

ARMY SAYS ALARM REAL

U.S. Flyers Reap Indies Victories

Sink Two Transports and Destroy Three Planes; MacArthur Breaks Lull by Successful Attacks; American-British Airmen Blast Foe in Burma

Times Pacific War Summary

Sharpshooting United States Army flyers notched new victories in the Battle of the Dutch East Indies yesterday, sinking two big Japanese transports and blasting at least three Jap planes out of the skies without a single loss to themselves.

The triumphs were announced by the War Department in Washington which also reported that the all-quiet on the Philippines front had been broken as Gen. Douglas MacArthur's American-Filipino forces engaged the foe in "uniformly successful" local attacks.

Destruction of the transports was accomplished by six Flying Fortresses which roared across the Java Sea to Macassar—one of the enemy invasion nests on the southern tip of Celebes.

Greatly outnumbered American pursuit ships challenged swarms of enemy bombers and fighter planes in two separate actions over beleaguered Java. The Japs came out second best in both battles.

Other developments yesterday in the Pacific, as summarized by United Press and Associated Press dispatches, included:

BURMA—Imperial land forces reorganized their lines along the Sitang River during the full in field action during a smashing offensive of American and British pilots over Rangoon which bagged 30 enemy planes. All except military forces had been sent out of the Burmese capital in a compulsory evacuation, and the fight for Southern Burma appeared to have settled down to a delaying action.

EAST INDIES—Java was reported completely encircled and cut off from normal shipping communication with Australia, but the Dutch claim that the Japanese are spread over such a large area that if Java receives air and sea reinforcements it will be possible to obtain local superiority and wipe out the invaders.

Americans Sink Jap Ships

WASHINGTON, Feb. 25. (AP)—American pilots and bombardiers fighting in the Netherlands Indies sank two large Japanese transports, shot down at least three enemy aircraft and damaged several more in three separate actions, the War Department reported today.

There were no American losses. The transports were reported sunk by a flight of six Army Flying Fortress bombers at Macassar, Japanese-held port on the southwestern tip of the island of Celebes.

Over Soerabaja, the Java north coast port and the last major

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Storm Grows Over Delay in Alien Ouster

Telegraphic Pleas Sent to Olson Urging Action; Navy Speeds Evacuation

Spurred to action by yesterday morning's air-raid alarm here and bombardment of the Elwood oil field Monday by an enemy submarine, Southlanders yesterday demanded immediate evacuation of all Japanese aliens and citizens.

Telegrams poured into Governor Olson's office urging him to request Federal authorities to "remove from this State all Japanese, both American-born and alien, at once."

Typical of the telegrams was a message from a Los Angeles woman, sent at 7:28 a.m., just seven minutes after the "all clear" had sounded.

MAY REGRET DELAY
"Each new hour that a single Jap is at liberty in this State is an hour we might tragically regret," she said.

The drive to intern all Japanese was given impetus by news that 20 of them had been arrested during last night's air raid under extremely suspicious circumstances.

Many of these Japanese were reportedly flashing lights in signal patterns. Others refused to conform to the rigid blackout and left their market lights on until police and air-raid wardens took forcible steps to douse them.

NAVY TAKES ACTION

First to take action was the Navy.

In an order signed by Capt. Richard B. Coffman, commander of the naval operating base at Long Beach, all residents, aliens and citizens alike, of two areas on Terminal Island were given notice to evacuate by Friday midnight.

The areas, occupied by about 1000 Japanese, were defined as follows: Area 1—40 acres between Seaside and Ocean Aves. and lying north of Reeves Field, Navy air base; Area 2—100 acres, Fish Harbor, west of Reeves Field.

NOTICES POSTED

Notices were prepared by Irl D. Brett, special attorney in the Lands Division of the Department of Justice, and officers began posting them in the designated areas at 3 p.m. yesterday.

The Navy took over Terminal Island last Saturday and was given exclusive possession of privately owned areas within the island by a Federal court order.

Japanese on the island already had been served with notices to evacuate by March 14, but Tuesday night's air-raid alarm evidently prompted the decision to change the deadline to Friday.

The eviction notice stated that Japanese aliens were not freed from their obligation to report their new addresses to U.S. Dist.

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INFORMATION, PLEASE

(Editorial)

In view of the considerable public excitement and confusion caused by yesterday morning's supposed enemy air raid over this area and its spectacular official accompaniments, it seems to The Times that more specific public information should be forthcoming from government sources on the subject, if only to clarify their own so-far conflicting statements about it.

The five-hour blackout was ordered by the Army's 4th Interceptor Command and the ensuing heavy and long-continued anti-aircraft firing was also on official Army orders. It seems clear, then, that the responsible Army officials in this area were convinced that enemy aircraft were overhead and that no effort should be spared to shoot them down before they could attack, by bombs or otherwise. In its official statement, made public later yesterday from its San Francisco headquarters, the Western Defense Command said that "unidentified aircraft were reported in the area," that "there was a considerable amount of anti-aircraft firing," but that "no bombs were dropped and no planes shot down." It adds that "reports are conflicting and every effort is being made to ascertain the facts."

But in Washington, Secretary of the Navy Knox told his press conference that his information indicated that "it was just a false alarm. There were no planes over Los Angeles last night; at least, that's our understanding. None has been found and a very wide reconnaissance has been carried out."

According to the Associated Press, Secretary Knox intimated that reports of enemy air activity in the Pacific Coastal region might be due largely to "jittery nerves."

Whose nerves, Mr. Knox? The public's or the Army's?

Further quoting verbatim the Associated Press report of the press conference: "In his discussion of various reports of enemy action along the West Coast, Knox said he 'suspected' that eventually vital industries in that area would have to be moved to safer inland regions," as he (Mr. Knox) said he had been informed by Lord Beaverbrook that England has done, piecemeal, "to avoid disrupting production."

Now, in the name of that considerable part of the Southern California public which it is privileged to speak for, and with all due regard to necessary restrictions on military information, The Times respectfully inquires what all this means. Apparently the Army's information was that enemy planes were here and preparing for an attack, then or later. Accordingly it blacked out, started searchlights, opened fire and kept on firing for a long time. Secretary Knox's information, he says, is that there were no planes at all and that the whole thing was a false alarm and due largely to somebody's nervous jitters. On this basis he apparently predicates expression of a belief that such things will make it necessary to remove Pacific Coast war industries inland.

The reasoning is at least extraordinary. If there were no planes and no danger, wherein does this particular incident in any way support the theory that our great aircraft industry should be moved inland? Is it supposed to be damaged by false alarms and jittery nerves on the part of others? And are false alarms confined to the Pacific Coast?

And just where, if the question is a fair one, did Secretary Knox get the information leading him to believe that the air raid was a phony? The official and only official source of such information in this case is the Army. What the Army's information was has been made very clear, both by its own statement and by its vigorous action. It is not for a moment to be believed that the Army did not act in good faith in the matter. It is equally incredible that Secretary Knox would even remotely intimate anything of the sort. Least comprehensible of all is what the Navy head sees in the case to abet the desire of some government officials and some inland communities to transfer Coastal industries to the latter.

These are matters on which, in the view of this newspaper, the public is entitled to enlightenment. It does not appear that such information could in any way or degree prejudice any military effort or aid the enemy.

Knox Indicates Raid Just 'Jittery Nerves'

By a Times Staff Correspondent

WASHINGTON, Feb. 25.—Secretary of Navy Knox indicated today that this morning's reported air raid over Los Angeles area was due largely to "jittery nerves."

The Secretary when asked during his press conference concerning the Army's Western Command statement that an unidentified air raid had been reported over the West Coast area said his information indicated that it was "just a false alarm."

"There were no planes over Los Angeles last night, at least that's our understanding," the Secretary declared, "None have been found and a very wide reconnaissance has been carried out."

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Five Deaths Laid to Raid Blackout

Traffic Accidents and Heart Attacks Take Lives of Quintette

Deaths of five persons—three in traffic accidents, two as victims of heart attacks—were listed as directly attributable to the five-hour blackout in Los Angeles County yesterday morning.

The inky blackness also resulted in injuries to scores of other persons.

Mrs. Zeulah Klein, 48, of 1097 Mayflower St., Arcadia, was killed when an automobile in which she was riding collided during the blackout with a milk truck driven by Mrs. Goldie L. Wagner, 50, of 2510 S. 10th St., Arcadia, during the early morning hours at 1600 S. 10th St., Arcadia.

LIGHTS OFF

The victim's husband, Harry F. Klein, 47, told deputy sheriffs he was driving with his car lights off when he collided with the milk truck, which was also reported driving without lights. Mrs. Klein died at the scene. Klein and Mrs. Wagner received minor injuries.

Police Sergeant Engebert Larson, 55, of 3295 Adriatic Ave., Long Beach, was killed in a head-on collision in Long Beach while en route to the police station for emergency duty.

DRIVER SUCCUMBS

A pedestrian, Jesus Alferes, 55, of 1658 Pomeroy St., died at Georgia Street Receiving Hospital from injuries he received when he walked into the side of an automobile driven by Henry W. Graveson, 26, of 11232 Duncan St., Lynwood, during the blackout in the 900 block on Mission Road. Graveson was not held.

While driving a station wagon loaded with ammunition for the California State Guard unit in Hollywood, Henry B. Ayers, 60, slumped over in his seat and died of a heart attack before medical aid could reach him. Ayers suffered the heart attack while the blackout was in full force and anti-aircraft fire was piercing the sky.

HEART ATTACK

While busy on duty as an air-raid warden George P. Weil, 36, of 2834 Horvater Drive, suffered a heart attack. He was taken home and died there a short time later. He leaves his widow, Mrs. Betty Weil, and a son Robert, 8, Weil was an accountant. Forest Lawn Mortuary will have charge of funeral arrangements.

William Prince, 71, of 384 N. Vernon Ave., Pasadena, received critical injuries when he was struck by a car reported driven by Raymond C. Parker, 21, of 1301 N. Los Robles Ave., Pasadena, at the intersection of Garfield Ave. and Colorado St., Pasadena. Prince was treated at the Huntington Memorial Hospital for a possible fractured skull and other serious head injuries. Various accidents caused in

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Rubber in Corsets Ordered Banned

WASHINGTON, Feb. 25. (AP) After more than a month of indecision the War Production Board today finally made up its mind and prohibited use of rubber in corsets and girdles.

Then, to balance bad news for the women, the board threw in a general prohibition broad enough to cover men's garters and suspenders.

Arthur Newhall, chief of the W.P.B. rubber branch, and R. R. Guthrie, head of the textile branch, issued a joint announcement that rubber no longer will be available for the rubber thread used in making corsets, girdles and other foundation garments, or any type of elastic bands used in clothing. Surgical-type garments, made to W.P.B. specifications, are exempt.

Roaring Guns Mark Blackout

Identity of Aircraft Veiled in Mystery; No Bombs Dropped and No Enemy Craft Hit; Civilians Report Seeing Planes and Balloon

Overshadowing a nation-wide maelstrom of rumors and conflicting reports, the Army's Western Defense Command yesterday insisted that Los Angeles' early morning blackout and anti-aircraft action were the result of unidentified aircraft sighted over the beach area.

In two official statements, issued while Secretary of the Navy Knox in Washington was attributing the activity to a false alarm and "jittery nerves," the command in San Francisco confirmed and reconfirmed the presence over the Southland of unidentified planes.

