

WAR EXTRA! WAR EXTRA!

WEATHER FORECAST
 Washington—Occasional rain today; showers tomorrow; strong to gale south-
 erly winds along coast.
MEAN TEMPERATURES
 Seattle 48 Los Angeles 64
 Portland 42 New York 32
 San Francisco 55 Boston 20

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 P.-I. Want Ads before you buy.

VOL. CXXI, NO. 97

Entered as Second-Class
 Matter at Seattle, Wash.

SEATTLE, MONDAY, DECEMBER 8, 1941

TWENTY PAGES HH DAILY 5c, SUNDAY 10c

JAPAN, U. S. AT WAR

104 DIE IN HAWAII RAID; 2 U. S. TRANSPORTS SUNK

All Military Posts In Seattle Region Go on War Basis

By R. B. Bermann

As swiftly and unexpectedly as a bolt from the blue, war came to Seattle yesterday. What had been just an ordinary sleepy Sunday morning was suddenly transformed into a day of seething activity with the news of Japan's unheralded attack on Hawaii.

Because Seattle is the center of one of the nation's most important defense areas—and it is in the Pacific Northwest that one of the first blows has long been anticipated in the event of war with the Japanese.

Both the army and the navy went on a complete war footing.

Here's the way posts in the Puget Sound area were affected:

FORT LEWIS—Post closed to all but essential visitors, and troops with full war packs began moving out to take up positions at strategic

New Warning On Planes

Rear Admiral C. S. Freeman, commandant of the Thirteenth Naval District, published the following order at 4 o'clock yesterday afternoon:

"All planes flying over naval stations, except air stations, will be regarded as hostile and will be fired upon without warning."

GENERAL TIRE COMPANY. MAIN 0930
 Trade used tires on highways. GENERAL'S.
 Enjoy safety on wet streets. 4th & Lenora.—Adt.

BRITAIN GETS READY FOR WAR AGAINST JAPS

Parliament Summoned to Meet Today; Churchill's Pledge Of Aid Will Be Fulfilled

By George Lait

LONDON, Dec. 8 (Monday).—(I.N.S.)—As Japan hurled her air and sea forces into unheralded assaults on American and British bases in the Pacific and seized Shanghai, Great Britain early today prepared to declare war jointly and simultaneously with the United States on the Japanese empire.

Both houses of parliament were summoned to meet in emergency session at 3 p. m. today (6 a. m., Seattle time) at which time Prime Minister Winston Churchill is expected to announce that Britain, in concert with the United States, has entered formally into a state of all-out war against Japan.

As Prime Minister Churchill plunged into emergency consultations with the nation's highest military and government leaders after news of the Japanese attacks on Hawaii and the Philippines reached London, the expectation of a British war declaration against Japan, due to be issued to

(Continued on Page A, Column 6)

Two American Warships Lost In Pearl Harbor

NEW YORK, Dec. 7.—(I.N.S.)—The Japanese aircraft carrier, from which planes presumably operated to attack Pearl Harbor, has been sunk by units of the United States navy, according to unofficial reports circulated in London tonight and reported to New York by CBS. The same unofficial sources said two British cruisers had been sunk at Singapore.

NEW YORK, Dec. 8 (Monday).—(AP)—NBC reported from Manila early today that it had received a report that the U. S. transport Gen. Hugh L. Scott, formerly an American President liner, had been sunk about 1,600 miles from Manila.

NBC relayed another report from Manila that the former President Harrison, now a transport which has been sent to China to evacuate Americans, "had been either seized or sunk in the Yangtze River, just south of Shanghai."

SINGAPORE, Dec. 8 (Monday).—(I.N.S.)—Japanese troops have succeeded in landing in Northern Malaya above the Singapore base and are now being engaged in violent fighting, the British Eastern high command announced early today.

