

ARTIST WANTED ACTION-GOT IT

Experiences of Hoosier in
Army to Live
Forever.

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nineteen Jap bombers diving on some object—we couldn't make it out. They started for us but as the squadron leader got above us he waggled his wings, gunned his engine, and they started off at full speed. Our planes were probably after them.

"The first Zero we examined was certainly battered. After making several sketches, the photographers took pictures of our group with the native boys. The rest of the Zeros were offshore so the officers decided to have a look.

Sharks in Water

"One of the officers was sitting up in front with his feet over the side when we met a school of sharks. We got down in the boat and fired on them and did a pretty good job but the officer didn't dangle his feet in the water after that.

"We slept off-shore in the boat that night. We spotted a two-man Jap sub on a beach. It was water-logged and as we climbed over it I fell into the water with all my clothes on. The tropical sun soon dried them, however.

"As we proceeded on our trip we noticed some soldiers waving and yelling to us from shore. We pulled over thinking they had prisoners but one of their own men needed hospitalization immediately so we took him aboard—also several cases of malaria. Next stop we picked up two more Jap prisoners, just about on their last legs.

Get Fresh Meat

"We spotted an old mission and went to look at it and tried to get near enough to see a crashed Zero, but it was in the breakers. When we got ashore a little Jap was sitting under a tree with a big smile on his face. His leg was swollen twice normal size and he was suffering from gangrene, but he was happy because he knew food was near. We carried him aboard.

A later letter from the sergeant stated that he had gone out on assignment as usual to the place where some Jap planes were down. This time, with others of the party, he had taken his blanket and roll, mosquito net and side arms.

"We left in the afternoon—we ate aboard ship—had ham and green beans, bread, butter, and coffee. Bread and butter and fresh meat is a treat in any man's army—and particularly out here."

The next plane they were to examine was in deep jungle—while they were working on it a plane dropped a message—it was addressed to the colonel and marked urgent, the sergeant said, and the message read, "The Zero which you are about to salvage has an explosive charge in the cockpit on the left hand side.

"We found the package—it was tied around one of the instruments—I cut it loose and we laid it on the ground—and opened it. It was the Jap's food rations."

Guerilla in U. S.



Eighteen-year-old Randall Ching who, at the age of 14, killed two Japs during guerilla fighting in China, is now a U. S. soldier at Ft. Leonard Wood.

SGT. E. T. WALKER KILLED IN N. AFRICA

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also in the army and is stationed at a training camp in Louisiana.

Other survivors include two sisters, Mrs. Maxine Fletcher of Beech Grove and Mrs. Dorothy Griffin, Key West, Fla.

Missing

FIVE INDIANA men are included in the list of men missing in the European area the war department announced today.

The Hoosiers are 2d Lt. Abram E. Birch, Anderson; S. Sgt. Paul G. Hays, Bloomington; 2d Lt. Willard C. Roemke, Woodburn; 2d Lt. Ceberit G. Walter, Muncie; 2d Lt. Robert M. Webster, Crawfordsville, and T. Sgt. Richard L. Wilkinson, Waynetown.

Honored

Herman Frankinson, Kokomo, was one of 30 officers and men decorated at a ceremony celebrating the anniversary of the China air force, at Chungking, July 3. The awards were presented by Lt. Gen. Joseph Stilwell.

Awards to officers and enlisted men of the 8th army air force for extraordinary achievements in the European theater of war were announced today.

The following men from Indiana were decorated: S. Sgt. Robert H. Smith, 910 Bellefontaine st.; T. Sgt. Roy J. Hively, Columbus, and S. Sgt. Walter C. Dager, Muncieville, who were awarded the distinguished flying cross; Sgt. Harry E. Privett, Muncie, awarded the silver star; T. Sgt. James B. Briston, Evansville, and S. Sgt. Gervase O. Hollander, Dale, awarded the oak leaf cluster to the air medal.

GEN. SIKORSKI DIES IN CRASH

Polish Prime Minister's
Plane Falls Near
Gibraltar.

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land at the time Germany marched into western Poland in 1939.

Sikorski was one of the most moderate Polish leaders as far as relations with Russia were concerned and it was largely due to his efforts that the Polish-Russian treaty of friendship was signed in 1941.

In recent months, he had been plagued repeatedly by Polish extremists, who took the position that their country should not maintain any relations whatever with Russia.

He went to the Middle East at the end of May, both to inspect his armed forces there and to assess their sentiment and that of refugees from Russia toward healing the breach with the Soviets.

While in Beirut, Sikorski received a confidential letter from President Roosevelt, which it was assumed was related to the Polish-Russian dispute.

When France collapsed the following year, Sikorski and his government went to London and carried on. He frequently visited the Middle East in connection with the training of Polish troops there and also had visited the United States in March, 1942.