Relayed by the Southern California sector office in Pasadena, the second statement read:

"The aircraft which caused the blackout in the Los Angeles area for several hours this a.m. have not been identified."

Insistence from official quarters that the alarm was real came as hundreds of thousands of citizens who heard and saw the activity spread countless varying stories of the episode.

The spectacular anti-aircraft barrage came after the 4th

For other news and pictures of yesterday's air raid alarm, see Pages A, B, C and D.

Interceptor Command ordered the blackout when strange craft were reported over the coast line.

Powerful searchlights from countless stations stabbed the sky with brilliant probing fingers while anti-aircraft batteries dotted the heavens with beautiful, if sinister, orange bursts of shrapnel.

CITY BLACKED OUT FOR HOURS

The city was blacked out from 2:25 to 7:21 a.m. after an earlier yellow alert at 7:13 p.m. was called off at 10:23 p.m. The blackout was in effect from here to the Mexican border and inland to the San Joaquin Valley.

No bombs were dropped and no airplanes shot down and, miraculously in view of the tons of missiles hurled aloft, only two persons were reported wounded by falling shell fragments.

Countless thousands of Southland residents, many of whom were late to work because of the traffic tie-up during the blackout, rubbed their eyes sleepily yesterday as they agreed that, regardless of the question of how "real" the air-raid alarm may have been, it was "a great show" and "well worth losing a few hours' sleep."

COAST STAYS ON ALERT

The Army's Western Defense Command in San Francisco issued a noncommittal statement to the effect that there was a blackout and shooting, and added that no bombs were dropped and no planes were shot down.

The text of the official announcement read: "Cities in the Los Angeles area were blacked out at 2:25 a.m. today on orders from the 4th Interceptor Command when unidentified aircraft were reported in the area."

"Although reports were conflicting and every effort is being made to ascertain the facts, it is clear that no bombs were dropped and no planes were shot down."

"There was a considerable amount of anti-aircraft firing. The all-clear signal came at 7:21 a.m."

The announcement brought no relaxation of the Pacific Coast's vigilance in the wake of an Axis submarine's shelling of a Santa Barbara County oil field Monday night.

ROUNDUP OF ENEMY ALIENS PRESSED

While military aircraft patrolled the land and sea approaches to this strategic area, authorities pressed their roundup of enemy aliens and other persons whose activities during the emergency period were questionable.

Thirty persons, 20 of whom were Japanese, were arrested during the night and morning.

Police and Sheriff's deputies who rounded up the Japanese

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Attention Subscribers!

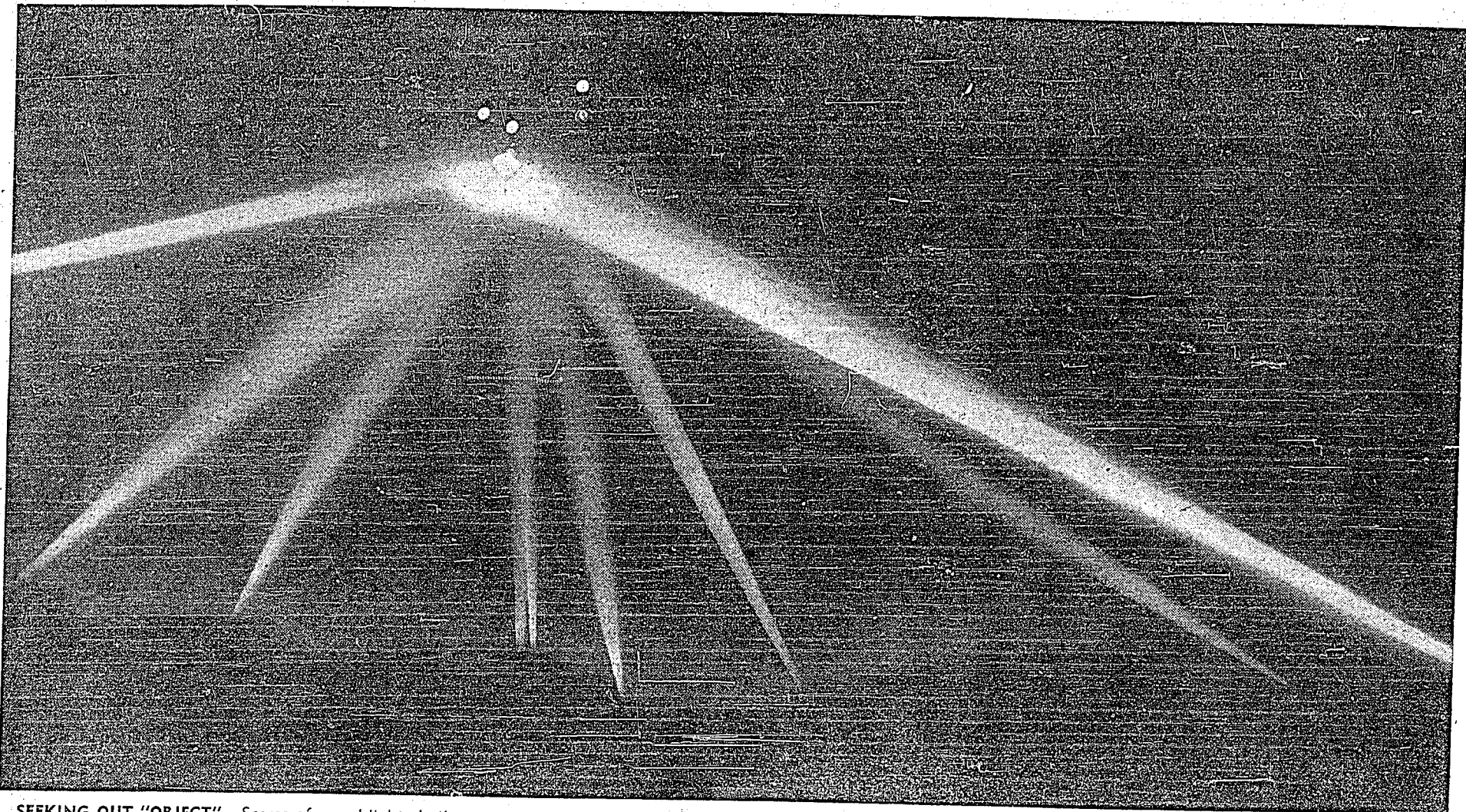
Because of the blackout yesterday between 2:25 a.m. and 7:21 a.m., delivery of The Times to many subscribers was delayed in some cases until late morning hours.

The movement of motor vehicles is forbidden during a blackout, hence the trucks which carry The Times from its building at First and Spring Sts. to dealers stationed throughout the city and environs could not move until after 7:21 a.m.

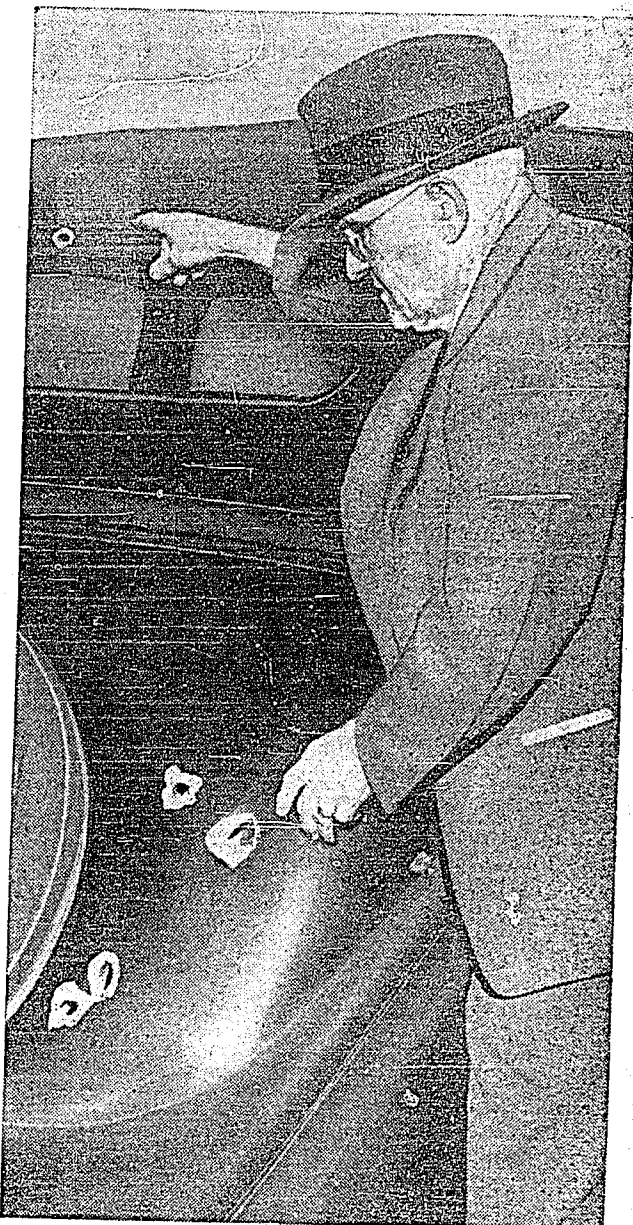
Further delay was caused by the fact many delivery boys had departed for school by the time the newspapers reached the dealers.

The Times makes this explanation because of the many calls complaining of late delivery, and trusts its readers will realize the circumstance which caused the delay was beyond its control.

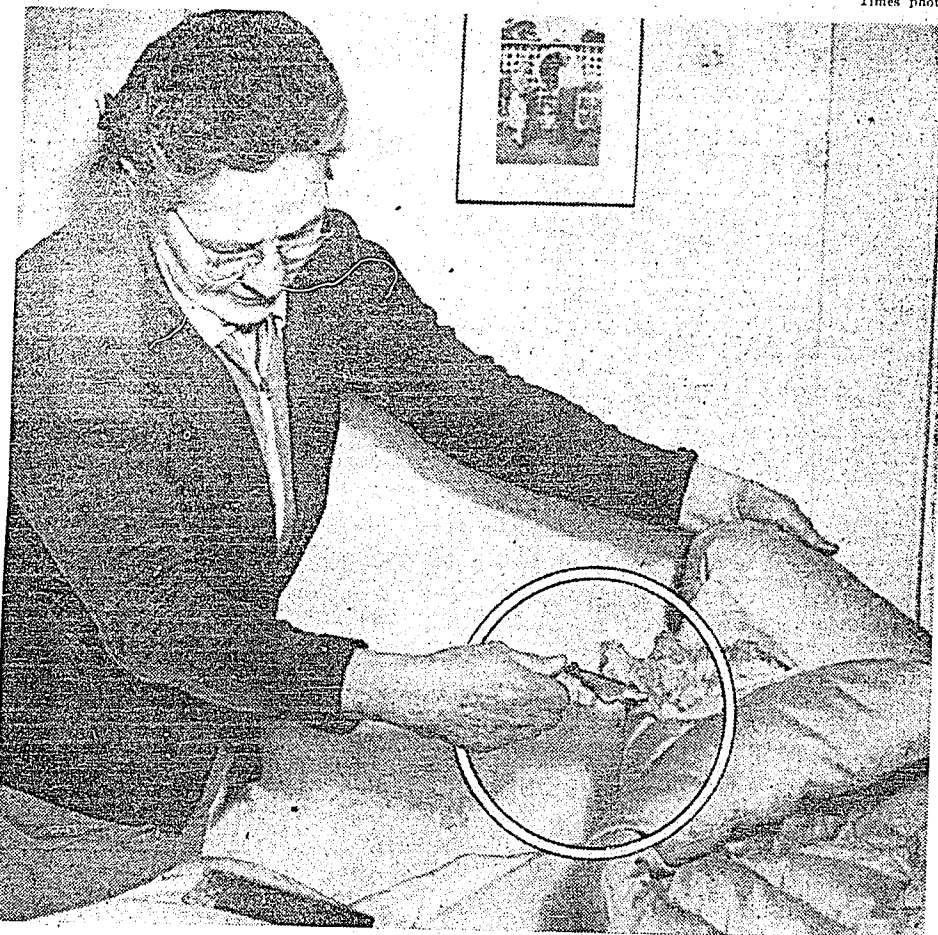
Searchlights and Anti-aircraft Guns Comb Sky During Alarm