HONOLULU, Dec. 7.—(I.N.S.)—Striking with sudden savagery out of the Sunday

(Continued on Page A, Column 5)

TOKYO SAYS AT LEAST ONE AIR CARRIER USED

Formal Declaration of War Follows Attacks on Hawaii; U. S., British Envoys Called

LOS ANGELES, Dec. 7.—(AP)—A Tokyo radio station, in a broadcast picked up by NBC's listening post here tonight, stated that Japan has attacked Hongkong and the Malay States.

(By the Associated Press)
 TOKYO, Dec. 8 (Monday).—Japan went to war against the United States and Great Britain today with air and sea attacks against Hawaii followed by a formal declaration of hostilities.

Japanese imperial headquarters announced at 6 a. m. (1 p. m. Sunday, Seattle time) that a state of war existed among these nations in the Western Pacific, as of dawn.

RAIDS REPORTED
 Shortly afterwards Dornier announced that "naval operations are progressing off Hawaii, with at least one Japanese aircraft carrier in action against Pearl Harbor," the American naval base in the islands.

Japanese bombers were declared to have raided Honolulu at 7:35 a. m. Hawaii time (10:05 a. m. Sunday, Seattle time).

Premier War Minister Gen. Hiroshi Tojo held a twenty-minute cabinet session at his official residence at 7 a. m., and shortly afterwards it was announced that both the U. S. ambassador, Joseph C. Grew, and the British ambassador, Sir Robert Leslie Craigie, had been summoned by Foreign Minister Shigenori Togo.

WAR PLANS DISCUSSED
 The foreign minister, Dornier said, handed to Grew the Japanese government's formal reply to the note sent to Japan by U. S. Secretary of State Cordell Hull on November 26.

(In the course of the diplomatic negotiations leading up to Sunday's events, the Dornier agency continued on Page 5, Column 2)

President Drafting Special Message; Cabinet in Session

WASHINGTON, Dec. 7.—(I.N.S.)—President Roosevelt tonight announced that he will personally address a joint session of congress at 12:30 p. m. (9:30 a. m., Seattle time) tomorrow, presumably to request a declaration of war against Japan.

The announcement was made after the President had held a lengthy meeting with his cabinet, and leaders of both houses.

WASHINGTON, Dec. 7.—(AP)—Japan declared war upon the United States today. An electrified nation immediately united for a terrific struggle ahead. President Roosevelt was expected to ask congress for a declaration of war tomorrow.

During the day, Japanese planes bombed Honolulu, Pearl Harbor, and Hickam Field, Hawaii, without warning. In a broadcast from Honolulu, some 350 soldiers were reported dead at Hickam Field, with numerous casualties at the other points of attack.

The war department's first official estimate of deaths was much lower, however. Army chiefs told the White House there were 104 known dead and more than 300 wounded in the army forces. These figures did not include civilian casualties.

Guam Naval Base Also Attacked During Morning

At first the White House announced that Manila also had been bombed. But the Associated Press correspondent there reported at 4:25 p. m., E. S. T. (1:25 p. m., Seattle time), that all was quiet. The White House later said it had been unable to get substantiating reports of this attack on the Philippine capital and that President Roosevelt hoped the report of the bombing "at least is erroneous."

Shortly after the Hawaiian bombings became known, the Tokyo government announced that Japan had entered a state of war with the United States and Great Britain as of 6 a. m. tomorrow (Monday).

As the day broke over the far Pacific, the White House announced that Japanese planes also had attacked the American-owned island naval base at Guam. Just previously the navy had told of an unidentified squadron of planes appearing over the

Come and get
\$100 MORE*
 for Your Car

30,000
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 GUARANTEE
 PLAN

... in trade on a New
1942 HUDSON
 * Your used car is worth \$100 more
 to us now than it was in August
 —BUY NOW!
 EASY TERMS!

SEE DICK DUBOIS
 600 E. PIKE EAST 2929

War Map

For new war map as background for the battle of the Pacific, turn to Page 2.

