

F. B. I. SEARCHES HOMES OF ALIENS

(Continued From Page One)

The United Press, Tom Clark, Western alien coordinator, said the first evacuation order for Pacific Coast enemy aliens and Japanese-Americans will be issued "in a matter of days," but only after shelter has been provided for needy evacuees.

Meanwhile, as British Columbia authorities planned to move Japanese from certain coastal areas, beginning tomorrow, Gov. Chase A. Clark of Idaho appealed to Idaho citizens to refuse to sell land to Japanese ordered out of coastal defense areas.

Clark Urges Guards
"If we let them come now, and by purchase of land, settle themselves here, we will soon be sick of them," Governor Clark said. "I have urged that Japanese who may be sent here be placed under guard and confined in concentration camps for the safety of our people, our state and the Japanese themselves."

Governor Clark explained that while he had informed the federal government of willingness to conform to any final authoritative orders, he was not "ready to sell out the state of Idaho to the Japanese for a few dollars."

While the evacuation of United States coastal areas has not yet begun, Army authorities have made it clear that all nationals of Japan, Germany and Italy, as well as American-born Japanese, soon will be ordered inland.

Clark said that while no evacuation orders have yet been issued, this is because the issuance of such orders will not precede preparation of shelter facilities. After the first evacuation order is issued, "in a matter of days," other orders will follow "in orderly but rapid succession," he said.

The Army established a Wartime Civilian Control Administration to handle all phases of the forthcoming removal of the aliens and American-born Japanese. Lieut. Col. Carl Bendetsen of the Army General Staff was named head of the W. C. C. A., with Clark as civilian chief.

B. C. to Move 2,500
The British Columbia evacuation will remove all Japanese from districts north and west of the lower mainland district around Vancouver. Nine coastal steamers will be used.

A total of 2,500 Japanese at 60 points along the mainland and Vancouver Island will be picked up and taken to Vancouver, where they will be held until accommodations outside the coast-defense zone are ready for them. In addition, 607 Japanese from Northern British Columbia will assemble at Prince Rupert, to be taken to Vancouver.

At the same time, the United Press reported that the clamor for swift action in the defense of British Columbia was rising in the wake of new warnings that the Japanese may attack the Pacific Coast and that some provincial cities were pressing plans to organize and train guerrilla bands to fight any invasion attempt.

In Vancouver, a citizens' committee has been formed to aid in recruiting 4,000 men to bring a reserve brigade to full strength in the coastal area. Maj. Oscar Erickson, president of the Canadian Corps, said "it is up to every man who is able to pull a trigger to learn to use weapons, from rifle to trench mortar."

First Group of Coast Japs Interned in N. M.
SANTA FE, N. M., March 14.—(UP)—The first contingent of Pacific Coast Japanese, numbering about 400, arrived here today and were trucked to a barbed-wire-surrounded former Civilian Conservation Corps camp near Santa Fe for internment for the duration.

The Japanese, who arrived by special train from San Francisco and Los Angeles, silently filed from the train under armed guard as a few curious spectators watched the proceedings.

The camp is the second in New Mexico housing enemy aliens. More than a year ago 400 members of the scuttled German liner Columbus were interned at a C. C. C. camp near Fort Stanton.

17 Enemy Aliens, Contraband Seized
ATLANTIC CITY, N. J., March 14.—(UP)—Federal Bureau of Investigation agents arrested 17 enemy aliens in Atlantic and Cape May Counties tonight, and seized enough paraphernalia to fill a room.

Japanese, Germans and Italians were arrested in a number of raids, which were conducted by 20 agents with cooperation of local police.

AFTER DRIVER 'ABSENT-MINDEDLY' PASSED ARMY BARRIER



HEED SENTRIES, CIVILIANS TOLD

Civilians were warned yesterday to obey the orders of Army sentries lest they fare as badly as two Boeing Aircraft Company workers, who were shot early yesterday when they drove past an Army barricade at Boeing Plant No. 2.

Maj. Charles R. Rain, commander of the guard detachment, said the Army was sorry the two civilians were injured.

"We hope that the incident will serve as an object lesson for all civilians," Major Rain said. "The sentries, at night, cannot tell whether a car contains saboteurs or not. They cannot take any chances."

They're Guarding Property
"Those sentries are not stationed there for the fun of it. They are on duty to guard important property and protect lives."

It was pointed out that there was no regular change of shift at the Boeing plant at the time of the shooting and that the car therefore was "suspect," whether or not it bore a Boeing pass.

George M. Smith, 25-year-old laborer, 1136 13th Ave. N., a passenger in the automobile, which went through two barricades about 3:30 o'clock yesterday morning, was shot in the back of the head and was taken to City Emergency Hospital.

