

BRITISH HOLDING EDGE IN EGYPT

New Zealanders, South Africans Turn Tables On Axis Troops.

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landers' low casualty figure indicates. Probably the attack has made worse the Italian morale which reportedly is very brittle, owing largely to the allies' terrific air attacks.

On Thursday the New Zealanders had taken 370 Italian prisoners with 30 guns and 30 vehicles on the edge of the Quattara depression.

The prisoners stated that they were on a ration of about a pint of water a day, compared with a quart for the Germans.

From the exhausted state of the prisoners when taken it appears that the speed of the enemy advance from the Egyptian frontier was such that the normal exuberance and thrill of the advance never had a chance to come to the surface.

The pace was so terrific the men were too tired to be thrilled by anything, it seems, and their condition was made worse by ceaseless day and night air attacks.

German infantry losses, incidentally, appear to have been very high. German prisoners taken appear tired like the Italians, according to reports of eyewitnesses.

It appears that some of the German reinforcements recently from Europe consist of young, inexperienced soldiers.

The war's drain on Hitler's manpower was indicated here a few days ago when two of several German prisoners captured by the South Africans turned out to be Jews aged 31 and 32, but conscripted only last January.

When asked why, being of military age, they were conscripted so late the two Germans replied, "But we are Jews!"

Tremendous Air Support

The allied air effort to stem the enemy continues on a stupendous scale.

Reports from the ground forces at the front indicate that the enthusiasm of the army has never before been so great for what the royal air force, the South African air force and royal Australian air forces are doing to hamper the enemy.

British planes are continually in the air whereas the Luftwaffe is nowhere near as active in the daytime.

British and American air strength is not yet as large as it should be, but flares these days are operating with an intensity which probably has not been seen since the battle of Britain.

Air Fighters With Beards

Night-time Wellington bombers—now called medium bombers since the bigger Liberators have come to the Middle East—concentrate with use of flares on some targets which the daytime Boston members of the S. A. A. F. and the Baltimore of the R. A. F. go for. Enemy concentrations at the front.

The Consolidated of the United States army air corps and the R. A. F. cousin, the Liberators, do their stuff at night and their targets generally are towns and ports. Bombers these days have a habit of coming low and machine-gunning the scene of their bombing.

Fighter pilots now have a pretty good stubble on their chins. Once in a while they are able to swish some sand off their faces and necks but they certainly are not the kind of faces you see on recruiting posters.

