

IT'S POSSIBLE THAT JIMMY MAY RAID JAP CITIES AGAIN

New Forays Likely if Base Location Can Be Kept Secret From Foe.

WASHINGTON, May 20 (U. P.).—More raids on Tokyo may be possible if the base from which Brig. Gen. James H. Doolittle and his 79 men took off to bomb the Japanese capital remains a secret, officials indicated today.

It is one of the most provocative secrets of the war and not the least interesting to learn the answer are the Japanese.

But those who watched him receive the congressional medal of honor from President Roosevelt yesterday and later listened to him answer questions at a special press conference had no doubt that the short, baldish 45-year-old flier was rarin' to go.

Keeps Base a Secret

Gen. Doolittle revealed virtually all details of the raid that he knew—except where the two-engine North American medium B-25 bombers took off, where they landed and how many were involved. And no hint came from anyone else whether they started their "hazardous and important" flight from China, aircraft carriers or a secret base.

For the present everyone let President Roosevelt's words on that subject stand—that the planes started from Shanghai-La and landed at Shanghai-La. Shanghai-La is the fictitious Utopia to which the president refers when people ask "from where did we bomb Tokyo?"

That technique seems to be working well. At least one partner of the axis appears to be wondering where Shanghai-La is. A German radio broadcast last night, describing Gen. Doolittle's raid, reported that it started from Shanghai-La, "which was not otherwise described by President Roosevelt."

Gen. Doolittle revealed at his

press conference some hitherto unknown details about the raid. First he spiked Japanese claims that some of the American raiders had been shot down.

"There were no planes left in Japan," he said. "Some were damaged, but none was shot down and none was damaged to an extent that precluded its proceeding to its destination."

Gen. Doolittle, who was attacked by nine Japanese fighters but avoided them before either the enemy or his own gunners could fire a shot, revealed that he issued special instructions to his men before taking off that the imperial palace in Tokyo was to be spared.

Learn Their Target

Weeks before the raid the men who accompanied him volunteered for what then was described as a "hazardous and important" mission. Just before they took off, after weeks of special rehearsals in the United States, they were informed that their objective was Tokyo.

They took off in their specially equipped B-25's, the same type of medium bomber that accompanied army flying fortresses on Gen. Douglas MacArthur's recent raid on the Philippine islands. In the words of their commander yesterday, it was the "finest group of men I ever have had the good fortune to be associated with."

Japanese anti-aircraft fire was so inaccurate that the enemy shot down many of their own barrage balloons.

Japs Were Surprised

He was asked: "When you flew so low did you get a glimpse of the expression on the Japanese faces?"

"Yes, and I should say it was an expression of surprise."

"Could you see the imperial palace while you were over Tokyo?"

"Several bombs were dropped within sight of the palace but I gave specific instructions not to bomb it. And there would have been no difficulty had we chosen to do so."

"Did your planes come in from several directions or all at once?"

"We endeavored to cause as much confusion as possible."

"Who dropped the first bomb on Tokyo?" (There have been thousands of dollars of prize money offered for that feat.)

"It would be difficult to say. All the planes dropped their bombs at about the same time and over a considerable area."

Officials hinted that a repeat performance of Gen. Doolittle's daring raid, which left a wake of death and destruction among warships, airplane factories and other military objectives in Japan on April 18, depends upon how well that secret is kept.

Gen. Doolittle, the daredevil speedster of more peaceful days, when asked if he was going to try another raid, replied:

"That I don't know. It's in the laps of the gods and the war department."

HE BELONGS TO ERA OF STUNTS

Doolittle Set Many Marks And Captured Trophy After 'Retiring.'

NEW YORK, May 20 (U. P.).—

Back in 1931 Jimmy Doolittle, who was known as one of the hottest pilots who ever sat in the cockpit of a "flaming coffin," announced his retirement from the air.

"Because of my advanced age," he explained, patting a prematurely bald head, "my wife has made up my mind that I'll do no more flying."