Jack Vandelaar, 42, mechanic, Woodinville, the driver, was shot in the neck. He was treated in the City Emergency Hospital.

Didn't Stop at Gate
Charles Rex, 22, laborer, also a passenger, was not hit.

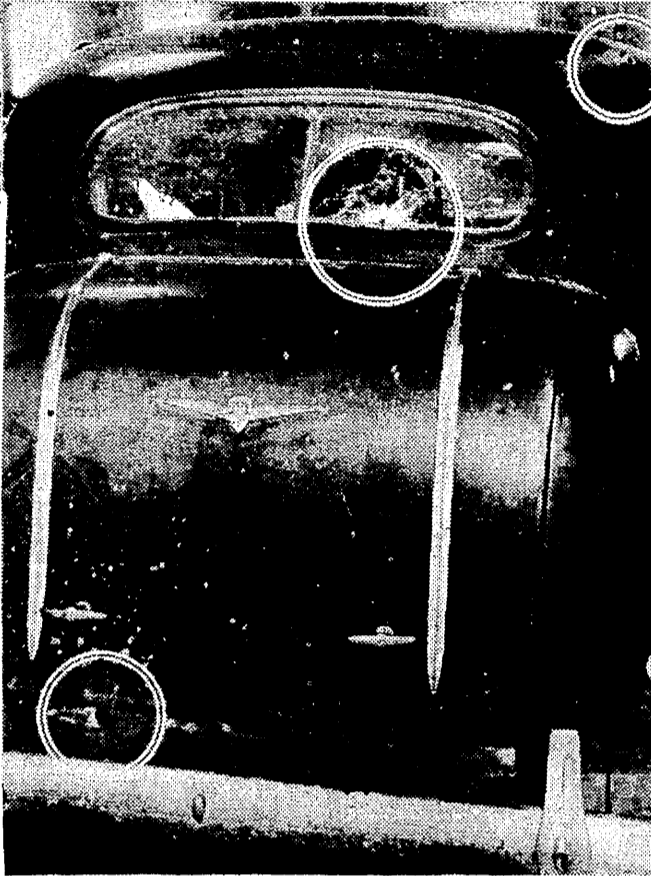
Vandelaar drove the car north through the south gate without stopping. Sentries telephoned guards at the north gate, who opened fire when the car failed to halt after whistles and shouts by the sentries.

Two bullets hit the gasoline tank and three others entered the car. "I've worked at Boeing for more than three years," Vandelaar told Chief of Detectives Ernest W. Yorik. "I drive past there every day I work and, of course, I always stop."

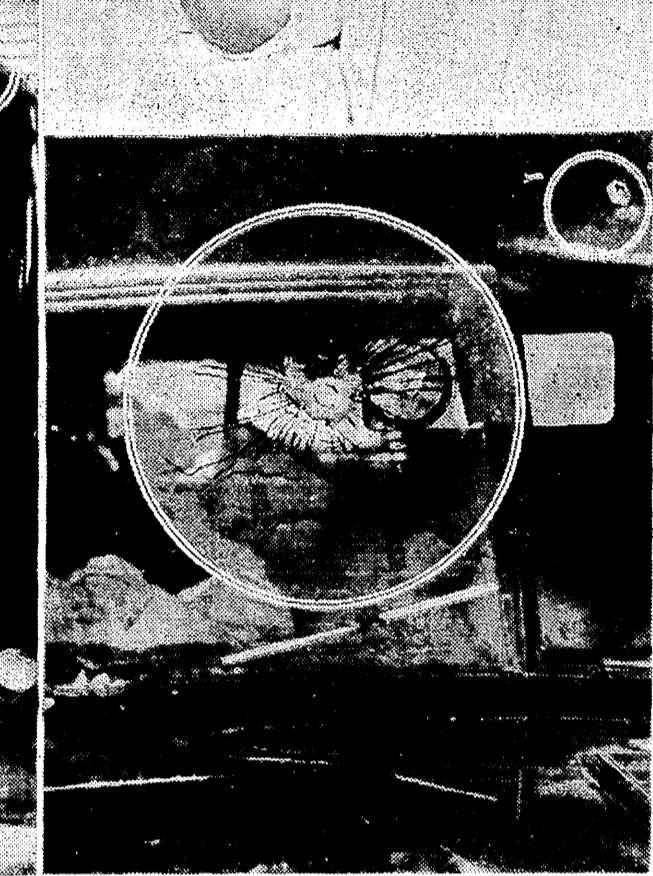
Waved, Blew Whistle
Paul Van Ostrand, 6541 Fauntleroy Ave., a witness, said he saw soldiers at the north gate waving their arms and blowing whistles. He said the soldiers opened fire when Vandelaar failed to stop.