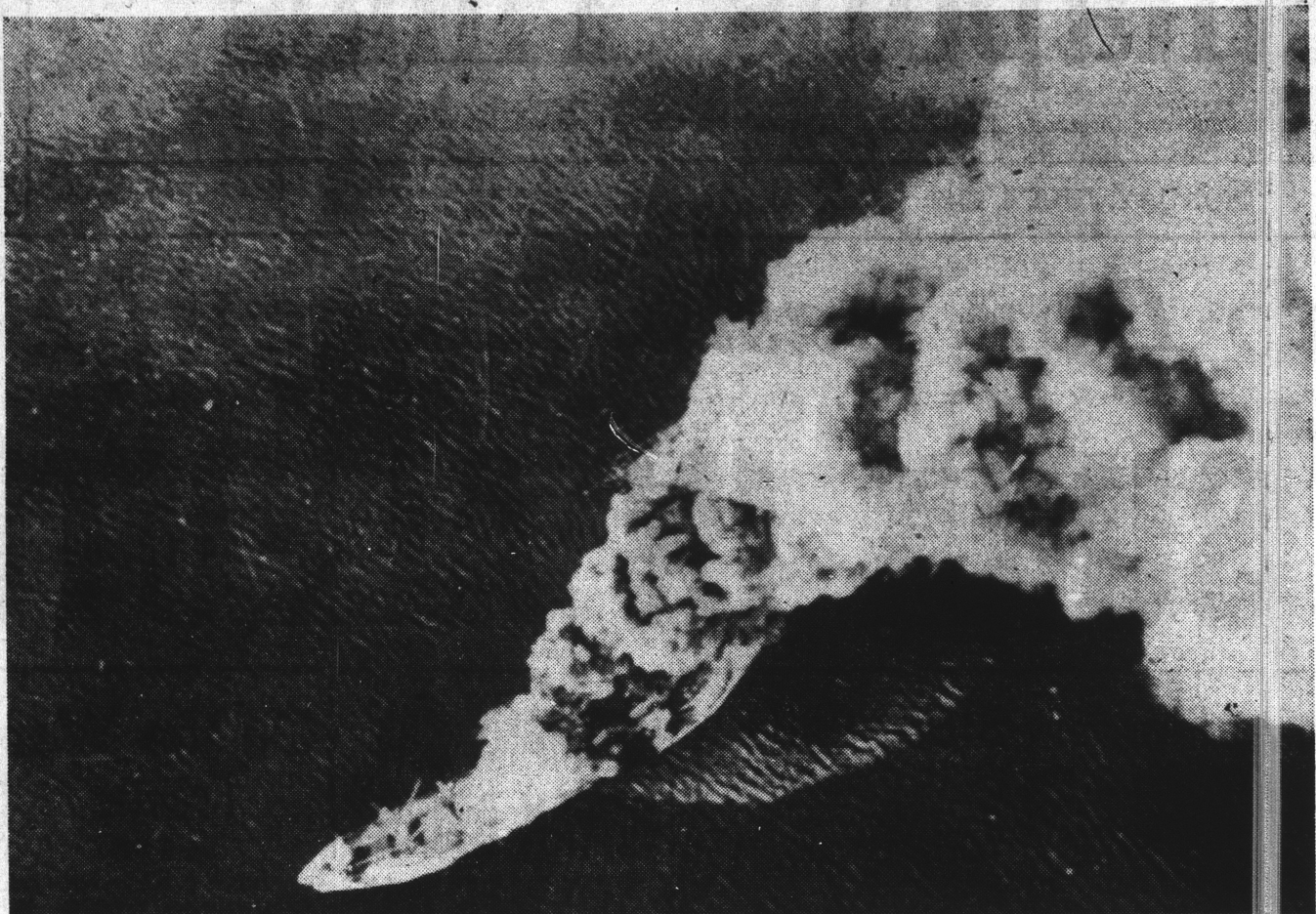
Spirit of Elation

Their makeup consists of a young beard, old underwear, top ripped across the back, a pair of slacks held up by suspenders, and goggles. That is the way these pilots look when they fly off into action. The way they feel is evident mostly to the enemy.

A spirit of heady elation seems to dominate these flying, fighting men—maybe something akin to the spirit that existed among the British during the battle of Britain, from the fire fighters on London's rooftops to men fighting in the sky.

Strangely, the enemy air activity is very slight in the daytime except for Stukas at the front lines and increased air activity at Malta.

As Our Bombers Go to Battle in the Aleutians



This first photo of United States action in Alaskan territory shows a fire raging wildly aboard a Japanese transport in the harbor at Kiska in the Aleutian Islands. The fire was started by a U. S. bomber which scored a direct hit and the craft later sunk.

M'ARTHUR MEN LASH JAP BASES

Allied Bombers Strike at Enemy Over Vast Area North of Australia.

MELBOURNE, July 6 (U. P.).—Allied planes, steadily developing their offensive operations, bombed enemy bases over a 2650-mile front yesterday.

They struck at Atamboea, in the Dutch part of Timor island in the northwestern zone, and the Lae-Salamaua area and Florida island in the northeastern zone.

Fighter planes drove off 27 Japanese bombers, escorted by six Zero fighters, which attempted the heaviest raid on Port Moresby, New Guinea, in seven weeks.

In Florida island, near Tulagi in the Solomons, the allied planes attacked a new Japanese base at the village of Halela. The raid on the Lae-Salamaua area on the north New Guinea coast was a big one. The allied planes attacked Japanese installations in waves and started fires throughout the target area.

MACARTHUR CHALKS UP 30 TO 166 SCORE

GEN. MACARTHUR'S HEADQUARTERS, Australia, July 6 (U. P.).—Japan definitely has lost 166 planes in the Australian zone since Gen. Douglas MacArthur started issuing his communiqués April 21, an analysis showed today.

Loss of 30 allied planes in this period has been admitted. It was indicated that the pattern of the war in the air in this zone distinctly was favorable to the allies.

Also, it was indicated the Japanese were paying increased attention to the area northwest of Australia. At the same time it was reported that Japanese submarines were operating in the Indian ocean and the Japanese claimed to be using the Singapore naval base. Apparently Japanese bomber strength has dropped in Gen. MacArthur's zone. The enemy was putting increased reliance on fighter planes.

NORSE HOSPITALS CROWDED STOCKHOLM, July 6 (U. P.).—Oslo dispatches reported today that Norway faced a serious shortage of hospital facilities as the result of the importation of thousands of German wounded.

Lucky Teter Meets Death As He Misses Hardest Act

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ramp, jumped over a truck lengthwise and landed on a second ramp. Last night he just failed to reach the second ramp and his car hurtled under the second ramp knocking loose its supports and causing the heavy timbers to fall on his car.

It required several minutes to cut away the timbers and twisted automobile and Lucky was dead by the time he reached the hospital. His neck was broken.