Two months later he shot 2454 miles across the continent to win the Bendix trophy in the national air races in 11 hours and 15 minutes, breaking Frank Hawks' record. As an army pilot he had won the distinguished flying cross for the first coast-to-coast flight in less than 24 hours.

He was the conqueror of fog, taking off in a blind cockpit, flying 15 miles and returning to a safe landing—a feat which Col. Thurman H. Bane described as "a milestone in aviation development."

Started in Gold Rush

He joined the Caterpillar club by leaping from a wrecked plane doing better than 250 miles an hour.

With both legs broken and in plaster casts, he flew over the 18,000-foot Andes mountains of South America.

He was the army's first pilot to do an outside loop, leaving a hospital bed to do it.

He is a little man with a big grin. He neither drinks nor smokes, but his after-dinner speeches are high lights of hilarity.

They used to call him "The Flying Heliolite" and "The Space Murderer."

Less than two years after Doolittle re-entered the army as a reserve major on active air duty, President Roosevelt made him a brigadier general last month.

Biggest Disappointment

Jimmy had resigned his commission in 1930 to enter private business, but rejoined the army on July 1, 1940. He had enlisted in the air service in 1917, when he first won his wings.

He was born in Alameda, Cal., Dec. 14, 1896, the original Doolittle having reached New England in the 1600s.

When he was 3 years old his adventurous parents took him to Alaska for a turn at the gold rush. He remained there five years, then returned to San Francisco, where he went to school and became enamored of a classmate. She was Josephine Daniels and she became his wife.

Jimmy was in his senior year at the University of California School of Mines when the war came. He enlisted in the army signal corps aviation section. Twice he was on the verge of being sent overseas, but each time the order was rescinded, the second time just as he had set foot on a Hoboken pier.

Does the Impossible

After the war, speed became his profession. He joined the tough post-war school of stunt flying. Doolittle made his debut in November, 1918, two weeks after the war's end.

Jimmy opened up with a whistle. It goes like this: The plane streaks out of the sky at two miles' altitude straight into the faces of the spectators. At 400 feet the dive breaks and the plane climbs 2000 feet. Then the impossible happens—it glides back tail first. You don't breathe while you watch it.

Aviators had been talking about coast-to-coast flights, to be accomplished within 24 hours.

The army had tried it twice, unsuccessfully. One of the army pilots was killed.

Jimmy tried it out of Jacksonville, Fla., but his plane cracked up in a night takeoff.

He got another ship. The beach runway was lighted with flares and at 10:03 p. m. on the night of Sept. 4, 1922, he took off neatly for Rockwell field, San Diego.

And He Made It

En route he stopped to refuel at Kelly field, San Antonio, a task which required an hour and 13 minutes.

A few hours later he sat his plane down in San Diego and climbed out of the cockpit. His eyes were bloodshot and he couldn't hear the questions fired at him. He couldn't hear them tell him the official time: 21 hours, 19 minutes.

In State Race



Winfield K. Denton

Winfield K. Denton of Evansville, state representative from Vanderburgh county, today announced he would seek the Democratic nomination for secretary of state at the party's June 30 convention.

The late entry from the 8th district, whose announcement has been awaited anxiously by many party leaders, opposes E. Curtis White of Indianapolis, only other serious contender in the race so far.

Rep. Denton has served three terms in the legislature and was minority leader last year. He was born in Evansville 46 years ago, attended DePauw and Harvard universities, is married and has three children. He was an air pilot in World War 1, has been active in Democratic politics since 1925 and served two terms as Vanderburgh prosecutor.

WHEELER BOARD HEADS RENAMED

Harry W. Krause Re-elected President; Edward Dirks, Vice President.

Harry W. Krause has been re-elected president of the Wheeler City rescue mission board of directors and Edward Dirks has been re-elected vice president.