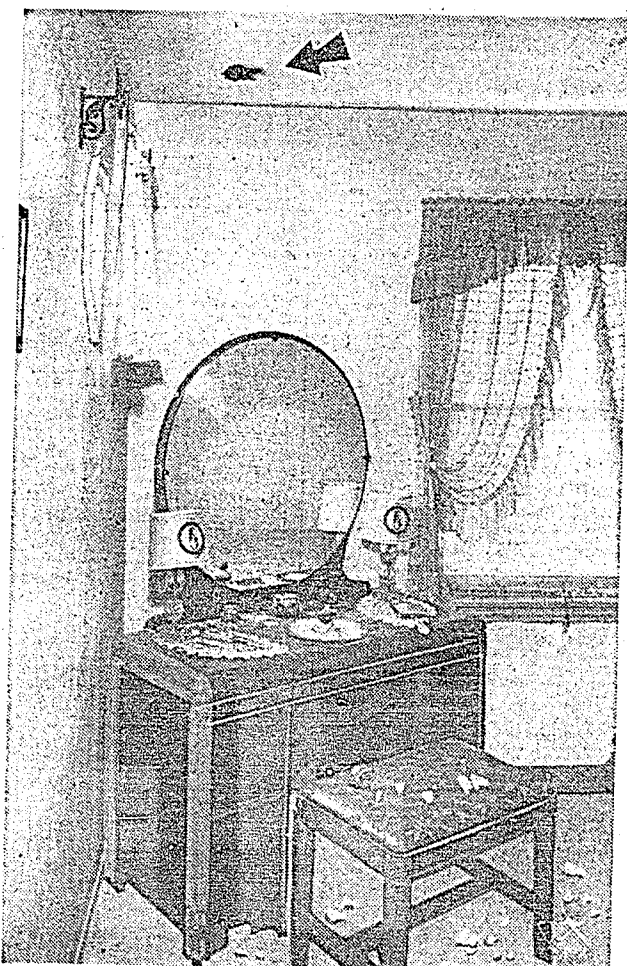
SEEKING OUT "OBJECT"—Scores of searchlights built a wigwam of light beams over Los Angeles early yesterday morning during the alarm. This picture taken during black-out shows nine beams converging on an "object" in sky in Culver City area. The blobs of light which show at apex of beam angles were made by anti-aircraft shells. See Story on Page 1, Part I. Times photo



MARKINGS—Hugh Landis of 1738 W. 43rd Place points to holes made in his car, as it stood in garage, by fragments of anti-aircraft shell that hit near by. Times photo



CLOSE ONE—Miss Blanche Sedgwick and niece, Josie Duffy, got up to watch firing and escaped possible injury when shell fragment hit. Mrs. H. G. Landis examines missile. WY photo.



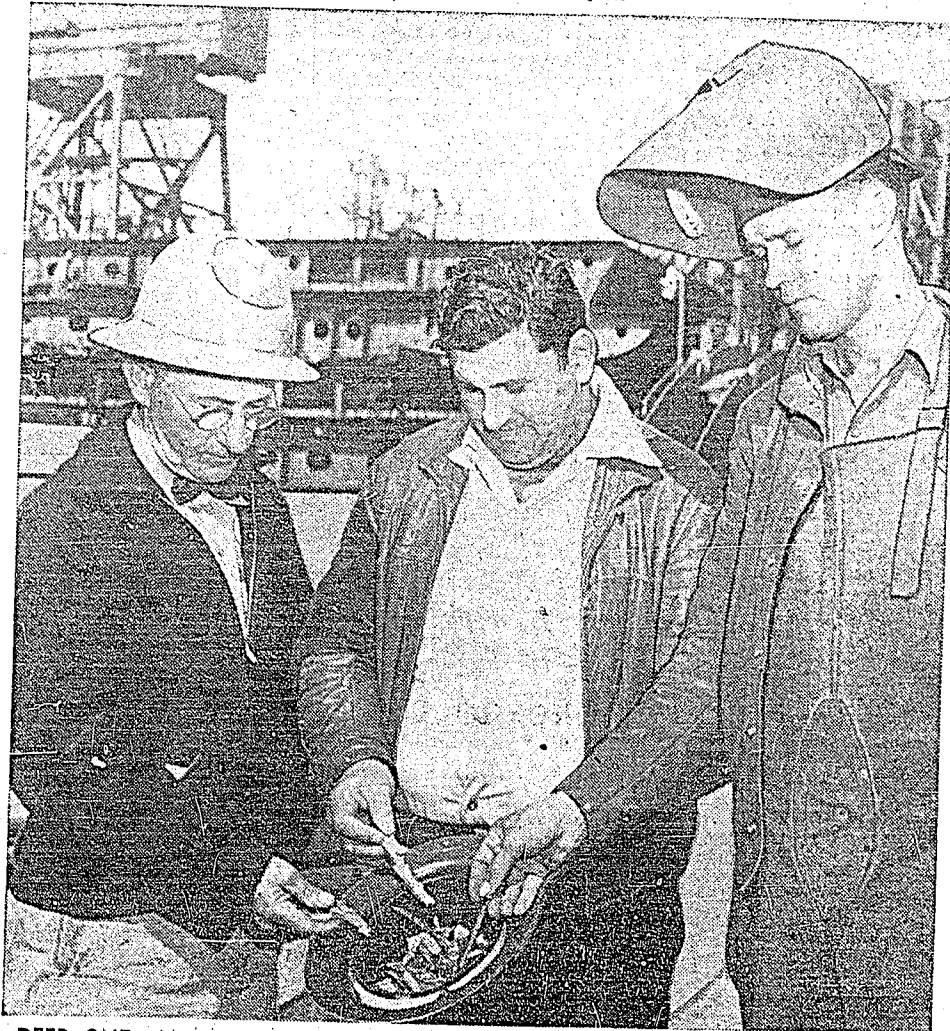
BEDROOM PIERCED—Here is damage done to bedroom in home of Victor L. Norman at 2036 Easy Ave., Long Beach, when anti-aircraft shrapnel pierced dwelling. Times photo



AFTER DUD—Cliff Stingley, air-raid warden (left), and Detective Captain R. R. Carnahan, dig for dud which buried itself in roadside near Rancho golf course. Herman F. Reich (right), found spot where shell hit. Times photo



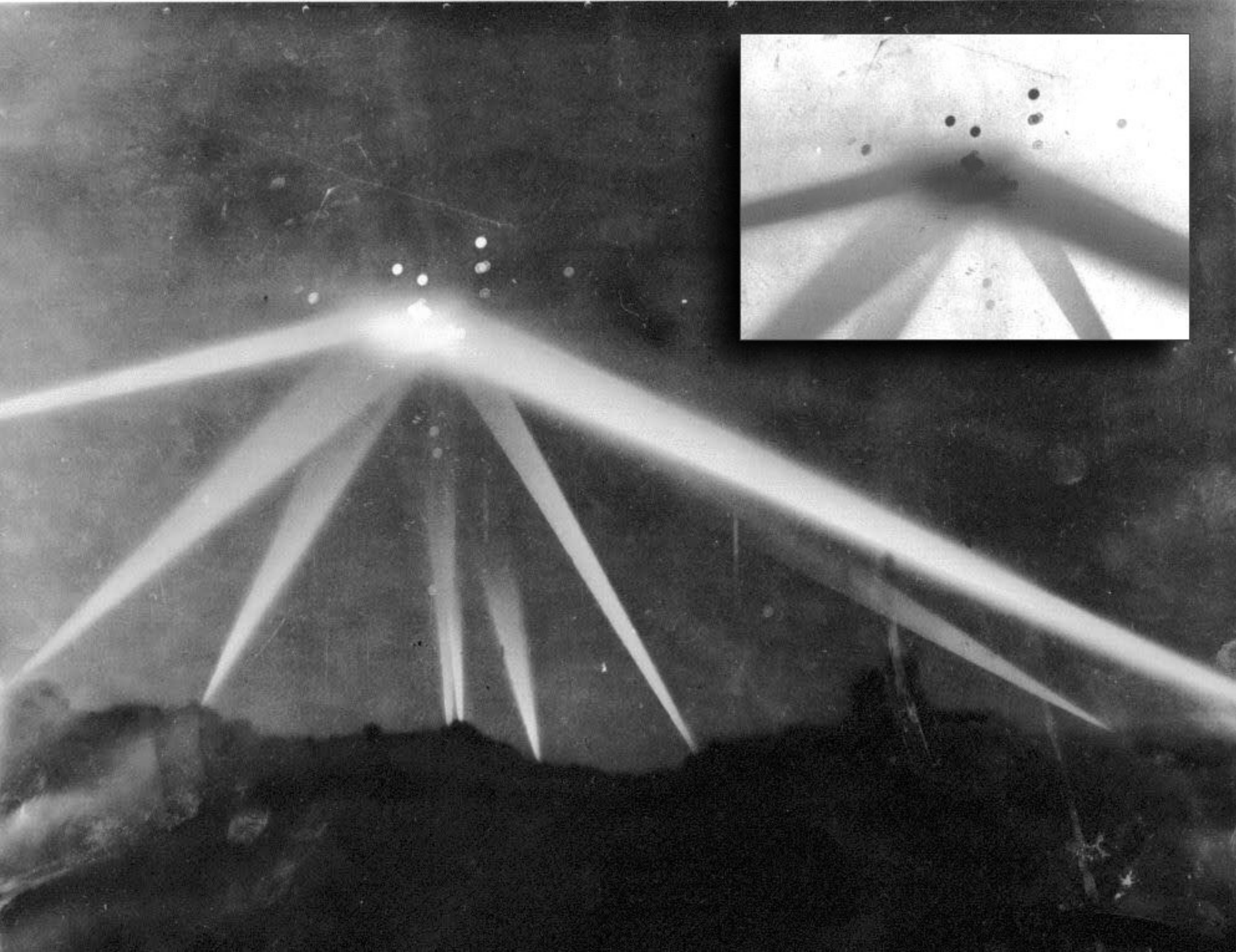
DEEP ONE—Motorcycle Officer Bobby Clark reaches into hole caused by dud shell in driveway at 1337 Maple St., Santa Monica. Shell was recovered. Pacific Press photo



SHIPYARD FRAGMENTS—Left to right are W. M. Breslin, Dan Gomes and David Parker holding hatful of ack-ack shell bits picked up in California Shipyard. Times photo



UNEXPLODED—Lieut. L. E. Richards holds part of unexploded shell found after digging search near Rancho. Times photo







The Home Front

by Tom Treanor

BEING OF A hot and cold temperament, we are able to change quickly from under-estimating to over-rating the Japs.

