

APOLOGY FROM MORGENTHAU

A. P. Wirephotos

NOT BIT LIKE DER FUEHRER



LOYAL AMERICANS ALL—Six-year-old John Seller Anson of San Francisco and his two dachshunds, Schnapps and Trixie, were happier yesterday on receiving a formal apology from Secretary of the Treasury Morgenthau for having caricatured the elongated badger hounds, whose remote ancestors came from Germany. They are loyal Americans, wrote Johnny when the Treasury Department used the picture of a dachshund with a Hitler face to advertise a war bond campaign.—A. P. wirephoto.

Warrior



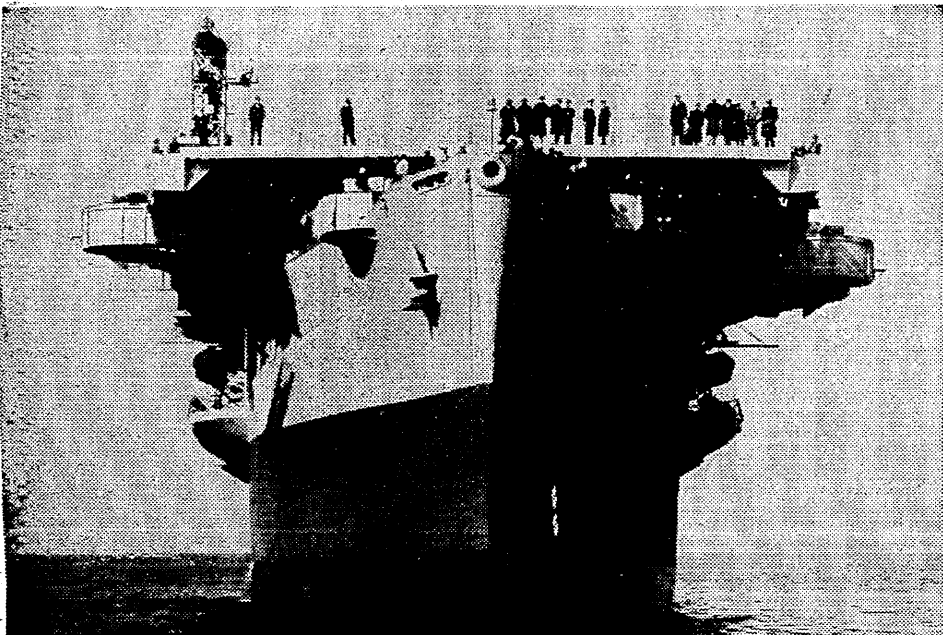
IN AFRICA—Gen. Sir Harold Alexander of the British army, deputy to Gen. Dwight D. Eisenhower, commander of Allied forces in the North African war theatre, talks to American war correspondents at his headquarters somewhere in the Tunisian area today were progressing toward their junction with the British Eighth Army that has been driving Axis divisions north toward Bizerte.—A. P. wirephoto.

CAPTURED AMERICAN PARATROOPERS



PRISONERS OF GERMANS—Captured American paratroopers are marched off under Nazi guard to internment camps in the Tunisian fighting area, according to the caption matter accompanying this German picture received from a neutral source.—A. P. wirephoto.