Others re-elected at a business meeting last night at the Y. W. C. A. were Eugene C. Foster, secretary, and Royer H. Brown, treasurer. Directors re-elected for three years are Mr. Krause, Mr. Foster, Mr. Brown, Robert Nipper and Charles A. Reeve. The Rev. Herbert Eberhardt was re-appointed superintendent for another year.

On Board 40 Years

Mr. Krause has served as president of the mission board for 19 years and has been a board member for 40.

The Rev. Mr. Eberhardt reported that the International Union of Gospel Missions will hold its 30th annual convention in Indianapolis May 15 to 20, 1943, as the Wheeler Mission celebrates its 50th anniversary.

In his monthly report, the superintendent said that 527 meals had been served during April, 1458 lodgings furnished, 73 families assisted, and 841 garments distributed.

REWARD FOR SPOTTER

WEST DENNIS, Mass. (U. P.).—The spotter who first sights an enemy plane over the Cape Cod area will get a gift of \$50.

Young Doolittle 'Itching' to Help

ANN ARBOR, Mich., May 20 (U. P.).—Jimmy Doolittle's son is "itching" to do his part in the war against the axis.

Young Johnny Doolittle, a freshman engineering student at the University of Michigan, shrieked a loud "Yippee" when he was told that his father, Brig. Gen. James H. Doolittle, led the historic raid on Tokyo April 18.

"Naturally it makes me pretty proud and I sure get a kick out of it," Johnny said. "I'm itching to do my share along with dad and all the rest."

Young Doolittle received an appointment to West Point recently and plans to join the army air forces upon graduation from the military academy. He was captain of the boxing team at Culver Military Academy in Indiana.

Headlines for Spring!

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GAS RATION FOR ALL U. S. NEARS

Rubber Co-ordinator Says Plan 'Inevitable' to Conserve Tires.

WASHINGTON, May 20 (U. P.).—Government officials virtually have decided upon nation-wide gasoline rationing—possibly by July 1—to conserve dwindling and irreplaceable rubber stocks, it was indicated today.

Arthur B. Newhall, war production board rubber co-ordinator, said nation-wide rationing of gasoline was "inevitable before the end of the summer." The office of defense transportation is working on rationing plans which may be presented at the war production board meeting next Tuesday.

Sees National Problem

President Roosevelt believes that the eastern states oil shortage should be treated as a national rather than sectional problem.

Mr. Newhall explained that gasoline rationing would be necessary—even in oil producing areas—because the passenger car tires now on hand are all that civilians can expect until the war is won.

The situation is so critical that the government will step in to insure that the tires on the nation's 30,000,000 passenger cars and 4,000,000 trucks and busses are cared for.

Follows Eastern Plan

If rationing is extended to the entire nation it undoubtedly would follow the same system which goes into effect on a permanent basis July 1 in the 17-state eastern curtailment area and in the states of Washington and Oregon.

The new or permanent gasoline rationing system will involve rationing back to the refineries, somewhat along the line of the sugar rationing, office of price administration officials said. That means that the filling station owners would save the coupons taken from a motorist's ration card and present them before he could purchase more gasoline.

OPA experts have been studying the possibilities of associating distribution of permanent rationing cards with the payment of the \$5 use stamp taxes which become due on motor cars by July.

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We Sketched DuBarry Pattern No. 5348

A new line of "Easy to Make" DuBarry Patterns has just been installed. This pattern requires 3 1/2 yards of the above material. The pattern cost is 15c and the total cost of making the dress is only **\$2.36**

AYRES' Sewing Lessons

Miss Bee, sewing instructor of "Ayres' Sewing School of the Air" (8:30 Tuesday mornings, WIRE), will be in our department on Thursday to give a demonstration of her Tuesday broadcast. She will explain the third of ten steps in making your own dress and also help you with your home sewing problems.

—Downstairs at Ayres.

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Plain and striped sanforized denims. All washable and fast color. Makes fine play suits, slacks, jackets and shorts. Several colors.

—Downstairs at Ayres.