After all, what they have done to date is no more than stick a gun into the arms of a foolish unarmed man and force him to give ground.

That we are unarmed is, of course, quite disgusting and nobody's fault but our own, but it doesn't mean the Japs are supermen.

They still haven't been able to lick the Chinese and from time to time the Chinese have given them some shocking defeats.

The Japs can be had by good fighters.

IN THE PAST few days I have quoted liberally from Capt. Hal Sweet of Pan American Airways who recently returned from China.

I must thank him. He is a bottomless source. He has flown hundreds of times over the Japanese lines and, incidentally, is a source of keen annoyance to them.

On cloudy nights he will go 50 miles out of his way to heckle a Japanese-occupied city, knowing that the sound of an unidentified airplane overhead will bring on a quick blackout, irritating and confusing the Japs.

Every time he blacks out a Jap-occupied city Capt. Sweet feels he is the doctor. It cures what ails him.

HE IS A powerful believer in the fundamental inferiority of the Japanese to the Americans.

His favorite thesis is the Rangoon flyers, whom he knows intimately, and whose prowess is absolutely unprecedented by flyers of any nation, including England and Germany.

As a small unit they have done more spectacular and more successful service than any other flying group the world has known.

And they have done it against the Japanese.

IT IS NOT only encouraging, but thrilling, to hear him tell of the Rangoon boys going up against an incoming flight of Japanese.

The Rangoon boys went over fancying themselves a bunch of wild men who had to put on a spree at regular intervals to show their reckless, daredevil nature.

They don't drink anymore now, he says. They don't like that bad feeling when they are about to go up. And they don't like the idea that the fellow in the next plane has that bad feeling. If he gets killed, the whole team is apt to get killed.

They have an added sense of responsibility also since the United States went into war. They don't need wine and women for excitement.

They're cold sober when the alarm sounds and they drive out to the field in station wagons. There is no business of being put in pressure tanks. They're only going up to 25,000 and they can dive from there to the basement without getting the bends.

When they get to the field the ground crew has the planes warming up. There are a lot of Chinese mechanics and they take a special pride in the boy who flies the plane they keep.

IT SHOULD BE guerrilla warfare, the planes leaving from one base and returning to another, so the Japs can't catch them on the ground. It's the same game he has played with his transports, eluding the Japs by never turning up where he's expected.

His great ambition, however, is to go after the power and heavy steel industries of Japan with Flying Fortresses.

"Eighty per cent of all the power in Japan is generated in one spot," he says, "and 100 per cent of the steel is made in another place."

Knox Indicates Air-Raid Alarm Due to Jittery Nerves

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gions, just as the British have moved their industries away from more dangerous sections.

The Secretary said that Lord Beaverbrook, the former British production chief, had told him that in England factories were moved one department at a time in order to avoid disrupting production. The other departments kept working.

"I suspect that's what we will have to do eventually," Knox said.

Knox Statement Called Damaging

Secretary of the Navy Knox's reported statement that yesterday's air raid was a "false alarm" last night was branded damaging to civilian morale by Sheriff Eugene W. Biscailuz, chairman, and Harold W. Kennedy, executive director of the Los Angeles County Defense Council.

"We called upon Maj. Gen. Walter Wilson of the Southern California military district and the office of Brig. Gen. William Ord Ryan of the 4th Interceptor Command to do what they can to clarify the situation," the council executives said.

They slap him on the back and smile and then away goes the flight of planes.

A good many of the flights take place right over the airport, because that is a bombing objective.

OF COURSE, THESE boys went over to fight for money as well as glory. They get \$500 a Japanese plane.

According to the ground rules, they can't count a score if the Jap plane can't be found on the ground the next few days by the paymaster. This makes them check the locale closely.

It also means they don't get their \$500 for shooting a plane into the water. It sinks and the paymaster can't find it.

ALTOGETHER, CAPT. Sweet is as well acquainted with the military as the civilian aspects of flying.

He hardly knows where one begins and the other ends. His frequent passengers are the Generalissimo and the Madame and they aren't neutrals.

The Japanese have an open season on Pan Am's China planes.

Capt. Sweet's fervent hope is that we will form a United States bomber squadron to work on a small but effective scale, along the same lines as the Rangoon flyers, who are almost exclusively fighter pilots.

He points out what most of us do not know, that air bases fairly close to the Chinese coast are still available to us.

For, while the Japanese have driven between 1000 and 2000 miles inland, they have penetrated with long tentacles. The territory on either side still remains Chinese.

From bases in this territory, Capt. Sweet says, American bombers would be within practical bombing distance of Japan and the slender, vulnerable Japanese shipping lanes.

As matters now stand, the Japanese supply lines are unopposed and therefore unprotected by planes or fighting craft.

We have permitted the Japanese to make a parade ground of the waters to the Southwest Pacific, when with a small number of bombers we could take a heavy toll.

We have failed to do to Japan what Germany is doing to England, although Japan is just another island.

For this troop and supply ship straining all Capt. Sweet would like to see is a few Marylands and Havocs with the bomb racks replaced by gasoline tanks and four cannons mounted in the nose. By diving and slashing, he says, the biggest merchantman afloat can be sunk.

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Faulty Shells Blast Homes

Several Dwellings Hit by Exploding Projectiles; Long Beach Man Hurt

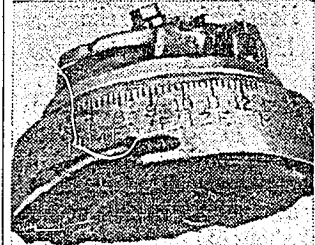
Illustrated on Pages 3 and 4.

Anti-aircraft shells which failed to explode in the air during the barrage early yesterday and crashed to earth injured one man and caused considerable property damage.

The casualty was Clyde S. Lane, 32, of 1950 S. Locust Ave., Long Beach, who suffered an 8-inch scalp laceration when a shell hit the sidewalk in front of the Bank of America and exploded. Lane was taken to St. Mary's Hospital for treatment.

The blast also broke the windows of the bank and damaged the interior. The bank is situated at Market St. and Long Beach Blvd.

In Long Beach two homes were damaged. One shell pierced the roof of the home of Dr. Franklin



DIDN'T WORK—This shows timing device on anti-aircraft shell which governs altitude at which shell explodes. This one didn't explode until it hit.

W. Stewart of 1741 Linden Ave. and exploded in a room used as an office, blasting steel fragments through a wall into the kitchen. The 3-inch projectile demolished the interiors of both rooms.

Victor L. Norman of 2036 Easy Ave., Long Beach, also escaped injury when another shell crashed through the roof of his home and exploded.

HOMES DAMAGED HERE

Three Los Angeles homes were damaged by a 3-inch shell which crashed in the 1700 block of W. 43rd Place. The missile struck a concrete apron in front of a garage at 1738 W. 43rd Place in the rear of a home occupied by Mr. and Mrs. Hugh G. Landis.

Mr. and Mrs. Landis, Mrs. Landis' sister, Mrs. Blanche Sedgewick, and her niece, Josie Duffy, 14, escaped injury only because they were on the front porch watching the barrage.

EMPTY BED STRUCK

Fragments of the projectile tore through the rear walls of the home into two bedrooms and the kitchen. Glass in all rear windows was broken out and one large shell fragment tore through the wall into Mrs. Sedgewick's bed, ripping the blanket and mattress.

Walls and window of the home of Selas Sakellaris, 1734 W. 43rd Place were ripped by another exploding shell. Two pieces of hot metal were blasted into a room occupied by John Sakellaris, a son, one shattering a door frame and the other striking the side of the bed occupied by the boy.

AUTO TIRE CASUALTY

Another heavy fragment crashed through a window into the bedroom of Sophia A. daughter and a fourth fragment crashed into the Sakellaris garage blowing out a tire on the family car.

A third home damaged by the exploding shell was that of Kenneth R. McPhail, 78, his son Kenneth Jr. and his daughter Anne of 1730 W. 43rd Place. A bedroom wall was ripped open by the blast but no one was injured.

POLICE DIG UP DUD

West Los Angeles police and an air-raid warden retrieved an unexploded shell which whistled over roof tops and lodged in a clay bank at the Rancho Golf Course at Ayres and Patricia Aves. Capt. R. R. Canahan, Lieut. L. E. Richards, Detective Merle Page and Cliff Stringley, an air-raid warden, retrieved the missile and carted it away for demolition.

In Santa Monica another three-inch shell crashed through a cement driveway beside the home of Fred Watson of 1337 Maple St., and buried itself three feet underground without exploding.

BLOCK ROPED OFF

The entire block was roped off for more than an hour until police retrieved the projectile and removed it to a safe place.

Lester Quinn, operator of a dairy farm at 220th St. and Vermont Ave., said that one of his cows was seriously injured by falling shell fragments, several others were slightly hurt, and the entire herd was stampeded so that it required several extra hours to round them up for the morning milking.

A large shell fragment crashed through the roof of a rabbit hutch at the home of D. R. Harp of 129th St. and Cerise Ave., West Inglewood, but caused no serious damage.

Shelling of California Big News for Japanese

NEW YORK, Feb. 25. (AP)—The Tokyo press had a field day of propaganda today over the shelling of the California coast Monday night by a Japanese submarine, and the newspaper Asahi told the Japanese people New York had ordered a blackout immediately.

There has been no blackout of New York's glittering lights. Kokumin said the attack disclosed such weakness that "occupation of the United States mainland no longer is in the realm of dreams."

It added that "Panama's fate may soon be hanging in the balance."

Nichi Nichi told its readers the attack "must have been a terrible spiritual blow to the American people."

Alarm Real, Says Army; 'Raid' Mystery Unsolved

Official Secrecy Cloaks Supposed Visitation of Enemy Planes and Bombardment of Skies

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acted on complaints by air-raid wardens and citizens that some of the Nipponese were either attempting to signal with flares or other means, or refused to cooperate in making the blackout effective. Some were turned over to the Federal Bureau of Investigation; others were fined; still others were released to await court hearings on their accusations.

Authorities reported the blackout generally successful and promptly inaugurated after the warnings were issued. The 10,000 air-raid wardens in the Los Angeles area responded to the emergency almost to a man, although it was the first time they had been called out under actual raid conditions.

Deputy Police Chief Ross R. McDonald, in charge of the department's war activities, credited the wardens with helping to prevent countless accidents in traffic during the blackouts.

The blackout was not without its casualties, however. A State Guardsman died of a heart attack while driving an ammunition truck, heart failure also accounted for the death of an air-raid warden on duty, a woman was killed in a car-truck collision in Arcadia; an air-raid warden chasing a suspicious character he thought might be a Jap fell and broke an ankle. A Long Beach policeman was killed in a traffic crash en route to duty.

CIVIC CENTER GUARDED

Sheriff's deputies guarded Civic Center buildings with new machine guns of tremendous firepower throughout the night.

Various observers claimed they saw high-flying planes numbering one to hundreds, during the terrific clamor of the anti-aircraft barrage. Some thought the activities of the busy gunners was a dirigible, a balloon or possibly a drifting barrage balloon.