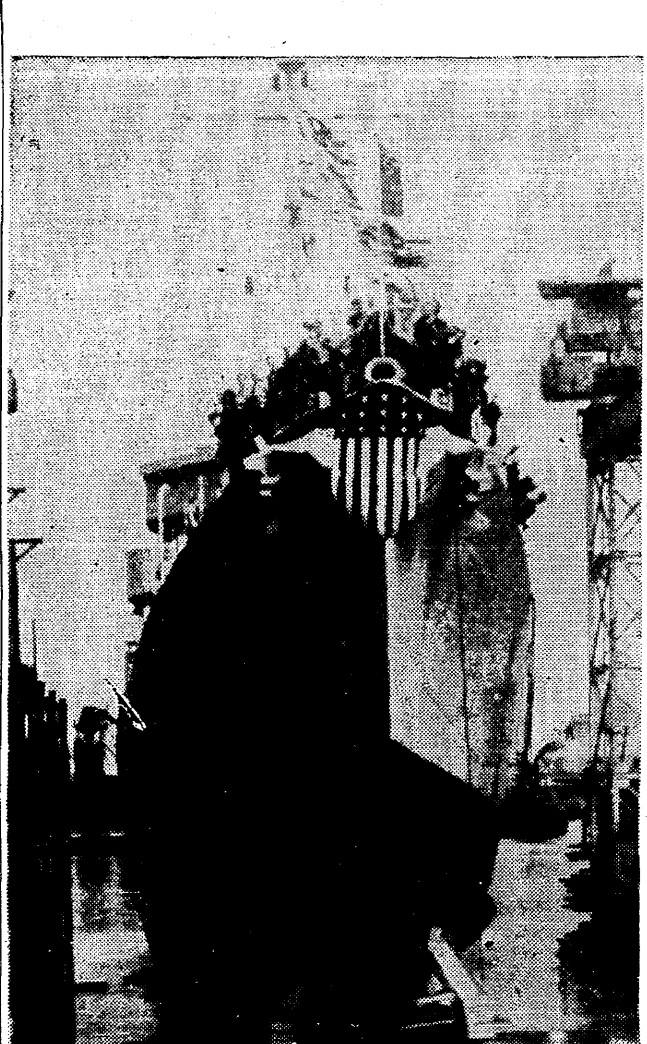
NEW-TYPE AIRCRAFT CARRIER



IN TACOMA—The United States Navy announced today the fact that the big Tacoma plant of the Seattle-Tacoma Shipbuilding Corporation was turning out a new-type aircraft carrier (above). The ships are being given trial runs in Puget Sound. From keel to launching, the Tacoma plant is turning out the big ships at the rate of one every three weeks.—A. P. photo.

TACOMA, April 5.—(AP)—A new-type aircraft carrier, the U. S. S. Breton, an impressive and speedy mass of fighting machinery, is ready for the fleet after successful trials. The big Tacoma plant of the Seattle-Tacoma Shipbuilding Corporation has been turning out what have been announced as "escort vessels" but today the Navy censor's lid came off and the Breton was revealed as an escort carrier of the first rank. A few weeks before launching the Breton was only several thousand tons of steel plates in the shipyard. Today, she maneuvers in a small circle, reverses her engines, reaches full speed ahead again within a short time and zig-zags while landlubbers below decks can barely notice she is under way. Primarily an offensive ship, the carrier also is well-armed for defense. In addition she is equipped with the latest type of apparatus for protection against mines. The ship uses both steam and Diesel power and contains all the comforts of home from sewing machines for parachutes to a soda fountain. She can carry 1,000 men or more, but the actual complement is a naval secret; so is her plane capacity. Such a ship costs \$8,000,000 to \$9,000,000. Safety devices abound. In case a shell hit should disrupt lighting, storage batteries automatically would light up the ship's surgery. Portable welders can be taken almost anywhere aboard, plugged in and work started in case of damage. Wind direction, the ship's speed and other navigation details can be determined by a glance at various meters. The ship's loud speaker can be heard seven miles. The latest type of surgical, dental, kitchen, laundry and shoe repair equipment is aboard. Duplicate parts are stored here and there, and if extra parts are not available they can be made in the machine shop. Construction of the carrier took about 3,000,000 man-hours—equivalent to four or five of the well-known Liberty ships. The Tacoma yards have turned out these ships so swiftly that some of the hulls have been taken to Portland and Bremerton for outfitting. Enlargement of the Tacoma yard, where 28,000 persons are employed, soon will permit the outfitting of all the ships there. Almost every day some detail of the carriers under construction is changed. Experience in battle brings new suggestions and new discoveries sometimes call for reworking of a portion of the ship.

THE SULLIVANS LAUNCHED



IN SAN FRANCISCO YESTERDAY—The destroyer The Sullivan is launched. The ship was named in honor of the five Sullivan boys who met death in the Pacific war. Mrs. Thomas E. Sullivan, mother of the five, was the sponsor. Her husband and daughter, Genevieve, also were in attendance. The daughter, lone surviving child, has joined the Waves.—A. P. wirephoto.

UNCLAIMED BABY



TODAY IN BROOKLYN, N. Y.—Dr. Sigmund Loewy of Jewish Hospital examines an unclaimed baby at a police station after the youngster went unclaimed by a woman identified only as "Margie," who left the child with a neighbor.—A. P. wirephoto.

