

WESSELL TELL VIVID TALES OF DUTCH HARBOR RAID

EVACUEES AND SEAMEN REACH SEATTLE WITH FIRST ACCOUNTS

Army Transport's Crew and Antiaircraft Gunners Were Commended for Courageous Resistance To Jap Dive Bombers Despite Surprise.

(Continued From Page One) under fire by the army transport's crew and the gunners.

How many Jap planes were downed has never been announced officially. Reports brought by the witnesses to the raids failed to clarify the point.

The official navy announcement of the raid on the Dutch Harbor base reported four bombers and fifteen fighter planes were involved in the raid early the morning of June 3, with an unreported number of planes returning six hours later for what apparently was a reconnaissance flight.

The navy reported damage was not extensive, although some warehouses were set afire, and casualties were not great.

Mayer John W. Fletcher of Unalaska (Dutch Harbor is in Unalaska bay) said application was made for thirty-five death certificates after the day's bombing.

"DAMAGE WAS LIGHT—CONSIDERING." Service men aboard the ship were tight-lipped about what damage was done at the Dutch Harbor base, but several said "the damage was light—considering."

"Considering what?" interviewers pressed a ruddy-faced army corporal. "Considering that no matter how long you've been warned and have been expecting a raid, there's bound to be some surprise when they finally do come over in force," he replied.

"No matter how much stuff you toss at them, some of them are bound to get thru."

Declining to identify himself, he acted as spokesman for half a dozen walking wounded. The wounded men were included among the passenger list of sixty-four persons from Dutch Harbor and thirty-four from nearby Cold bay.

Seventeen women and eighteen children evacuees were included.

CREDITED WITH BAGGING ELEVEN JAP PLANES. "I was hot stuff," continued the corporal. "We were credited with knocking down eleven of their planes. Personally, I didn't see any planes fall. How many the navy got, I don't know."

"But, you know, when you're doing a job you don't have time to watch around at what the other fellow is doing. You must keep your eyes on what you're supposed to do, and do it, and you don't have time to get scared, just mad. They tried their damndest to get this ship."

"I spent seven months in France as an artilleryman in the last war," commented C. W. Flack, 45, a ship's porter from San Francisco, "but I saw more action in two days at Dutch Harbor than in all of those seven months."

MAYOR WANTS NATIVES EVACUATED. Fletcher, on his way to confer with Indian bureau authorities about the evacuation of natives "who were shaking like leaves" after the air attacks, said in a description of the scene:

"There was a hell of an attack in the harbor on this ship we came down on. It occurred before the passengers were aboard. The men at the guns put up a curtain of fire that was deadly. The dive bombers couldn't get in very close.

"The ship had docked in Dutch Harbor only the night before the first dawn bombing raid. She was taken out into the harbor after the bombing started. She was rushed out from the docks where she could have maneuvering space.

"The antiaircraft fire that went up from the ship was really something to behold."

"IDEAL DAY FROM JAPANESE STANDPOINT." "We had heard that a sizable task force was in the Pacific off the Aleutians, but the recollection I have most vividly of the bombing was the surprising suddenness with which it came.

"I was awakened by the antiaircraft firing. My bed faces over the bay, and I jumped up and flicked up the shade. As I recall it, I saw three planes coming in over the head, about a mile and a quarter from my home.

ing had eyesight," he continued. "That's a lot of bunk. Their eyesight is plenty good, and they didn't lack any courage up there. I saw one getting a brace of antiaircraft fire on his nose, but he kept right on coming."

The Unalaska mayor said the action of the bombs after exploding led military authorities to conclude that they included incendiary qualities.

He declared people never would be able to understand the horror of being awakened in the early morn by a bombing attack until they actually experience it.

CREWMAN COMMENTED FOR USE OF RIFLE. One of the ship's crew members, who grabbed a rifle and blazed away at the bombers was Arthur S. Myers, 27, of Chicago. He brought home a verification by a superior officer of his plucky action.

He reported, with confusion by the superior, that he saw one of the Jap divers plunge into the bay about two miles away after it swept away from the barrage from ack-ack guns—and Myers' rifle.

Lamar Chandler, a ship's waiter from San Francisco, told how he was ready to give the ship up for lost when a dive bomber came relentlessly toward it in the face of devastating antiaircraft fire.

He had retired to a port hole because "it was getting too hot on deck."