Other observers, equipped with powerful night glasses, asserted they were unable to see a single aircraft or other object in the sky.

LIVES SAVED

In one instance, the attraction of the aerial display, the attraction of the night sky possibly saved the lives of two persons.

As the clamor of the anti-aircraft barrage got under way, Mrs. Blanche Sedgewick and her niece, Josie Duffy, 14, left their bed in a rear room of the home of Mr. and Mrs. Hugh G. Landis, 1738 W. 43rd Place, to watch the firing.

From high in the sky an unexploded shell whistled down onto the concrete apron in front of the Landis garage. The glass in the rear windows was shattered and shell fragments screamed into the dwelling.

One jagged fragment tore through the bedroom wall and ripped the bed where the woman and girl had been reposing.

Other dwellings in the immediate vicinity were pocked by shell splinters.

Whether American interceptor planes took off during the barrage to hunt the unidentified aircraft could not be established.

REPORTS CONFLICT

One official source which declined to be quoted directly said American planes quickly went into action. Another said no United States Army planes took off because of the danger from anti-aircraft fire.

Still another source expressed the opinion that if the unidentified planes were hostile they

might have flown from a carrier so far at sea they had no accommodations for bombs in addition to capacity fuel loads, and therefore were on reconnaissance. This, it was said, would explain why no bombs were dropped.

From Akron, O., home of American lighter-than-air experts, came opinions that the Japanese would not employ blimps because they could not obtain fireproof helium.

For the first time in their lives, Southland aircraft workers labored behind blacked-out factory windows while anti-aircraft guns on the roofs hammered projectiles into the sky at intervals.

Much of the firing appeared to come from the vicinity of aircraft plants along the coastal area of Santa Monica, Inglewood, Southwest Los Angeles and Long Beach. Batteries in the San Fernando Valley aircraft production area remained silent on the alert.

From Santa Barbara, area of the submarine attack Monday night, Dist. Atty. Percy Heckendorf said he would appeal to Lieut. Gen. John L. DeWitt, commanding officer of the Western Defense Command, to make Santa Barbara County a restricted area for enemy nationals and American-born Japanese as well.

"There is convincing proof," Heckendorf asserted, "that there were shore signals flashed to the enemy." Heckendorf said the people would hold Gen. DeWitt responsible if he failed to act.

Army ordnance officers meanwhile were studying more than 200 pounds of shell fragments from missiles fired by the submarine which caused only \$500 damage in the Elwood oil field near Santa Barbara.

Five Deaths Laid to Blackouts

Continued from First Page

juries to many persons during the eerie blackout hours.

In an unusual accident, William Stokely, 23, radio announcer, of 1624 N. Hudson Ave., received a deep laceration over his right eye when he ran into an awning while running to work.

Lieut. Walter Larter, 29, of 132 W. 98th St., kicked in a glass window in a Hollywood store to put out a light and suffered a half-inch cut on his right leg.

Hurrying to his air-raid warden post, Roy Campbell, 71, slipped in the darkness on the stairs at his home, 1102 Elden St., and received a broken leg arm.

In Pasadena, Charles W. Hoffman, 64, an air-raid warden of 73 W. Villa St., suffered possible fracture of the right hip when he fell from a three-foot retaining wall while checking lights of an apartment house at 506 N. Fair Oaks Ave.

Another air-raid warden, Thomas G. Barber, 22, of 1970 Cheremoya St., sprained his right ankle when he jumped over a three-foot fence in Hollywood in an effort to reach a house which had its light on.

Mrs. Marie Charles, 71, of 205 Bennett Ave., Long Beach, suffered serious injuries when she stumbled in the darkness of her home and fell headlong down the stairs.

SHOOTING STARS

As you walked, you looked back over your shoulder to see what was going on up there and over yonder and if the great searchlights were moving your way. To a novice in air raids the shooting stars were a menace, and they seemed to join in defense of their orbits.

Dim shadows of people filtered by. Some laughter and conversation trickled from the locked doors of bistros. Wardens' whistles shrieked now and then and a voice yelled at a light.

The people you met weren't rattled or scared or particularly nervous. But their eyes were turned unbelievably southward toward those lights and bursting shells. They looked up.

And they were awake—wide, wide awake.

Tony Sarg Improves

NEW YORK, Feb. 25. (AP)—Tony Sarg, 59, artist and puppeteer, today was reported slightly improved at Manhattan General Hospital where he underwent an appendectomy last week.

Gunfire Routs Complacency

Bursts From Anti-aircraft Batteries Bring War's Reality to Southland

BY GENE SHERMAN

First bursts of anti-aircraft guns yesterday morning awakened Los Angeles and the Southland from an unhealthy slumber—complacency.

This reporter made his way from his home at W. Washington and Redondo Bvds. to The Times Building during the blackout and had ample opportunity to sample what public reaction there was in those dark early morning hours.

While the southern horizon sparkled with a fan of searchlights criss-crossing to spot the enemy airmen, the city was plunged into total darkness.

BLACKOUT COMPLETE

Walking—or rather stumbling—through the streets, was physical proof that the blackout was complete.

Some persons stood on front porches in night clothes, watching the ack-ack shells crash against the crystal-clear, star-flecked sky. They strained their eyes southward and craned their necks upward. Everybody did.

Air-raid wardens roamed the sidewalks and here and there, where lights glared through careless windows, ordered the residents to doze them.

Except for the wardens, who did what everyone considered a great job, and police officers, the streets were bare of humanity.

TRAFFIC FROZEN

Traffic was frozen. Streetcars, darkened, stayed where the alert stopped them.

A motorcycle officer who gave this reporter a lift to Wilshire Police Station, said:

"Well, this might do the folks around here some good. This ain't no picnic, and now they know it."

The thunder of the sky guns to the south and the flash from their muzzles as they unloaded their potions of death to the invaders lent real emphasis to that statement.

At Wilshire station the officers wore grim visages as they answered ceaseless calls—Japanese signaling with red lights, flares here, terrific concussion there—war calls.

"Get that light out on Wilshire Blvd."

RACE TO PROWL CARS

Two officers raced to their prowling car, me on their heels. This was transportation to the office when cars weren't moving.

"These guys got to learn that they can't leave their damn lights on," said one, referring to the merchant on the boulevard whose neon sign blazed away.

A score of men met our car. They wanted to know just how far they could go in getting that beacon out.

"Just get it out," said the officers. The men went hunting for rocks.

"What about those blinker traffic lights on Wilshire?" said one of the officers. "Hell, they mark the road like the Auto Club." The lights blinked on.

HAILED BY WARDENS

At every other intersection the police car was hailed by air-raid wardens, white bands around their arms.

"Turn those lights out and stop!" they yelled, before they saw the car was official.

"The Japs around here will be awfully unpopular tomorrow," said a bystander.

Now the searchlights were out and the guns were quiet. The police car cruised along Wilshire. Suddenly one searchlight streaked into the blue. Another joined it. Another, and another, and another. They joined for a moment above us.

"Let's see what's doing over on Olympic Blvd.," said one of the officers. But then the lights shifted slowly southward, over the coastline.

Walking toward you, you could see clearly enough by starlight. Ten million stars must have hung in the sky and not a vagabond cloud to obscure them.

As you walked, you looked back over your shoulder to see what was going on up there and over yonder and if the great searchlights were moving your way. To a novice in air raids the shooting stars were a menace, and they seemed to join in defense of their orbits.

Dim shadows of people filtered by. Some laughter and conversation trickled from the locked doors of bistros. Wardens' whistles shrieked now and then and a voice yelled at a light.

The people you met weren't rattled or scared or particularly nervous. But their eyes were turned unbelievably southward toward those lights and bursting shells. They looked up.

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Tony Sarg Improves

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Fair Enough

by Westbrook Pegler



CHICAGO, Feb. 25.—There must be some fine legal reason why the American people do not insist on the death penalty when we catch a spy and convict him of transmitting information calculated to help the enemy kill Americans and defeat this nation. If such is the law, however, it should be amended at once, a step which would have almost unanimous public approval.

Every person henceforth convicted of treason or espionage, such as dynamiting, arson and vandalism in war factories, should be put to death by a firing squad according to the old European formula which the Germans have used so freely on traitors in their own midst and on foreign spies and saboteurs, both in Germany and in foreign lands.

U.S. Will Get Tough

The United States is bound to get, tough eventually and there is no reason to get tough gradually.

On the contrary, the fact that our severest punishment is a mere prison sentence, which is likely to be commuted by a victorious U.S.A. in a mood of forgiving generosity after the war, or commuted by the conquering enemy should the war go the other way, is sure to encourage such enemies of the American people to take chances.

There is not much in the German method and psychology that we find attractive, but they are masters of the war and their way of dealing with the sneak who imperils their soldiers in the field, their civilians at home or their nation's cause in war is the best of all.

Invitations to Treachery

Ours is an invitation to treachery. I suppose we must not kill traitors and enemy spies who had traffic with the Germans, Italians and Japanese down to the formal state of war, but certainly any enemy agent who is convicted of acts hostile to this country committed since then should be put to death soon after conviction.

Social or political rank or position should not be permitted to influence our conduct and I insist still that every man and woman who participated as a member in any of the activities of the anti-American bands or a spy of the Italian treason groups which masqueraded as cultural societies should be seized now and fled away in a concentration camp.

You can't treat traitors and

spies nice in war and do justice to your own people and it is a betrayal on the home front of men fighting the enemy to flinch from the plain duty of stamping out such vermin by quick, direct, irrevocable methods.

Involved philosophical and historical arguments about the rights and wrongs of the war should be avoided. It happens that Germany, Italy and Japan are the enemies of the American people just now and therefore are in the wrong. Any American who holds otherwise must assume his own risks. Intent would be an important consideration in judging conduct, but it is a familiar problem in courts and where wrong intent is shown the death penalty should be inflicted.

Let's Ban 'Heil Hitler'

It is outrageous that the woman who on a recent evening helled Hitler in a New York restaurant and munched Miss Dorothy Thompson's finger in a personal scuffle when Miss Thompson remonstrated is not in prison right now, if she isn't. Apparently the woman was drunk, but that is no excuse.

We should make it dangerous for anyone to hell Hitler, drunk or sober, and anyone who can't handle liquor any better than that should take the consequences. To hell Hitler is treason and the guests in the restaurant who failed to crown this treacherous female with a sugar bowl or seidel revealed that flabby, pathetic softness which has made this country a sucker for every kind of treachery

Blackout Violator Suspects Arrested

Twenty-one Santa Ana Merchants Fined \$50 Each for Failure to Douse Lights in Stores

Failure to observe blackout precautions during Tuesday night's air raid brought widespread arrests throughout Southern California as authorities, testing the air defense warning setup for the first time under actual wartime conditions, cracked down with an iron fist on offenders.

Twenty-one Santa Ana merchants were fined \$50 each for failing to comply with blackout regulations, City Judge Donald Harwood later suspending \$45 of each fine with a stern warning to each offender.

Complaints, signed by Dale Deckert, chief air-raid warden of Santa Ana, and police officers, were served on the business people after officers, operating under direction of wardens, broke down doors in several stores to turn off lights.

In Huntington Park police issued 12 citations against merchants for asserted violation of the city's blackout ordinance by leaving lights in their establishments on all night.

