and probably could throw about 4,000 into the battle over Japan.

Only weak fighter opposition was encountered over Tokyo Bay and a city to the north as Superforts dumped 3,000 tons of fire and demolition bombs on five homeland centers before dawn today, returning pilots reported.

No Fighters Aloft

No enemy fighters could be found aloft, yesterday as more than 120 Liberator and Mitchell bombers and escorting fighters from Okinawa ripped into factories and railroads, the Port of Aburatsubo and the naval air station of Kanoya on Kyushu.

(At Washington, the Twentieth Air Force announced that two of the Superfortresses were lost and one was missing in the strike.)

The enemy air force relinquished homeland skies so completely that fleet search planes flew nearly 200 miles north of Tokyo to hit small shipping off Sendai, then returned to Iwo—a round-trip flight of nearly 2,000 miles.

It is approximately 770 miles from Sendai to the southernmost target hit on Kyushu.

Bombs Through Clouds

Superfort bombardiers, building up the number of Japanese cities they have hit to 38, had to bomb by instrument through cloud banks by crews brought back these reports:

Kawasaki oil center on a reclaimed island in Tokyo Bay—Seven big fires started, visible even

GALE SCATTERS VAST AMERICAN THIRD FLEET OVER 125-MILE AREA

By United Press.

GUAM, July 13.—A tropical typhoon howled down at 100 miles an hour on Adm. William F. Halsey's Third Fleet between the Philippines and Okinawa June 5, damaging more than 21 warships, including three battleships and five carriers.

Pacific Fleet Headquarters, announcing the Fleet's bout with the typhoon, said today that all the damaged warships have returned to action except one. That was the heavy cruiser Pittsburgh, which lost its entire bow section, about 100 feet long.

Ships Scattered Afar

No ship was lost. A dispatch from aboard the flagship of Vice Adm. John S. McCain, task-force commander under Halsey, said only one life was lost in the entire fleet, according to reports to the flagship—"in itself a miracle."

The Fleet dispatch said groups of ships were scattered 125 miles by the storm. The front edge of the flight decks of two carriers were damaged. The dispatch said the storm "failed to stop operations against Japan, and we continued our offensive action."

Battleships damaged in the raging typhoon were the Massachusetts, Indiana and Alabama. The other victims included the heavy carriers Hornet and Bennington, the light carriers San Jacinto and Belleau Wood, the escort carrier Bougainville, the destroyers John Rodgers and Blue, three other cruisers and seven destroyers.

The Navy said a number of other warships were damaged, but did not list the complete roster.

The typhoon swept directly over a large portion of the Third Fleet, whipping the seas into mountainous waves and tossing the giant warcraft around like toys.

The damage to most of the listed ships included the ripping off of superstructures. By far the heaviest sufferer was the Pittsburgh, a 13,000-ton cruiser in action less than a year.

The Pittsburgh's crew brought her 900 miles to Guam under her own power, and she is being repaired at another port. The Pittsburgh, of the Baltimore heavy-cruiser class, has an overall length of 665 feet. Thus more than one seventh of her entire length was torn off and whipped away in the boiling seas.

Bow Breaks Off

For almost more than an hour the massive waves beat over the Pittsburgh's superstructure, beginning about 4 o'clock in the morning. Then the bow broke away.

Capt. John Gingrich of Dodge City, Kas., said everybody aboard the Pittsburgh "took a beating."

(Continued on Page 15, Column 2.)

TYPHOON'S FURY IS DESCRIBED BY SEATTLE WRITER

By GRANT MacDONALD
Seattle Associated Press Writer

ABOARD ADMIRAL MCCAIN'S FLAGSHIP, Off Ryukyus, June 5.—(Delayed)

Japan's "divine wind" blew itself into a fury last night—a typhoon fury that left in its wake damaged and broken ships of Adm. William Halsey's Third Fleet and Admiral McCain's Task Force 38.

Planes were flipped around like beanbags on one small escort carrier. The forward end of the flight deck was ripped loose and dangled over the bow like a tornado-wrecked house.

Heavier ships like the big carrier I was on during the heights of the typhoon rode out the huge seas and the hurricane winds with comparative safety.

However, at 5:30 this morning, I could not see more than 50 feet through the swirling spume and had to duck back inside the hatchway when a gust of wind nearly blew me overboard.

For hours past, two seamen have been standing each other off on one-hour shifts, handling the big brass steering wheel of this huge carrier.

One is John Schmincke, seaman, first class, 19 years old, of Baltimore, Md., and the other, Gunder Moe, seaman, first class, 23, of East Grand Forks, Minn. They fought the typhoon's fury by keeping the ship headed with the wind and matching the compass dials.

A few hours ago the captain's pennant flew proudly atop our high mast. Now it is only a ragged, two-foot strip of cloth. But the Third Fleet and Task Force 58 steam proudly on, leaving the damaged stragglers to limp back for repairs.

Nazimova, Famous Dramatic Actress of Olden Days, Dies

LOS ANGELES, July 13.—(AP)—Alla Nazimova, 66-year-old Russian-born actress, died today in Good Samaritan Hospital.

The famous dramatic actress, once the toast of world capitals for her performances in "Ibsen" and "O'Neill" plays, had been in Hollywood the past few years, appearing in such pictures as "The Bridge of San Luis Rey," "In Our Time," and "Since You Went Away."

Among the plays in which Nazimova was best known to the American theatre were "The Master Builder," "A Doll's House," and "Bella Donna."

She was born June 4, 1879, at Yalta in the Crimea.

She toured Russia with small troupes and became a leading lady

Nazis and Friends To Lose Property

LONDON, July 13.—Berlin radio said the City Council decreed today that the property of all Nazis and everyone who aided them will be confiscated in the German capital.

"The importance of the decree is likely to reach far beyond Berlin, although it applies only to Berlin at present," the broadcast said.

The confiscation was described as reaching beyond the members of the Nazi Party and Nazi-created groups to "all other persons who took an active part in the propagation of Nazism, who committed vile acts against others," or who worked for or made profits from the Nazi regime.

(See Page 2 for other news of Germany's occupation.)

THE LIGHTS NEVER WENT OUT IN SWEDEN

Though It Was Precariously Neutral, Ringed by War

Two Pages of PICTURES of Colorful Stockholm and Peaceful Countryside

—SEE— SUNDAY TIMES Rotogravure Section

"...then bake and serve with"

Petri Wine

Petri Took Time To Bring You Good Wine

©1945, Petri Wine Company, San Francisco, Calif.

War Department admits error in trying to build highway to Panama Canal. Page 15.

State needs small plants making light-metal goods, says Schwelienbach. Page 7.

New York newspaper union offers to arbitrate. Page 9.

(Continued on Page 2, Column 2.)