Soldier, Bitten By Dog, Found; Safe

PITTSBURGH, April 5.—(AP)—The Army's three-day-old nationwide hunt for a soldier feared bitten by a rabid dog ended today when he reported to the city's health office and was found to be unharmed. Health Director Hope Alexander said after examining Pvt. Trentino Scarpino, 20 years old, of Pittsburgh, that the skin of his leg was not pierced by the dog's teeth, and that his trousers were merely torn. Scarpino, home on furlough from the Army Air Forces' base at La Junta, Colo., said friends had told him of the search for an unidentified soldier attacked by the dog. A sailor and civilian, bitten by the same dog last Saturday, were found and given treatment. England now has 559 'gas' busses.

Dodged Japs



RESOURCEFUL—Lieut. Eugene D. Wallace of Los Angeles, who has been rescued with two other Air Forces men after hiding for ten months in a jungle in Japanese-held New Britain after their plane crashed on the water near Rabaul.—A. P. wirephoto.

By TOM YARBROUGH
Associated Press Foreign Staff
SOMEWHERE IN NEW GUINEA, March 27.—(Delayed)—Three members of the crew of an American medium bomber, back safely at their base today after an almost miraculous escape from ten months' wandering in the jungles of New Britain, celebrated by eating an enormous breakfast of grapefruit juice, bacon and eggs and a loaf of bread apiece. As they went to work on the bread, the first they had tasted since their B-26 Martin Marauder crashed into the sea under Japanese fighter attack after a raid on Rabaul, they told of a diet of lizards, tree grubs, rats and cassowaries on which they had sustained life with the help of friendly natives and praised an Australian soldier who had helped and fed them—and even given his last razor blade for a shave—though he had wandered in the jungles longer than they had. The three Americans, rescued by an American plane after they desperately flashed a bit of mirror in the jungle sunlight, were 2nd Lieut. Eugene D. Wallace of Los Angeles, copilot of the plane; Marvin C. Hughes, Baird, Tex., navigator, and Pvt. First Class Dale E. Borden, Chillicothe, Ohio, radio-man. They returned without five of their mates—two drowned when the plane crashed, two were captured by Japanese patrols, and a fifth died of pneumonia after they landed from a rubber raft. Their Australian companion was Pvt. John Leslie Stokic, a member of the New Guinea Rifles, who had offered them a chance to sail with him in two hand-built hollow-log canoes from New Britain to New Guinea when he heard they were in the jungle with friendly natives. They were rescued by plane before the tiny crafts were completed. The Army had had no word of them since their crash, ten months and 12 hours before they reappeared, and had long since given them up as lost. The men were picked up by natives within a short time after they crashed into the sea, and were fed and housed as well as the skimpy native jungle fare permitted, though they had to separate on occasion because the food resources of no single village was able to sustain three extra-hungry mouths for long at a time. Hughes came through his ordeal weighing about the same as when he left, while Wallace lost 12 pounds and Borden 15. Their teeth, scrubbed clean with fiber from the betel nut, were in good condition, Army doctors said. Brig. Gen. George C. Whitehead, commander of the advanced echelon of the 5th United States Air Force, who decorated them with the Order of the Purple Heart, said: "You are a lucky trio of youngsters. I hope this luck stays with you."

AMERICAN SOLDIERS OF JAPANESE ANCESTRY OFF TO WAR



IN HONOLULU—In Honolulu's first wartime parade, more than 2,000 new American soldiers of Japanese ancestry marched through crowded streets March 28 on their way to board ship for undisclosed destination.—A. P. wirephoto.



ALOHA—Florence Shirotakei gives a floral lei to 2nd Lieut. Robert Kadovaki, one of the 2,600 Niseis who have been called to the colors in the United States Army. The farewell scene was on the dock at Honolulu March 28 when the soldiers of Japanese ancestry set sail.—A. P. wirephoto.

Hawaii's Japanese Loyal, Says F. B. I. Chief

WASHINGTON, April 5.—(AP)—The Japanese population of Hawaii was not guilty of espionage committed in the territory prior to Pearl Harbor, J. Edgar Hoover, director of the Federal Bureau of Investigation, told a House appropriations subcommittee during hearings made public today. Hoover said espionage committed in Hawaii prior to Pearl Harbor was done "by espionage agents and consular agents of the Japanese government." The F. B. I. chief told the committee there had been no sabotage or espionage committed in Hawaii subsequent to Pearl Harbor and that his organization had "practically no trouble with the Japanese in Hawaii." Crossing the Andes Mountains at such a height that the air is rare, the Central Railway of Peru must carry tanks of oxygen for passengers with weak lungs.