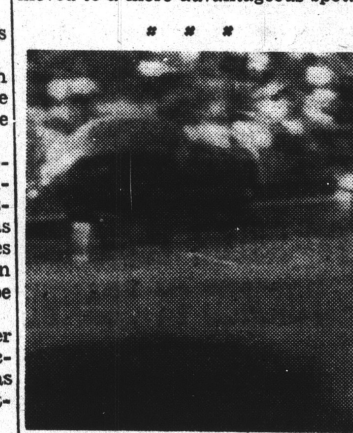
His assistants said that when Teter's car made the final turn before reaching the ramp it went into a slide, raising a cloud of dust. They said they heard his motor miss, probably because of some dust clogging the carburetor intake.

They explained that at this point Teter could have gone another lap around the track to gather more speed.

Lucky inaugurated this stunt years ago when he leaped over automobile hoods. The stunt developed until he was jumping over 20 hoods. Then he jumped a truck turned sideways and one day three years ago in Atlanta he announced he was going to jump a bus-lengthwise.

The first jump was successful, but later he cracked up badly when his car leaped entirely over the ramp and rolled. But Lucky climbed out unharmed.

The Pitman, N. J., crackup was similar to the one yesterday except the leap wasn't so far and the impact less. At that time Lucky received several broken bones. Generally, Lucky "had a feeling" when something was going amiss and would have the ambulance moved to a more advantageous spot.



It was in this phase of the leap that Lucky met his death. The car didn't have momentum enough to reach the ramp and crashed into the understructure. The heavy planks of the ramp fell on the car. This photo was taken when Lucky performed at the fairgrounds last year.

SAILING SCHOONERS MAY APPEAR AGAIN

WASHINGTON, July 6 (U. P.).—A fleet of several hundred wooden sailing schooners would be launched in inter-American trade under plans believed nearing completion by the commerce department, Reconstruction Finance Corp., and the office of the co-ordinator of inter-American affairs.

The new fleet would carry chiefly coffee, sugar and cocoa, releasing steel ships for other war-time trade. The little wind ships would increase waning stores of coffee, now being considered for rationing.

FOUR DRIVEN FROM PLANT BY GUNFIRE

CHICAGO, July 6 (U. P.).—Four men who may have been saboteurs were driven away from the grounds of the Link Belt Co., a war production plant, by gunfire before dawn Saturday, Chicago ordinance district officers disclosed today.

The men had dug a hole beneath the high fence surrounding the factory and one of them had crawled inside the enclosure when they were discovered by William Damrill, a guard.

The man inside the fence pushed a package back to his companions, drew a gun and fired three shots. Damrill fired six shots at the intruders, emptying his gun. He said the man inside the grounds screamed and fell and was pulled through the hole by his companions. The four escaped in the dark.

RUSSIAN LINE PUSHED BACK

Nazis Drive 100 Miles East Of Kursk in Ukraine Smash.

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sumably by opening a second European front.

Without direct reference to the front, Izvestia warned that potential resources of the united nations will be valueless unless they are thrown into action very soon.

All Moscow newspapers warned the people of a grave military situation that promised great hardships and sacrifices in the future, but said that eventual victory was assured.

On the other main world fronts, the allied position was slightly improved in Egypt and in China.

The British, supported by ever-growing numbers of American and R. A. F. planes, battled to hold their armies on the El Alamein sector where another enemy strong point was captured. It was emphasized, however, that the fighting still was indecisive.

In China, where the United States army air units began operations over the week-end, it was reported that allied planes had knocked out a total of 77 Japanese craft on the ground since July 1. The week-end allied attacks hit at enemy bases in the Hankow, Nanchang and Canton and Hengyang areas.

The Russian front, however, was the scene of the greatest fighting.

Russ Open Counter-Attack

The chief hope for immediate relief was indicated by a report in the German high command's communiqué, saying that powerful Russian forces led by big air and tank units were attacking north of Orel. This might mean that the Russian army was opening a big counter-attack designed to break into the German flank.

A counter-offensive in the Orel sector would be the logical move by Soviet Marshal Semyon Timoshenko against the German breakthrough on the 150-mile-wide Kursk-Khar'kov front.

The German claims of establishing bridgeheads on the east bank of the Don, probably near Voronezh, would mean they had reached a point about 130 miles east of Kursk.

Report Attacks in North Moscow dispatches, however, said that counter-attacks had cost the enemy tremendous casualties.

An indication of these losses was given in isolated reports of fighting in which four German regiments or about 12,000 men were destroyed (that is, eliminated as effective military units).

German newspapers said that the long-awaited offensive had started and that a general onslaught along the entire Russian front was to be expected in the next week.

Nazi-inspired reports by the Vichy radio said that big scale air attacks had been launched against Leningrad and the Soviet naval base at Kronstadt.

Fighting also was reported on a

NORRIS ASSAILS NELSON'S STAND

WPB Chief Defends Self Against Attack on Rubber Policy.

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sential civilian and war needs, he said.

When Mr. Nelson termed the pending legislation "extremely dangerous" and said it would take out of the hands of the president the right to control priorities, Sen. Norris asked:

"What is it that you are afraid this agency we propose to set up will do that is wrong?"