Van Ostrand took the soldiers in his car to the spot where Vandelaar had stopped. Van Ostrand took the victims to the hospital in cooperation with the sentries.

Demo Club to Meet
The 45th District Democratic Club will hold its monthly meeting tomorrow night in the Greenwood Masonic Temple, North 79th Street and Greenwood Avenue. Topic of discussion will be, "How to Win the War."



Three Boeing Aircraft Company workers, riding to work at 3:30 o'clock yesterday morning, were fired upon by Army sentries after driving past two barricades. Two of the three were injured. Upper, left to right—Jack Vanderlaar, 42 years old, driver of the car, who was shot in the neck, (note bandage); Charles Rex, 22, a passenger, unhurt; and George M. Smith, 25, shot in the back of the head.



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Motor Traffic Slower Here as Drivers Conserve Rubber

Cars are being driven slower on Seattle's streets today than they were six months ago, because owners are worried about tires and car maintenance.

Serious accidents have not increased in proportion to the increase in the number of vehicles. Traffic "peaks," which last year were bringing gray hairs to city officials and defense leaders, are flattening out through staggering of shifts at major plants.

These are some of the more encouraging aspects of Seattle's traffic situation, brought into focus by a report issued yesterday by City Engineer Charles L. Wartelle, who emphasized that Seattle has a traffic fatality record substantially below comparable Coast cities.

Flow From Industrial Area
A view of the flow of traffic tides from the city's humming industrial South End, gathered in late afternoon hours from some such lofty vantage point as the Smith Tower, can be exceptionally revealing.

Just as an incoming tide, surging over a rocky beach, stretches out swift, watery fingers to find open channels, so the north-bound industrial vehicular traffic divides and spreads out into Marginal Way and First and Fourth Avenues South.

The main homeward-bound traffic is spread over a two-hour period, from 3:30 to 5:30 o'clock, in welcome contrast to that of several months ago, when its peak was between 4:30 and 5:30.

Fewer 'Jackrabbits' Starts
Fourth Avenue South shows a moving mass of cars approaching three-deep—but a year ago they would probably have been four-deep.

Changing habits of drivers, under the influence of rubber rationing, quickly become apparent from a high observation point, too. There are fewer "jackrabbits" starts when traffic lights turn green—and, on the other hand, fewer quick stops.

Latest traffic fatality records, as reflected in Wartelle's report, would seem to reflect added caution on the part of drivers. Seattle has a fatality listing of 21.7 per 100,000 population, while San Diego has 40.8; Los Angeles, 34.4; and Long Beach, 27.4. Portland is slightly better than Seattle with 20.0, but has less war-worker concentration.

Prospects of a 30 per cent cut in the city's share of state gasoline tax revenues, plus the scarcity of some materials, is forcing the city to curtail installation of some traffic control devices. Traffic Engineer J. W. A. Bollong said.

Eastlake Avenue, where four traffic lights were installed last fall, is an example of speed control. Motorists have discovered they soon are halted by a red light if they exceed the 25-mile rate for which the lights are set.

Another point in the Halsey program which helps control traffic is the establishment of commuter routes for defense workers. Ten sections of the city were outlined and routes were assigned to workers living in these sections.

All these routes soon will be marked with inverted metal shields. Wartelle's summary shows that the violations which have decreased included speeding and failure to observe signals, while those which are increasing are cutting in, driving on wrong side of the road, and improper starting.

TRAFFIC DIVISION SHAKE-UP URGED

(Continued From Page One)

fires resulted in two deaths and \$234,816 in economic loss while the city spent \$1,376,946 for fire control. Crims, during the year, resulted in seven deaths and the city spent \$1,158,154.40 in crime control.

Other Data Unobtainable
Statistics on injuries from fire and crime and on economic loss from crime were not obtainable, the report said.

Kreml said that Seattle ranks 22nd among cities of 250,000 to 500,000 population in the amount spent in traffic control.

The report stated that the city has many unusual traffic hazards, such as its hilly terrain, its many bridges, its mushrooming increase in population and because it is shaped like an hour-glass, with the business area in the 'bottleneck' middle.

"Because of these factors," the report said, "the traffic problem in Seattle has reached a critical stage. Fatalities, congestion and delay are reaching new high levels. It is reasonable to assume that the situation will become even more serious with the expected increase in population and industrial activity."

Kreml will be in Seattle later this week to discuss his report with Chief Kimsey and city officials. He also speaks Thursday noon at a meeting of the Seattle Traffic and Safety Council in the Washington Athletic Club.