An estimated 250,000 troops of conquered Poland rallied to Sikorski and his army ranked first among those of the governments in exile. Military circles regarded Sikorski as one of the world's top strategists—a reputation that was won during his battles to free Poland during world war I.

Sikorski came from a section of Poland under the heel of Austria before the nation resumed its independence. Educated as a civil engineer, he began his patriotic work as an undergraduate, and in 1910 was head of a rifle society that worked for Polish freedom.

The world war gave him his chance. Tuszow, near Sandomierz in central Poland, where he was born May 20, 1881, made him subject to the Austrian Draft. He had been conscripted in 1905 and in 1906 became a reservist with the rank of lieutenant.

Commanded a Regiment

Austria called up Sikorski when world war I started but he later was transferred to the Polish legions with the rank of lieutenant colonel and became chief of the military department of the Polish national council. By 1916 he commanded a regiment.

When Poland's president was assassinated in 1922 and civil war threatened, Sikorski became prime minister for a brief period. Poland's first social insurance law was passed in that period. His premiership was short-lived but he became minister of war in 1924, staying until 1926.

'One World'

By Wendell L. Willkie

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making itself independent of the state of Pennsylvania.

I shall always be glad that I entered China, on my first visit to that country, not through what used to be called a "treaty port," but through the back door, the vast hinterland of China's north-west.

The "treaty ports" on the Pacific—all of which are now held by the Japanese—are symbols to the modern Chinese mind of the generations in which China was regarded by western nations as a large but primitive country to be converted, exploited, or laughed at.

Beautiful Cities

Shanghai, Hong Kong, and Canton may be beautiful cities; but to the Chinese even their names are reminders of the days when, as Sun Yat-sen, founder of the Chinese republic, put it:

"The rest of mankind is the carving knife and the serving dish, while we are the fish and the meat."

Instead, my first stop in China was at Tihwa, called by the Russians Urumchi, capital city of the province of Sinkiang, or Chinese Eastern Turkestan. Our Liberator had flown from Tashkent in Siberia in a single day.

Politics vs. Geography

SINKIANG (New Dominion) is twice as big as France. It has something less than 5,000,000 inhabitants. It is the largest province of China and may conceivably be the richest.

Sinkiang is one of the areas in the world where politics and geography combine to make a kind of explosive amalgam full of meaning to those who are curious about what is going to happen to the world.

Geography leans Sinkiang toward Russia. The Soviet Turk-Sib railroad runs a few miles from its frontier.

All the consumer goods we saw in Tihwa came from Russia; the cars we rode in were Russian; the army we saw drove Russian tanks. But politics leans the province back toward China.

I dined with Governor Sheng in Tihwa, and the Soviet consul general dined with us.

We toasted each other and the three countries from which we came in Russian vodka and in Chinese rice wine, and there was no hint of anything but cordial friendships between Russia and China.

New Powder Keg?

BUT THE NEXT morning I had a private breakfast, at his suggestion, with the Chinese governor, who once was sympathetic with the Communists and of late has shifted his allegiance to Generalissimo Chiang Kai-shek.

The stories Governor Sheng told me of murder, intrigue, espionage, and counter-espionage sounded like a dime thriller and would have been incredible to an Ameri-

can were it not for the evidence all about of suspicion and mystery.

Obviously, one of our problems, when the war is over, will be to help China and Russia work out in co-operation the common problems they face in Turkistan, near the roof of the world in Asia.

And that is another reason why I urge and urge again the necessity of bringing China and Russia, the United States and Great Britain, in common conference today to learn to work with each other while they fight.

For if they do not there is enough explosive powder in central Asia to blow the lid off the world again when the present fighting is over.

Lacks Only People

THE FIVE-HOUR flight from Tihwa to Lanchow, capital of Kansu province, was one of the most remarkable laps of our flight around the world.

Among the men who flew with our party over this rich but undeveloped land and told me of its potentialities was Dr. Hollington (Holly) V. Tong, China's vice minister of information, American-educated and "one of the generalissimo's keenest instruments, as faithful as a dog and as clean as a dog's tooth," as he was described to me.

Irrigation projects, power plants, fertile fields and pastures, whole cities could be built in this region, and all the country lacked to build them, it seemed to me, was people.

I don't know how often I thought of this flight during the weeks I was in China. In the first place, the emptiness of this northwestern region makes a striking contrast with the crowded, teeming lands of southern China.

Country Is China's Hope

IN THE SECOND place, every Chinese leader I talked to spoke of the northwest and the present struggle to open its riches with transport, co-operatives, and modern science, as China's most fundamental hope in the war against Japan and in the great task of building a strong, modern nation which will follow the peace.

In Lanchow I saw the terminal of the Russian highway, the one land route into modern China.