Justin W. Cooley, 21-year-old aircraft worker of 7320 Earlton St., Playa Del Rey, earned the dubious distinction of being the first person to be sentenced for violation of blackout regulations.

Cooley was arrested by Santa Monica police. While driving his car without lights he bumped into an air-raid warden's machine.

Santa Monica Police Judge Marshall Hickson sentenced Cooley to 30 days in jail, the time to be served on his days off so that it will not interfere with his contribution to airplane production.

Booked in City Jail on suspicion of violating the blackout code by keeping house lights visible were Mrs. E. Clayton, 32, of 4205 10th Ave.; Louis Blasdel, 60, of 1739 S. Catalina St., and Mrs. Nadine Appling, 35, of 1113 Meadowbrook Ave. Later in the day misdemeanor complaints were issued against the latter two by Chief Complaint Deputy Donald M. Redwine.

Also arrested were Eric Darruss, 44, at Eighth St. and Broadway, and Henry Slater, 54, of 518 Westminster St. at Ninth St. and Broadway, for failing to douse their car lights. Later Slater was named in a misdemeanor complaint filed by Redwine.

A fine of \$50 was assessed against Walter E. Van Der Linden, 21, of 602 W. Center St., Norwalk, whose dairy lights were burning at 4:10 a.m. and who, according to Capt. Ernest Sicker of the Norwalk substation, refused to extinguish them.

Giovanni Ghigo, 57, Italian, of 3139 E. Firestone Blvd., accused of operating his flower truck with bright lights, also paid a \$50 fine in the court of Justice of the Peace Guy Gamble.

Also freed after paying a \$50 fine on a similar charge was John Y. Harada, Japanese, of 2800 E. Foster Road.

Ray Allen Eliwanger, 32, of 2017 W. 74th St., who assertedly told the air-raid wardens to "go to hell" when they ordered him to halt his automobile on Beverly Blvd. in Beverly Hills, was booked at the police station on a charge of violating the blackout ordinance, Capt. W. W. White reported.

Huntington Park police nabbed Lowell O. James, 1137 S. Big Dalton St., Baldwin Park, for driving his car with his headlights turned off at midnight, except on Wilshire Blvd., where they operate to 2 a.m.

Dorsey blamed hysteria for the damage and injury to the timing apparatus on the traffic signal posts so that crews had to be sent out to repair them and try to synchronize them.

This department has not yet been given any emergency rating and its members cannot get around during a blackout to attend the signals, but have to wait until daylight," he said.

He said that the sodium flashers for slow driving or boulevard stops in outlying districts are being turned off during blackouts by the police divisions and that the one on Cahuenga Blvd. had not yet been reached by officers before it was shot out.

Dorsey described the hysteria shown in the mishandling of traffic lights was brought about by a combination of fear and authority.

Director Lauds Raid Wardens

Ten Thousand Men Protect Posts During Six-Hour Alarm Period

Splendid co-operation. That was the way Deputy Chief of Police Ross R. McDonald, director and co-ordinator of war activities for the Los Angeles Police Department, described the work of 10,000 air-raid wardens and auxiliary police officers called to duty during the blackout yesterday morning.

When the blue signal, designating a possible attack, was received at headquarters at 2:23 a.m. Chief McDonald and Deputy Chief of Police Bernard R. Caldwell, in charge of traffic, were called to duty.

They reported at the central location control office and began directing activities.

"When the red signal for the actual raid was received at 2:27 a.m. all air-raid wardens and auxiliary police officers were called. They co-operated splendidly," Chief McDonald said.

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Chief Caldwell said the efficiency and diligence of the wardens and auxiliary police aided greatly in preventing a large number of traffic accidents.

The entire force of wardens and auxiliary policemen remained at their posts until the final all-clear signal was sounded at 8:34 a.m.

The first all-clear signal was received at 7:19 a.m. and was followed by another alert signal at 7:30 which remained in force until the final release was received at 8:34 a.m.

lights in full use. He later pleaded guilty and paid a \$50 fine. Japanese arrested.

In San Marino, Guy Ludwig, 1106 Dorothy St., Wilmar, was arrested and booked for violation of the city blackout code, but later was released. He was charged with driving his car during the predawn hours with his lights on.

After three futile attempts to induce Aoki Shazo, 47, Japanese, of 627 N. Rowan St., to turn off the lights of his house on a promontory in East Los Angeles, deputies kicked in the door and arrested him. The prisoner was described as "belligerent and unco-operative."

In Long Beach, Chutaro Tsuruo, 62, of 1613 E. Anaheim St., was booked on violation of the blackout ordinance after being arrested while driving during the raid alert.

In Pasadena, Maysayoshi Watanabe, 57, florist, of 716 E. Green St., was held for court hearing Saturday morning after refusing to turn off his automobile head lights.

In South Pasadena, Mrs. Myoe Tschyose, 911 Meridian Ave., was fined \$300, of which \$275 was suspended, for violating the ordinance.



BLACKED OUT—David Smith examines remains of electrical sign in window of jewelry shop near First St. and Broadway, which was blacked out with garbage pail.

Jewelry Store Window Bashed

Passer-by Says Light Was Burning in Blackout, but Police Question Motive

When Joaquin P. Tappia, 36, 1441 Temple St., saw a lighted window in Mandel's Jewelry Store, 105 S. Broadway, after the blackout signal early yesterday morning, he then and there appointed himself an air-raid warden.

So he picked up a three-foot garbage can in front of the place and heaved it through the plate-glass window. It worked and Mandel's place was completely blacked out.

But Officers J. D. Wass and W. J. Little grabbed Tappia because they thought he might have had another motive.

"Hell, no, I wasn't trying to break into the place," Tappia protested. "I was trying to put that light out."

Proprietor Max Mandel said nothing was missing from the display window.

Tappia is in jail on a malicious mischief charge—still protesting that he was trying to do his part.

Civil Flyers Will Aid Coast Patrols

Duties Soon Will Be Assumed by 26,000

WASHINGTON, Feb. 25. (U.P.)—The 26,000 members of the Civil Air Patrol today were scheduled to assume essential defense duties soon, including patrolling of coast lines against attacks such as that in California Monday.

Informed officials said plans to use the Civil Air Patrol, a unit of the Office of Civilian Defense that has organized civilian pilots, to guard strategic facilities will be announced soon.

The patrol was organized prior to Pearl Harbor. It was designed to give unpaid but useful jobs to thousands of certified pilots who are ineligible for military service and to persons wishing to contribute to air defenses.

Since then volunteers have been numerous and 26,000 pilots—or 80 per cent of those eligible—have joined.

Air Alarm Here Excites Mexico City

MEXICO CITY, Feb. 24. (U.P.)—A flurry of excitement was caused here today by news of the air-raid alarm and anti-aircraft fire at Los Angeles.

Many excited calls were telephoned to newspaper offices. The newspaper El Nacional published an extra edition with a dispatch telephoned from Los Angeles by the newspaper's editor, Paul Noriega.

Noriega, who watched the anti-aircraft firing from his hotel, said that the blackout was "perfect," and he described the spirit of the people of Los Angeles as admirable.

Alert Finds Many Unaware of Rules Covering Blackouts

Regulations Reissued to Familiarize Public With Steps Necessary to Guard Against Danger

Although a great many citizens showed they knew what to do in the air-raid alert, early yesterday, reports disclosed that many others are not familiar with the official rules and regulations to be followed during blackouts, City Defense Council officials said.

To refresh the memory of all citizens a resume of the rules and regulations was reissued as follows:

Warning signal: For an air raid, day or night—is a full two-minute blast of the stationary sirens on a fluctuating pitch (rising and falling sound.) This means that danger from the air is imminent or immediate, possibly a matter of minutes.

SIRENS MEAN DANGER There will be no preliminary signal for a blackout. The warning sirens mean "danger of an air raid" and "blackout."

The "all clear" signal, when the danger has passed, is a full two-minute blast of the stationary sirens on a steady pitch (not rising and falling.)

Here's what to do when the air-raid signal sounds: Black out lights. At night extinguish all outdoor lights. Screen all inside lights so no illumination may be seen from the outdoors. If lights cannot be masked effectively, they must be turned off. It is the responsibility of the consumer of electricity to carry out these instructions on all lights under his control. Penalties for failure to do so are provided by city ordinance.

DRIVING FORBIDDEN Park. You will not be permitted to drive during an air raid. All vehicles must park (with lights out) where they will not impede emergency or military traffic. Lock car ignition and remove key, but do not lock car doors. Seek shelter in the nearest building. If no cover is available, lie face down on the ground.

Stay where you are if under shelter. In a house keep away from windows, doors or other direct openings to the outside. In a theater, auditorium, or other place of assembly, remain where you are. Do not run out into the street. Stay indoors until the danger is past.

FIND SHELTER Take cover. If on the street in an air raid, take shelter in the nearest building. Modern concrete structures such as tall office buildings or pedestrian tunnels provide good shelter.

Keep emergency kit handy. Have the necessary first-aid materials on hand for treating minor injuries.

Don't turn off the gas. There is no need to turn off gas in appliances or pilot lights. Know the location of the gas shut-off valve for your building (near the meter.) Have a wrench handy. But do not shut off that valve unless the building is actually damaged. Once the valve is shut off, do not turn it on again yourself. Call a trained gas man to do so.

Unless absolutely necessary, avoid use of the telephone. Lines must be kept clear for defense forces and emergency services.

EMERGENCY CALLS Emergency calls. Call for help only in a serious emergency. Report incidents to an air-raid warden if he is available. Otherwise, call the Fire, Police, Receiving Hospital or other proper city department or public utility.

The air raid, and blackout warning signal means that there must be no light showing outside.

To shut in light, cover all openings tightly with opaque materials. No material permitting a glow to show through is satisfactory.

In places of business or multiple dwellings don't pull switches to effect a blackout. Leave exit and other required lights turned on and visible from the inside, but not from the outside.

There are sufficient structures of Class A construction in Los Angeles to afford reasonably safe shelter in case of air raids to 237,000 persons, according to a survey by the Building and Safety Department.

The total is 303 buildings, including Civic Center and other public structures, having reinforced concrete floors and roof slabs, without including the basements or the upper five stories, according to Supt. Gilbert E. Morris.

Plane Signaling Suspects Seized

Some of 15 Japanese Arrested Accused of Trying to Guide Flyers

Fifteen Japanese, at least several of them identified as enemy aliens, were arrested by Sheriff's deputies and police during the Southland's first presumed air raid as authorities moved swiftly to forestall fifth-column activities during the blackout Tuesday night.

Charges of attempting to guide enemy raiding planes to military objectives were lodged against some of the suspects.

Those arrested in connection with these asserted crimes were held for investigation by the Federal Bureau of Investigation.

FLARES REPORTED Sheriff's deputies from the Firestone Park substation, notified flares were being set off in series of three white and three red, alternately, arrested Yosuke Yamado, 61, alien, at 8001 S. Compton Blvd.; Sukeichi Yokoyama, 43, of 8003 S. Compton Blvd., also an alien, for questioning by the Federal Bureau of Investigation.

It was in the vicinity of their vegetable ranch where the suspicious lights were observed, Capt. Virgil Gray of the Sheriff's office reported. In the same area Seichi Ishii, 61, of 7905 S. Compton Blvd., who said he had been in bed since evening but whose shoes were soaking wet, also was taken.