"That's one of those suicide divers, I said to myself," he related. "Every gun seemed to be on him, but he made no effort to turn. Finally he turned up. My knees were weak. If I had a rack, I think I could have hit him with it, he was so close."

COULD SEE PILOTS OF DIVE BOMBERS. Ivan Hallman, third cook, said that from his vantage point on the promenade deck, he could see the pilots as they dived down close to the vessel.

"We are still digging the machine gun bullets out of the decks," he added that the men aboard the ship were too busy fighting for their own lives to notice just how many planes were attacking Dutch Harbor.

The biggest wound in the ship, oddly enough, was caused by a chunk of rock from shore.

A bomber released its death-dealing cargo short of either the navy installations at Dutch Harbor or the ship. It struck a rocky area and hurled a chunk about the size of a football thru the upper deck of the ship.

Flack, the war veteran and porter, said the same bomb hit several railroad rails, threw them fifty feet and bent them into a perfect curve "that would just about fit the turn at Third and Market in San Francisco."

GUNNER ONLY MAN INJURED ON SHIP. The only man on the ship reported injured was a gunner who got a machine gun shell fragment in the flesh of his leg. The seaman expressed belief that the antiaircraft fire from the ship kept the dive bombers from getting into position over head to release their bombs, or they had dropped them all elsewhere.

As for the gunners' thoughts in the heat of the battle, with an explosive cargo under them, a pair of West Virginia seamen—Harry C. Taylor of Littleton and R. M. Cooper of Bluefield—summed it up:

"We didn't worry and we can't tell you much about what was going on. We were too busy as one job. We didn't have time to worry."

Fletcher operated a Unalaska motion picture theater, which he has locked up to insure against any crowds being caught there.

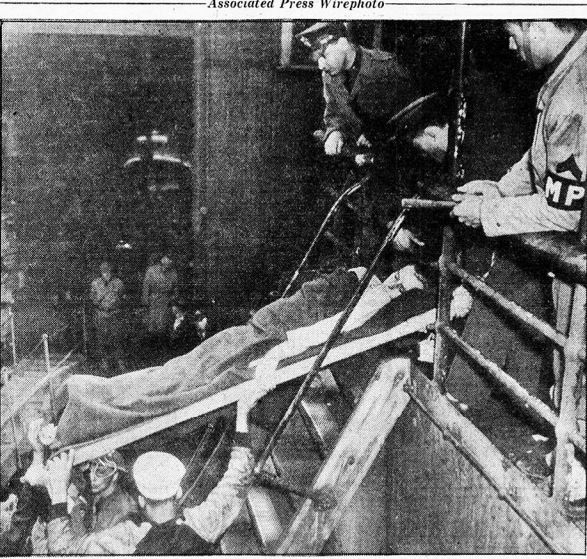
"We used to think a dive bombing picture was a great thriller," he observed, "but never again; I never want to see another bombing plane picture."

STRANGE TRAGEDY IN DUTCH HARBOR RAIDS REVEALED

Seattle, June 25.—(A. P.)—Men who faced bombs and machine guns in the June 3 Japanese air raid on Dutch Harbor brought back a story of a strange and poignant tragedy aboard a United States seaplane in the harbor.

The plane was just ready to get off the water. One pilot, at a change of watches, had his hand on the shoulder of the other, who was seated. Suddenly a burst of machine gun fire from the air hit the plane. A bullet passed thru the hand of one and fatally into the body of the seated pilot. Identities of the men were not disclosed.

Wounded at Dutch Harbor during the Japanese attack on that Alaskan naval base several weeks ago, this service man and a number of his fellows have arrived at Seattle, Wash., for hospitalization. The soldier is shown here being carried from a ship on a stretcher.



Seized Aleutian Isles Given Japanese Names

Tokyo (From Japanese Broadcasts), June 25.—(A. P.)—A communique reporting that Japanese naval and military forces in the Aleutian islands had occupied Kiska on June 7 and Attu a day later said Thursday "they are at present consolidating their positions in neighboring islands."

which is the site of June feasts. (Nagoya, a major Pacific port, was one of four cities attacked by United States bombers in the raids April 18 led by Brig. Gen. James H. Doolittle.)

The announcement, made by imperial headquarters, said that Kiska henceforth would be known as Narukami and Attu as Atsuta.

Domel explained that Narukami was derived from Narukamizumel or thunder month, one of the Japanese names for June.

Attu was renamed Atsuta island after the Atsuta shrine at Nagoya,

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