Sees Priority Danger

"It would be dangerous because it would take out of the hands of the president the right to control priorities, among other things," Mr. Nelson replied. "Why do you consider this legislation necessary, Senator?"

"Because you are doing nothing about increasing the rubber supply through use of farm commodities," Sen. Norris said.

Mr. Nelson, who requested an appearance before the subcommittee to deny charges made by a Ft. Worth, Tex., rubber dealer, asserted that "there is only one thing I am jealous of, and that is the integrity of the war production board."

He added that he was "quite shocked" at the charges made by the dealer, Harold Sims, that the rubber branch of the WPB had sought to make "a deal" before authorizing construction of a rubber reclamation plant by Mr. Sims.

"When such charges are made, they are thoroughly investigated," Mr. Nelson told the subcommittee, adding that no basis was found for Mr. Sims' charges.

Sen. Elmer Thomas (D. Okla.) also criticized Mr. Nelson for his objections to the proposed legislation.

considerable scale along the Kalinin front, northwest of Moscow.

On the Egyptian front, the most powerful American and British air forces ever assembled in the Middle East continued to hammer at the axis columns of Marshal Erwin Rommel on the El Alamein sector, 60 miles from Alexandria, pushing back Nazi bulges on the desert front and destroying many hundreds of enemy fighting and supply vehicles.

British Hang On, Advance!

The British position was definitely better, although officials still declined to claim that the battle was won or that Rommel was definitely halted. The axis said only that fighting continued and that the Luftwaffe bombed Alexandria and Port Said.

What happened in the last week, however, already had stemmed the threat of immediate and crushing defeat for the allies and opened the possibility that the axis forces could be driven back.

The Germans had advanced to Qibliya ridge, five miles south of El Alamein. When the British were driven from that ridge, Rommel believed he had won the battle of El Alamein and the German communiqué said as much.

But again the British didn't know when they were beaten and, as air and land reinforcements arrived, they held their ground and finally recaptured the ridge.

New Zealand troops, charging with bayonets after a dash in trucks across the desert, struck at the German flank on the ridge and won the engagement after British artillery and tanks had hammered at the enemy positions.

3 U. S. Pilots With Last of Planes Fought to Save Java

MELBOURNE, July 6 (U. P.).—Three American pilots, flying the last available dive bombers in the Netherlands East Indies, made a vain attempt to sink a Japanese invasion fleet of more than 43 transports in the Java sea, it was revealed today.

The fliers—Capts. Harry Galusha of Little Rock, Ark., and Julius Summers and Lieut. J. W. Ferguson—dived through anti-aircraft fire to sink three enemy transports before they were forced to retire.

"On both our outward and inward flights, we flew over allied and Jap warships engaged in battle," Capt. Galusha told Norman Stockton, war correspondent for the Melbourne Herald. "We knew four days before the battle that a big Jap invasion fleet was on its way to Java."

Forces Wiped Out

By this time, Capt. Galusha said, the allied air forces in Java practically had been wiped out. Only three dive-bombers, 11 fighter planes and a few flying fortresses remained when the Japanese launched their invasion.

"We decided to take out our three dive-bombers in a last desperate throw against the Japs," he said. "Our orders were to ignore the warships and concentrate on the transports about 60 miles north of Soerabaja."

"Soon after passing the coast, we flew over an allied fleet of 11 ships steaming westward parallel with a Jap fleet of 16 heavier ships. They were about four miles apart and exchanging fire."

"Another fleet of enemy warships—three battle cruisers and 14 other cruisers and destroyers—was about eight miles from the allied fleet,

hurting shells over the first line of Jap warships. Our ships were outnumbered at least three to one."

Capt. Galusha said farther north they counted 43 transports in a Japanese invasion fleet accompanied by 15 destroyers.

"We picked out the biggest transports, came in at about 15,000 feet, then went into 80-degree dives. We screamed down, released our bombs and three transports seemed to buckle in the center. I guess if we would have had as many dive bombers as the Japs had transports there wouldn't have been any invasion of Java."

Capt. Galusha said they then returned to their base, destroyed the three dive bombers and were evacuated to Australia with other allied fliers. Twelve hours later the Japanese fleet forced the outnumbered allied ships to withdraw and the invasion of Java began.

LONDON RAID FILMS TO BE SHOWN HERE

English films of the London raids will be shown tomorrow in the World War memorial under the auspices of Air Raid District 34.

The program, open to the public, will begin at 7:30 p. m. Capt. E. A. Kirby, district officer of the London fire brigade, will explain the film which was loaned by L. S. Ayres & Co.

The pictures were taken during the "blitz" from September, 1940, to May, 1941. Air raid wardens and their assistants occasionally are urged to attend, according to Cecil Van Dorn and Gilbert Inman, committee members.

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