Transfer Suggested
Other recommendations in the report:

Transfer of enforcement analysis from the office of J. W. A. Bollong, city traffic engineer, to the traffic division as soon as trained men there are available.

An increased staff for the Traffic Violations Bureau so that delinquent traffic tags may be cleared.

More space for the traffic division.

A new system of traffic tags which would be absolutely "non-fixable."

Compulsory reporting of all accidents, no matter what the injuries or property damage. Reporting now is mandatory only if an injury occurs or property damage is in excess of \$25.

Use of scientific tests to determine sobriety of drivers and an effort to have the Legislature set legal limits of intoxication in accord with such scientific tests.

More Convictions Seen
Arrests in at least 50 per cent of accidents reported and in at least 80 per cent of hit-run cases.

(Kreml added that convictions should be obtained in at least 90 per cent of all cases prosecuted and in 80 per cent of all hit-run cases.)

The International Association of Chiefs of Police, which sponsors the Kreml system of traffic control, is a nonprofit organization organized in an effort to reduce traffic deaths and accidents. The Safety Division, which Kreml heads, has placed the Kreml system in all large Pacific Coast cities, except Seattle, and in many other cities of the nation.

The association does not charge for the system. A city adopting the men the association sends to put the system in operation. The association is supported by many cities and civic organizations in the nation.

INJURY FATAL TO PEDESTRIAN, 82

Chris Schomnesen, 82 years old, 323 Third Ave., died at 7:10 o'clock last night in Harborview County Hospital of injuries he suffered February 27 when struck by an automobile in Third Avenue at Lenora Street.

The death was the 21st traffic fatality in the city this year. On this date last year there had been but 14 traffic deaths.

Traffic Investigators C. A. Rouse and G. N. MacDougall said that Schomnesen was struck by a car driven by Fred Phillips, a garage man, of 2212 1/2 First Ave.

Phillips said at the time of the accident that he was making a left turn and a car approaching forced him to cut the corner short. He was "right on top of the pedestrian" before he saw him, he said. Phillips was given a ticket for failure to yield the right of way to a pedestrian.

Judson H. West, 23, of 2831 Chicago St., was charged with reckless driving after his arrest at the end of a 60-mile-an-hour chase in Empire Way about 6:30 o'clock last evening.

Traffic Patrolman S. G. Leonard, riding a motorcycle, said he chased West 13 blocks in Empire Way. West suddenly turned into a service station at Bozeman Street and stopped. Leonard also turned into the station driveway, but unable to decrease speed sufficiently, was thrown from his motorcycle when the machine somersaulted after hitting the inclined driveway. Leonard was unhurt.

June Smith, 11, daughter of Mr. and Mrs. Harry Smith, 1510 Rainier Ave., suffered a compound fracture of the right ankle when she was struck by an automobile in Rainier Avenue near Atlantic Street about 7:30 o'clock last night. She was taken to Harborview County Hospital.

Traffic Investigators H. J. Tipton and J. W. Wright said the girl was struck by a car driven by Frank K. Frost, 3709 Dawson St. Dawson told the investigators he was approaching the intersection of Rainier Avenue and Atlantic Street in the curb lane, and that the girl ran out from between two cars stopped in the outside lanes for the red light. Frost was not held.

Officer-Procurement Boards Consolidated
Completing consolidation of the naval officer-procurement into one office, the aviation-cadet-selection board from the Sand Point Naval Air Station will move tomorrow into the office of naval-officer procurement, 301 Exchange Bldg., Comdr. A. J. Byrnholt, director of officer procurement for the 13th Naval District, announced yesterday.

Enlistments of aviation cadets in Class V-5 Reserve will be handled by the board, which will comprise approximately 35 officers and men in charge of Comdr. B. H. Creighton, U. S. N. R. Applications will be received seven days a week, starting tomorrow.

Candidates for officers' commissions in other branches of the service are being interviewed by a staff of other officers, assigned previously to the procurement office.

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AMERICANS PLEDGE FOR VICTORY

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- ★ Eat Wisely
- ★ Maintain Good Health
- ★ Take Good Care of Things
- ★ Waste Nothing
- ★ Do Not Hoard
- ★ Budget Income
- ★ Buy Defense Stamps and Bonds
- ★ Aid Salvaging
- ★ Stop Rumors

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Newcomers and established Seattleites are cordially invited! See the Who's New Club's* interesting collection of state maps and state flags... register under your home state! Enjoy the members' hobby exhibits, lectures and programs in celebration of National Hobby Week. The Who's New Club* looks forward to the pleasure of greeting you!

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