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Seattle Post-Intelligencer

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WAR BULLETINS

U. S. Transport Torpedoed

WASHINGTON, Dec. 7.—(AP)—The White House announced that a U. S. army transport, carrying lumber, had been torpedoed 1,300 miles west of San Francisco—thereby placing Japanese naval action well east of Hawaii, toward the United States mainland.

'Chutists Reported in Hawaii

NEW YORK, Dec. 7.—(I.N.S.)—Several enemy parachute troops are wandering "aimlessly" in Honolulu, an N. B. C. commentator reported today.

SAN JOSE, Costa Rica, Dec. 7.—(AP)—Costa Rica declared war on Japan tonight.

Reservists Called Back

FORT LEWIS, Dec. 7.—(AP)—All men who

(Continued on Page 2, Column 1)

Water Spills Over Coulee First Time

GRAND COULEE, June 1, 1942.—The world's mightiest man-made waterfall cascaded with a thunderous roar down a fifteen-acre facet of man's mightiest construction project this afternoon when for the first time in history the stream of the Columbia River was spilled over the top of Grand Coulee Dam.

Both beautiful and awesome was the spectacle as valves were turned and spillway gates lowered, setting the tremendous cascade in motion. Bright sunlight turned the billows of spray into clouds of sparkling diamonds.

Today's flow of water over the dam equals that of the famous Niagara Falls, but drops from nearly twice the height of that natural wonder.

THE GREAT gates which held the Columbia in check started to open at 2:55. Beginning in the middle of the dam's span the gates were opened one by one and at 3:05 the huge river came tumbling down the face of the dam in white fury.

At first the tumbling water appeared like an avalanche of snow, but within a few moments the torrent over the crest was transformed into a transparent green, giving an indescribable effect of majesty and power.

The flow is approximately 200,000 cubic feet a second, or enough to provide every man, woman and child in Seattle with five gallons of water each tick of the second hand. It would fill a train of railroad tank cars ninety miles long every minute of the day and night.

SIGNIFICANCE of the birth of the giant waterfall lies in the fact that now, for the first time, the gigan-

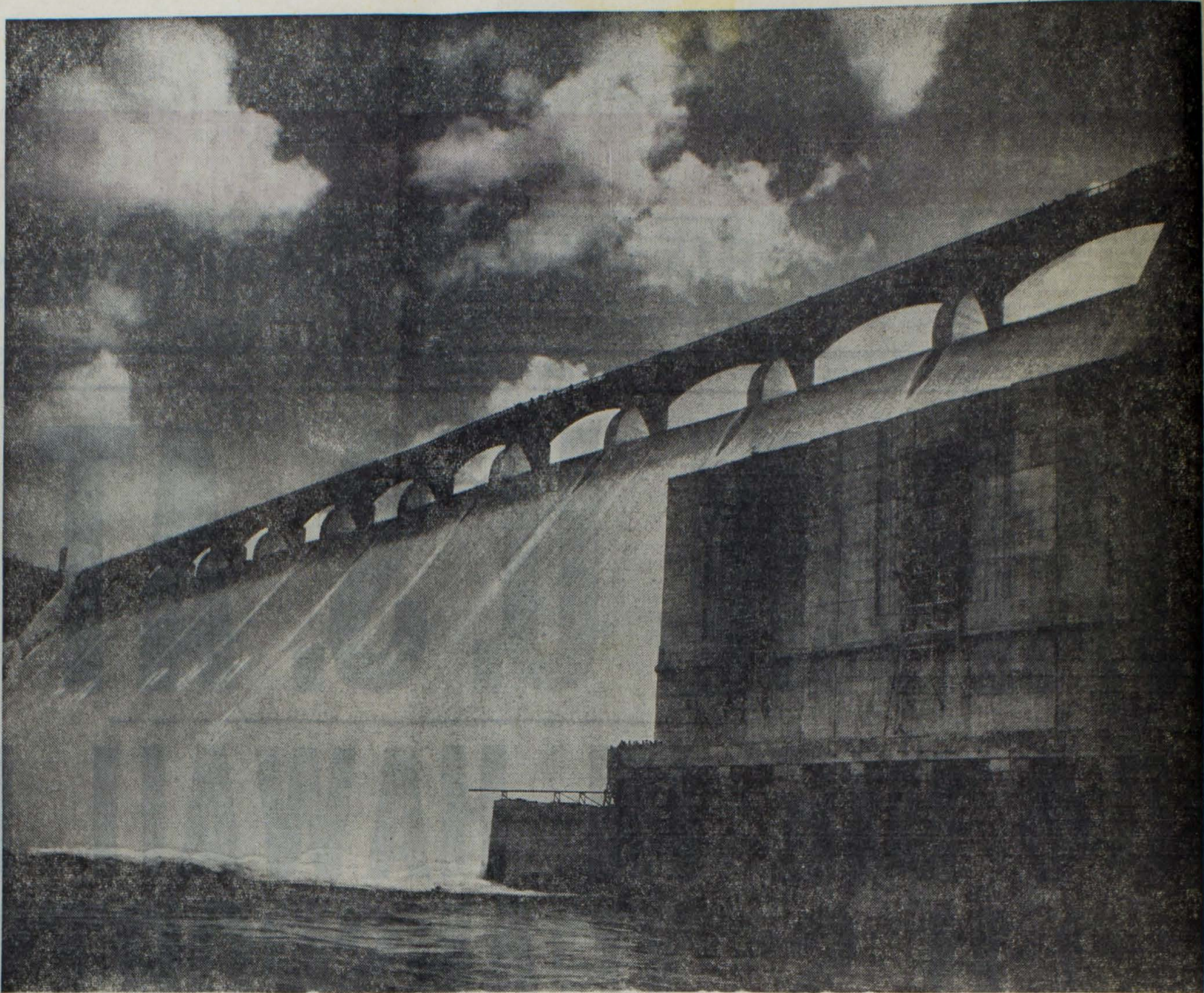
tic 108,000-kilowatt generators operated by the United States Bureau of Reclamation will be able to produce power at close to their capacity.