MORE ARRESTED In the Bell Gardens area, where flares were reported during the blackout, deputies arrested Kyo Kunisaki (female), Chikara and Akio Kunisaki and Tokushiki Okuda, all of 6143 Buel St. Near by, at 7739 Garfield Ave., deputies arrested Setsumi Fujimoto, near whose home flares also were reported.

In Gardena, Chief of Police Elmo W. Field arrested Thomas Isamiosaki, 25, of 15514 S. Western Ave., under the blackout ordinance. He was accused by citizens of turning his automobile headlights on and off in what may have been a signal pattern.

Nearly a score of other Japanese were questioned when they assertedly turned their market lights on after having been ordered to extinguish them until the all-clear signal.

VENICE BOOKINGS At Venice police booked "en route to F.B.I." Fred Koszno, 21, Mrs. Fusano Ohi, 51, and Yoshi Ohi, 20, all of 1505 Ocean Front Ave., when the lights of their apartment on the second floor of a cafe were observed flashing on and off.

In Glendale, Irwad Sakamoto, 25, waiter, of 1528 E. Colorado Blvd., was arrested on the street when he could give no clear account of his movements and carried no identification papers. Keisuka Hiraga, 58, of 211 W. Chevy Chase Drive, Glendale, a market operator, also was held for the F.B.I.

In Huntington Park, Teruo T. Osaki of Gardena, driving during the blackout without lights and carrying no identification papers, was arrested for questioning by the F.B.I.

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Reporter Reacts Like One Sitting on Volcano

Police With Hallucinations See 150 to 200 Planes in Sky, but Saner Ones Only Seven

BY RAY ZEMAN

Sitting on the lid of a bubbling volcano is just like awakening during an enemy air raid.

You wonder in Inglewood whether bombs will fall on the airplane plants or—and here a great big lump comes into your throat—in that pretty yard beside your bedroom window.

The "wooo ooooo" of the sirens first sounded like "just another ambulance." My wife and I wondered whether to go back to sleep.

SEE ANSWER IN SKY Instead we went to an open window and saw the answer. There would be no sleeping.

We were visiting at the home of her father, Police Judge Frank D. Parent.

"Should we take the baby down to the basement?" she asked me.

I thought of running to cyclone cellars in Nebraska, and it sounded like a good idea.

Then I thought of The Times. This might be the biggest story in years. And it might center—that lump popped up again—right here on the aircraft factories.

GET QUICK START Quick conversation, snap judgments and we were started. The judge guaranteed to watch our son.

We didn't turn on any lights. We tripped over shoes in the close. We couldn't find the right clothes. We stood by an open window instead of lying flat on an interior floor.

Out of all this confusion, we were on our way, foot to the Inglewood City Hall a few blocks away.

There was no chance of backing an automobile uphill in the dark from a strange garage, let alone violating rules by driving it.

FALLS IN DARK We walked and fell off curbs in the dark. We noticed two police officers. They were staring at the long fingers of light stabbing the sky.

"Have you seen any planes?" we asked.

"Plenty. They must be 25,000 or 30,000 feet high, out of range of the ack-ack guns," one replied.

"How many planes?" we continued.

"Oh, 150 or 200, I guess," another officer answered. "They came in great dark clouds. We haven't heard any bombs dropped, though."

CONVERGING BEAMS The officers were on a hill overlooking a huge area. The converging beams of perhaps 40 giant searchlights would have stunned Cecil B. DeMille in his wildest dreams of motion-picture grandeur.

We shuffled along. Market and Commercial Sts.—Inglewood's principal business thoroughfares—were inky black.

A belch from anti-aircraft batteries broke the silence.

The crisscrossed beams were crawling southward.

MAYBE ONLY NINE The enemy planes were moving toward Palos Verdes.

We held hands at more curbs and reached the Police and Fire Stations.

Police officers greeted us like old friends. My wife, before newspaper days in New York, was a Times correspondent in Inglewood and other Centinela Valley cities. They remembered her.

"Two hundred planes?" they asked us. "Why those men had hallucinations. There were seven planes, maybe nine."

With masculine shrewdness they pointed to the jail matron for verification. "Seven," she said. "I counted them."

It was a big day at headquarters.

Extra shifts of police and firemen were on duty.

Practically every other street block in the downtown area had

Most of County's Schools in Session

Elementary schools in the Baldwin Park area were the only reported schools in the city and county school districts to remain closed yesterday due to transportation difficulties as a result of the five-hour blackout.

All other schools remained open under the emergency regulations set up recently by City Superintendent of Schools Vlerling Kersey and A. R. Clifton, County Superintendent of Schools.

Thousands of students, as well as many teachers, were late getting to classes because of delays in transportation.

Attendance dropped below normal at all schools.

Only One-fourth City's Raid Sirens Revealed as Working

Less than one-fourth of the city's recently purchased \$50,000 worth of air-raid sirens were installed and working when Los Angeles experienced its first air raid yesterday morning.

That was revealed in the City Council yesterday when Councilman John Baumgartner introduced a resolution asking three city departments to report to the Council not later than this morning on the progress of the siren system installation.

"I'm not condemning anyone but I understand that there has been some delay in the putting of this system in operation," declared Baumgartner.

Councilman Norris Nelson, onetime head of a special committee which tested and made recommendations on various types of signals, said that he was in a position to make a preliminary report at the moment.

He declared that only 32 out of 145 of the smaller sirens ordered had been installed and only 17 out of 60 large signals, making a total of 49 out of a contemplated 205 sirens considered necessary to blanket the city.

"We (the Council) stipulated that these signals must be of a certain pitch (so they couldn't be confused with emergency apparatus) and the manufacturers had to build special equipment to meet the order," said Nelson. "Naturally that is holding up installation but I am told that all the equipment should be available in the next 15 days."

Baumgartner's resolution, asking the Purchasing Agent, the Building and Safety Department and the Fire Department to report on the siren situation today, was passed unanimously. These departments were also asked for a statement on measures taken to inform the public of air raids in communities where the sirens have not yet been installed.

Alarm Causes Traffic Snarl

Many Late to Work as Worst Tie-up in History Follows Blackout

The worst transportation tie-up in the history of the city resulted yesterday following the early morning blackout.

As dawn approached thousands of persons were stranded in their homes and unable to get to work. Streetcars, private automobiles and taxis were not allowed to move until after the all-clear signal was sounded shortly after 7:25 a.m.

Chief difficulty for the tie-up, according to Deputy Chief of Police Bernard R. Caldwell, director of the traffic division for the Police Department, was the fact that many people did not seem to realize that the same regulations for an air raid are in effect during the daylight hours as during the night time. "Thousands of persons started driving to work without knowing that regulations for the air raid are still in force even during the daytime until the all clear is sounded," Chief Caldwell said.

Many more, he explained, drove to work not knowing that an air raid was on.

The entire motorcycle force of 150 officers were called to work to help unsnarl the heavy traffic throughout the city.

WALK TO JOBS

In the Los Angeles Harbor area, hundreds of shipyard workers walked to their jobs as police stopped them from driving several miles from their destination.

Los Angeles Railway officials said their cars started to roll a few minutes after the all-clear signal was received at 7:25 a.m.

"Many of our men had trouble getting to the car barns. We put everything on that could be put out as soon as the men arrived and normal service was restored around 9 a.m.," a Los Angeles Railway spokesman said.

More than 1000 telephone calls an hour were received by the streetcar company from passengers wanting to know why the cars were not running or where the streetcars were, he said.

LATE TO WORK

During the 6 to 9 a.m. morning rush some 100,000 passengers are carried into the downtown area by the street railway.

Because of the delay in getting under way thousands of passengers were late getting to work. Motor coaches went into operation at the same time as the streetcars.

Approximately 26 streetcars were marooned when the blackout went into effect at 2:30 a.m. Some 200 passengers were stranded when the streetcars were stopped.

Early morning deliveries of such commodities as milk and newspapers were halted until after the all-clear.

SIGHTSEERS OUT

False reports that a Japanese plane had been shot down at the intersection of 190th St. and Vermont Ave. created one of the worst traffic tangles, the California Highway Patrol reported.

Every highway leading to the intersection was clogged with sightseeing traffic. Eight officers stationed at the intersection spent several hours in an effort to untangle the tie-up.

FALLING ANTI-AIRCRAFT PROJECTILES DAMAGE HOMES



CRATER—Hugh G. Landis inspects hole in concrete apron in front of his garage at 1738 W. 43rd Place. Shell burst damaged three homes and garage in background.



GRIM SOUVENIRS—Mrs. H. G. Landis exhibits fragments of shell that exploded in yard. House was riddled but Landises and relatives fortunately were on front porch.

Singer to Pay for Light Shots

Stuart Hamblen Says Patriotism Caused Him to Act During Blackout

Stuart Hamblen, 33, hillbilly radio singer and dabbler in politics, who said his patriotism led him to shoot out two street lights near his home the night of the first blackout here Dec. 10, yesterday agreed to pay \$18 for his target practice.

Haled into Small Claims Court by the Department of Water and Power, plaintiff in a \$49.12 damage action, Hamblen told Municipal Judge Orfa Jean Shontz of the incident.

"There were no air-raid wardens then and I went around trying to get people to douse their lights," he said.

"Some seemed rebellious, calling attention to the street lights still burning. I took my hunting rifle and shot out two of them as a patriotic citizen, in defense of my home, my wife and two children."

Hamblen originally was accused of shooting out six lights. He said he got only two. The case was placed off calendar when he agreed to compensate the department for the two lights he admitted shooting out.

F.B.I. Arrests

Jap Nurserymen

Three Japanese nurserymen, one of them an alien, were arrested at their establishment at 2113 Barrington Ave., West Los Angeles, last night by the Federal Bureau of Investigation and held in County Jail for investigation.

Arrested by Special Agent Kirby A. Vosburgh were Daniel S. Yamamoto, 22; his brother, Andrew, 24, and Chosaburo Minami, 53, an alien. Minami's wife Mitsune was not taken into custody.



KITCHEN BLITZ—This is what happened when defective ack-ack shell fell on Long Beach home of Dr. F. W. Stewart and exploded. Dr. Stewart inspects damage.

Civilian Evacuation Plan to Be Discussed

SAN FRANCISCO, Feb. 25. (P)—The State Defense Council will meet here tomorrow at Governor Olson's call to consider plans for a civilian evacuation, if the emergency should require.

Stork Delivers 14 Babies as Anti-aircraft Guns Roar

Hospitals Equipped With Blackout Safety Lighting Carry on During City's Emergency

At least 14 "blackout" babies were born in Los Angeles yesterday while coastal anti-aircraft guns made the sky unhealthy for enemy planes.

A check of hospitals disclosed that deliveries were not hampered by the emergency because of precautions taken to continue surgeries with safety lighting.

AT EIGHT HOSPITALS

From 2:25 a.m. to 7:21 a.m. Mr. Stork delivered eight babies at hospitals with his happy bundle.

Girls were born to Mr. and Mrs. William A. Lewis Jr., 5137 Oakwood Drive, La Canada, and Mr. and Mrs. Linton Means, 1045 N. Lamer St., Burbank, at Hollywood Presbyterian Hospital. At South Hoover Hospital a boy was born to Mrs. Edward J. Day, 5919 Beach St., and a boy to Mrs. Leo Christiansen, 3729 S. Vermont Ave.