The Chinese end of the road, where there is neither roadbed nor gasoline nor trucks, fits much more appropriately the historical traditions of the highway.

Instead of trucks, the Chinese use carts, camels, and coolies. Soviet freight, which takes four days from the frontier to the Kansu border, takes 70 more days to reach Lanchow.

And still it has not reached a railroad, but must travel days and days farther by the most primitive transport imaginable before it debouches into the heavily populated parts of China where it is so desperately needed.

Haul Takes 2 Months

OUTSIDE LANCHOW, between the airport and the city, we saw a Chinese caravan being formed for the long haul back toward Russia made up of small, two-wheeled mule carts, rubber-tired—strangely, to my rubber-conscious eyes—and piled high with wool and salt and tea.

The mules were standing patiently in a row which must have been some miles long, the coolies next to them, waiting for the order to start.

They would be plodding westward for more than two months, I was told, before they could exchange their cargo for the gasoline, airplane parts, engines and ammunition which the Soviet Union is still shipping to China, largely on credits which have now reached a staggering total.

The road is a shoestring being used to support an enormous weight. If the shoestring breaks, we shall all be the losers.

Except for the American airplanes which fly in from India over the Himalayas, and the smuggling which seeps through the entire front against Japan, it is China's only link with the world.

NEXT: Chiang Kai-shek
The Register & Tribune Syndicate.

ROCKEFELLER LEADS PARADE IN ELECTRIC

NORTH TARRYTOWN, N. Y., July 5 (U. P.)—John D. Rockefeller Jr., whose father made millions in the oil business, led a gasless procession to the dedication of Philipae castle, restored to its colonial state. He drove a 1910 model electric roadster.

His daughter-in-law, Mrs. Nelson Rockefeller, and her children, arrived in a three-seated buckboard, and 60 employees of Rockefeller's Pocantico Hills estate came in three hay wagons.

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Sunshine bright and marvelously practical... for marketing, afternoon wear and evenings, just around the house. Coat, tieback, torso and shirtwaist styles.

SIZES 9 to 54

What's It Like Working at BRIDGEPORT BRASS?

If you are not now in vital war work, and are physically fit, the chances are you will soon face the necessity of entering a war profession. We can no longer blind ourselves to the fact that America needs every man and woman. You should consider where you can fit best—where you can do the most toward winning the war. Here are the facts about jobs at the Bridgeport Brass Ordnance Plant. Read them carefully.

Bridgeport Brass Needs You Now.

America must have more cartridge cases and shells! They will have to come off the lines at an even faster pace than they are now. When you work for Bridgeport Brass, you are working for America, and everything America means to you! If you can't fight, there is nothing you can do more important than this.

You Can't Escape This War.

No one can be an ostrich and stick his head into the sand until the war is over. The war reaches into every life, into every home, into every heart. Can you look into your own conscience and say freely, "I am doing my best toward winning this war"? All of us must participate—and participate to the fullest possible extent. For every able-bodied man will probably have to face the necessity of serving the war effort either in the armed forces or in a war production plant.

Free Training.

Whether the training is done right on the job or in special classes, you can be assured of adequate training and many opportunities for supplementary training to help you help yourself make more money. You'll earn full pay while you learn.

What Kinds of Jobs Are Open?

Many different kinds of jobs are now open. About 90 per cent of them can be filled by persons without any special skill.

What About The Pay?

Bridgeport Brass pay rates are based on quality and quantity of work done—and stack up right alongside the wage scale of other Indianapolis war plants.

What Chance For Advancement?

Our entire plant operates on an upgrading plan—if you show you have a will to work, your work will be reviewed and you will have the opportunity to advance. Increased skill and added responsibility is accompanied by increased pay.

The Work Is Interesting.

It's more than interesting—it's exciting. It's a thrill to know that you are producing actual implements of war, shells to blow up the Axis, which will be in the hands of some American service man soon after you turn them out.

Is It Heavy Work?

Some of it is, and some of it isn't—we must admit it... it is work... soul-satisfying work that makes you say to yourself, "At last, I am doing something really worthwhile!"

What Are the Physical Limits?

Almost any person, 18 or over, who is reasonably good physically and willing to work can fill a job in this plant.

How Do I Get There?

It's easy to get to Bridgeport Brass. Take Mars Hill or Stout Field. . . If you're driving, go west on either Morris street or West Washington street and turn south at Holt road. . . the plant is across the street from Stout Field.

Apply Now!

Demand is urgent, time is short, jobs must be filled immediately! Our employment office is conveniently open from 8 in the morning until 8 in the evening, Mondays through Fridays and from 8 to 4 on Saturday.

Bridgeport Brass Ordnance Plant

SOUTH HOLT ROAD

Near Mar. Hill . . . Opposite Stout Field

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