The width of the waterfall is 1,650 feet or nearly a third of a mile, and it drops 310 feet down the 45-degree slope of the dam.

The initial lowering of the series of spillway gates was a complicated operation. Due to the war, it has been impossible so far to obtain required parts for the planned push button electrical control of the gates, hence today's operation was carried out by the hand turning of the mechanism.

IN ORDER to prevent sudden flow of such a large volume of the Columbia that a dangerous tidal wave would be created and sweep down the river, one crew had to gradually close the series of eight and one-half foot overflow valves in the face of the dam, while at the same time the spillway gates above were lowered slowly in a coordinated operation that demanded split-second timing and teamwork of a high order.

The historic event, which brought out a large crowd of spectators, was of special interest to W. I. Morgan, mechanical inspector, who had the responsibility of supervising the initial opening of the gates. His mother, eighty-seven, was listening to the reports of the successful operation in her home in Minneapolis, Minn.



Spectacular Waterfall Is Born At Grand Coulee

MAGNITUDE AND BEAUTY of the gigantic cascade created June 1, 1942, when the Columbia was spilled

over the crest of Grand Coulee Dam for the first time, was captured in this picture by Art French, former Post-

Intelligencer staff photographer, a few moments after gates atop the structure were lowered.

Jan. 17, 1942:

393-Block Area Annexation Asked

ANNEXATION to Seattle of a vast area covering 393 city blocks adjoining the north city limits was proposed yesterday in a petition filed with King County commissioners.

Signatures of approximately 500 voters are on the petition, according to H. C. Sampson, 1020 E. 90th St., who presented it.

Principal boundaries of the district involved are the city limits at E. 85th St., E. 110th St., 5th Ave. N.E. and 20th Ave. N.E. There is a small addition between E. 85th St. and E. 91st St., and 3rd and 5th Aves. N.E.

LOWER insurance rates, improved fire and police protection, city sewer connections, free garbage collection, city bus transportation and lower water rates are anticipated by those favoring entering the city.