OTHER BIRTHS

Dr. and Mrs. Frank Lee, 817 S. Vermont Ave., became the parents of a boy at Monte Sano Hospital, where a girl was born to Mr. and Mrs. Charles Mayes, 7417 Alabama St. A 10-pound 5-ounce boy was born to Mr. and Mrs. Robert Gillette, 501 S. San Gabriel Blvd., Pasadena, at Good Samaritan Hospital.

At Methodist Hospital a boy was born to Mr. and Mrs. Kent

Root Jr., 1936 Rodeo Road. A boy was born to Mr. and Mrs. Kendall E. Crouch, 11104 S. Harvard Blvd., at St. Vincent's Hospital. At the French Hospital Mrs. Joie Murga, 518 E. 12th St., became the mother of a boy and Mrs. Gerald Reed, 2245½ Addison Way, Eagle Rock, the mother of a girl.

General Hospital reported two girls and one boy born during the excitement.

Workers Delayed at San Diego

Aircraft Employees Have No Transportation

SAN DIEGO, Feb. 25. (P)—Thousands of workers, including aircraft employees, were late arriving at their jobs today because of the lack of transportation.

Streetcars and busses did not start running until after the all-clear signal ended a four-hour blackout at 7:25 a.m. Private automobiles, other than emergency vehicles, were not permitted on the streets.

Soldiers and sailors joined citizen wardens in stopping early morning traffic.

Mayor Explains Blackout Delays

Raid Wardens Speeding to Extinguish Street Lights Caught in Traffic

Mayor Bowron said yesterday that while he was generally satisfied with the response of the many civilian volunteer organizations operating under the city Defense Council during yesterday's air raid that he was not altogether satisfied with the blackout.

"Reports reaching us confirm that air-raid wardens, auxiliary police and many other volunteer groups were on the job and operating efficiently," said the Mayor. "I think that the blackout would have been much better but for the fact that the alert signal was followed so quickly by the blackout signal."

DELAYED IN TRAFFIC

The Mayor said that the result of the rapidly following signals was that many wardens, entrusted with the job of extinguishing the city's 812 independently operated ornamental lighting system were caught in traffic on their way to the switches and delayed in several instances for many minutes in reaching their objectives.

"Complaints were received that some neon light signs were illuminated throughout the blackout, also," said the Mayor. "The whole situation is one which will have to be reviewed by the Bureau of Power and Light and an adequate solution arrived at. It is a problem which presents many difficulties, however."

MAYOR UP ALL NIGHT

The Mayor and George Hjelte, secretary-director of the City Defense Council, both left their homes at the first alert signals, and remained at previously designated administrative centers in the downtown area throughout the night and morning.

Councilman D. F. McCloskey, from the San Fernando Valley, declared that lights on the Universal City Bridge, crossing the Los Angeles River, were left burning for more than 30 minutes after the blackout was ordered and that it was ascertained that the man supposed to turn them off lives more than two miles from the bridge.

MOTORISTS CONFUSED

City Defense Council officials also declared that some citizens still appeared to be confused about the regulations governing travel on the highways during a blackout or air-raid alarm.

The regulations permit no movement of traffic whatsoever, it was pointed out, by any vehicles (except those defined as public emergency vehicles) either during the dark or daylight hours while an air-raid alarm is in force. It was reported that numerous persons, not understanding this, commenced driving as soon as daylight arrived.

Forest Flare Clues Sought

Reports from residents of Monrovia that mysterious flares were seen shooting up from the Angeles National Forest yesterday sent Federal Forest Ranger Pat Harlan on a 12-hour search of the area without results.

"I covered practically everything from the ranger station to the top of Mt. Wilson and couldn't find a trace—all I saw were deer tracks," Harlan reported.

Shortly before dawn he saw a star falling through the sky back over the mountains, he said, and that might have been the reason for all the reports about mysterious flares.



WHAT GOES ON?

By Chapin Hall

A MORNING THOUGHT—The best preparation for the future is the present well seen to, and the last duty done.

—Macdonald.

A good many persons are being shocked in these latter days when they learn the true facts about their income taxes soon to become "due and payable." This in spite of repeated warnings to make ready for the bad news.

The rapidly rising cost of living, plus the obligation most of us feel for participation in various war funds and the purchase of victory stamps and bonds is making for a panicky "goneness" in the region of the pocketbook.

Readjustments Needed

Readjustment in our standard of living is inevitable and will affect the mental outlook of most of us. Take the changing conditions in stride. Keep mentally, physically and spiritually fit. The goblins are NOT going to get us if we keep our feet close to the ground.

Budgeting income in view of the greater demands upon it is of increasing importance. A survey shows that 38 per cent of the people are earning more than they were a year ago; only 9 per cent earn less; 53 per cent the same.

The 38 per cent will find the increase speedily absorbed in additional taxes and higher costs; the 53 per cent will have fewer luxuries and less to save; the 9 per cent have a problem in applied economics that may test all their skill.

This year will see fresh burdens added in the form of new taxes; heavier obligations. Don't panic if you find yourself poorer, but on the other hand, don't put off buying an umbrella until it starts to rain.

Bugles and Drums

Who has heard an Army band playing stirring martial music since World War II broke about our ears? Who has seen representatives of our armed forces in parade formation, sidewalks crowded with cheering, admiring civilians?

To get a touch of military atmosphere one must visit a camp, which is not nearly as easily accomplished as it sounds, or drop in at the Union Station where patience is likely to be rewarded by a touch of drama reminiscent of the days of 1918—raw recruits leaving home for the first time for a training camp, or spick-and-span uniformed, hardy, superbly accoutered, well-drilled, disciplined troops on the first stage of a long journey to some far-flung and unknown front.

Stopovers vary from 15 minutes to several hours. The U.S.O. is at work. The Y.M. and Y.W.C.A., Salvation Army, National Catholic Community Service, Jewish Welfare Board and the National Travelers Aid Association are also represented.

On the shortest stops the men cannot leave the trains so the volunteers carry postcards, cigarettes and cookies to them.

For an hour's stay under the guidance of a volunteer worker, short trips are made to Olivera St., the City Hall or Chinatown. If time permits the men are directed to one of the hospitality centers in the downtown area.

The current U.S.O. bulletin says that one constant request runs like a refrain from the men on stop-over short leave: "Say, lady, can I get a free shower somewhere near? Been on the train three or four days, and you know what these uniforms are—or don't you?"

So rapidly has this organization expanded in recent weeks that it now operates 45 fully equipped clubhouses and 20 other special units in California; over 600 in the nation; 25 overseas.

The latest activity in behalf of soldiers, sailors and marines is provided by the Elks Club where 75 men a day are given the use of reading and writing rooms, swimming pool, towels, lockers, doughnuts and coffee. A new center has been opened at Van Nuys.

Marching to Music

Back to the music which the cruel realism of modern warfare has all but knocked out. This is one of the oldest of fighting men's traditions; the custom of marching to battle to the accompaniment of regimental airs. Virtually the last warriors on earth to cling to this custom are the Ladies From Hell, those fierce Scotsmen who, even in the dismal bogs of the Malaya jungles, are reported to have been piped to battle to the wild cry of the bagpipes.

Columbia Director George Stevens who served as liaison officer during World War I is speaking.

"Marching songs and regimental airs are now reserved for parade grounds and barracks harmony. Ever since the days of Gen. (Last Stand) Custer the 7th United States Cavalry had its beloved regimental song, 'Garry Owens' Own,' but that song's stirring strains will never be used to inform the German and the Jap that the Yanks are coming. One of the chief memories of the Spanish-American War that has survived is of American troops rallied around campfires singing the lachrymose ballads of the day."

War Moves Too Fast

This war has not been set to music. It is too fast moving, too interlocking, too grim and its fronts too widely scattered up and down the world. A California training camp group of today may find its members on lookout duty tomorrow along the frigid shores of Iceland or in the midst of a South Pacific jungle, in Ireland or Australia.

"The Drummer Boy of Shiloh" is the mythical hero of another day. The pilot of a 400 m.p.h. Flying Fortress, the machine gunner, bombardier, the man at the business end of a torpedo tube have little time to listen to "Columbia the Gem of the Ocean," or even "Anchors Aweigh."

Woman Faints as She Learns 'Real Guns' Blaze Skyward

Almost anything can happen during an air raid.

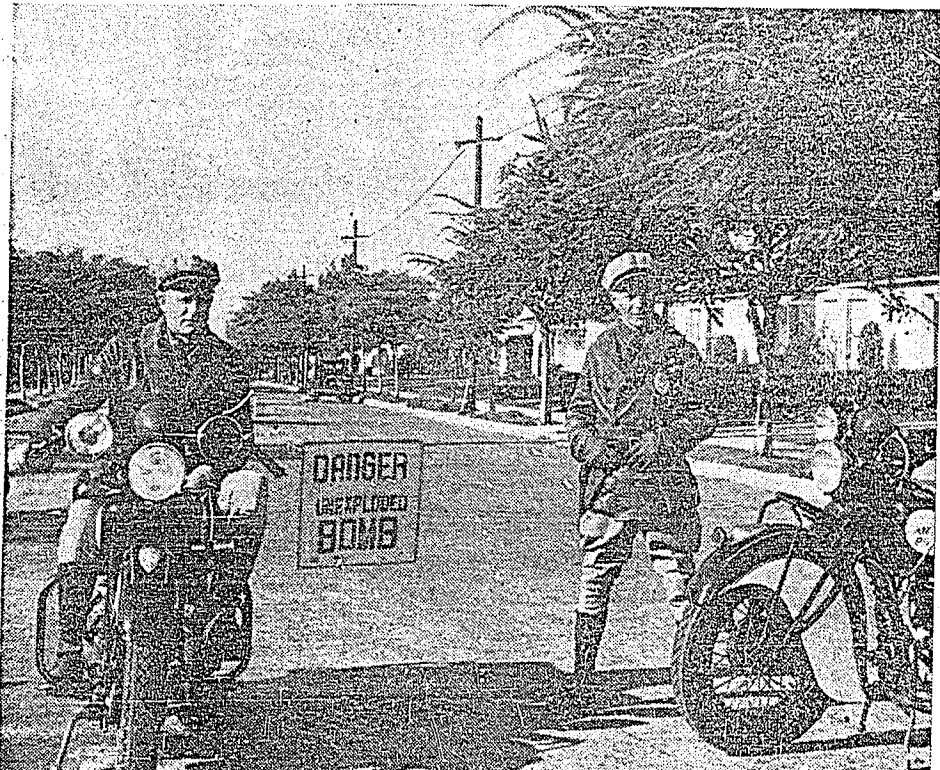
Roy Kabat, volunteer air-raid warden, saw light leaking through the front door of a house near Second St. and Santa Monica Blvd., Santa Monica. He was halfway up the front

steps to warn the occupants when a woman came out the door.

"Are they real guns?" she asked, pointing to sky flares.

Kabat hesitated about frightening her, but answered, slowly, "I'm afraid they are."

She fainted in his arms.



DANGER—Motorcycle Officers B. H. McLean, left, and Bobby Clark guard roped-off zone on Maple St., Santa Monica, while dud shell is being dug up.



BLACKOUT BABY—Nurse Margaret Kettlehut holds Barbara Lee Lewis, born in midst of boom of anti-aircraft guns during yesterday's blackout.