Sampson's petition recites that there are 1,650 electors in the district. Total population is estimated at 3,000.

Commissioners Tom Smith, Archie Phelps and Russell H. Fluent will hold their first formal board session of 1942 next Monday morning, and at that time probably will set the date for a public hearing on the petition for a special election.

ANNEXATION proposals have been numerous in recent months. The View Ridge district adjoining Sand Point Naval Air Station will hold its special election on this question February 3. The View Ridge petition was filed last November 24 by Thomas J. Devane, 5019 E. 68th St.

Bryn-Mawr district, at the south end of Lake Washington, also is reported considering annexation as a solution to its sewage problem.

A delegation headed by W. J. Petri has conferred with Commissioner Phelps and County Road Engineer J. R. Heath about the sewer problem, with formation of a local sewer district or negotiation of a federal grant for the improvement as other possible solutions.

"This new North End annexation move is a fine thing," commented Commissioner Fluent. "The area really is a part of the city. Benefits the residents will receive far outweigh any disadvantages."

"Whenever a suburban section becomes heavily populated, it naturally should place itself under a municipal form of government,

which is designed to provide added services required."

SERIOUS PROBLEMS of sewage and drainage will be solved if the annexation is approved by the voters concerned, commented Commissioner Smith, whose North Road District in-

Sicks' Stadium Up In 1938

Sicks' Seattle Stadium, built at a cost of \$375,000, was completed on June 15, 1938.

cludes the area involved. Smith stressed, however, that he is not promoting the move.

Commissioner Phelps said that "majority rule meets my approval, and I favor whatever the people there want."

No action has been taken by the North District Council of Clubs, according to its president, Robert W. Beach.

Feb. 12, 1933:

Seattle BPW To Stage Play

A playlet, "The Last Shufle Before the New Deal," will be presented at the annual party of the Seattle Business and Professional Women's Club Tuesday evening at 7 o'clock in the club rooms, Plymouth House.

The farce was written by Mrs. Sibylla M. Storrs, who is also the author of the state organization's song,

"Washington, My Washington." Miss Ethel Winifred Allen is directing the play. The affair is for members only.

Courthouse Opens

The United States Courthouse was opened in Seattle on November 24, 1940. The structure cost \$3 million.

New Trolleys Demonstrated

Trackless trolleys were demonstrated here February 26, 1937, and hundreds of persons were given "experimental" rides from 4th Avenue and Union Street to the County-City Bldg. and return.

JUST 76 MORE YEARS

and we too
will have
our
100th
Anniversary

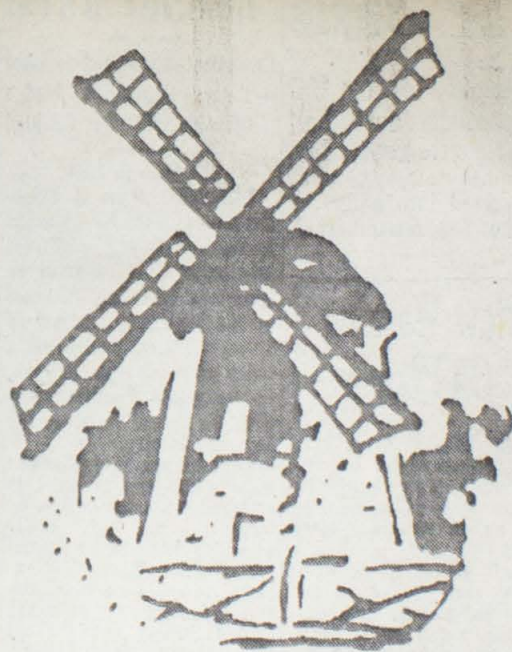
For more than 24 years, since we opened our shop in 1939, it has been our pleasure to help outfit men and boys. Today it is a source of keen satisfaction to have the children, yes, and grand children too of our early customers, return to us. Our aim, as always, is to furnish quality merchandise, attractively priced, tuned to the times and the thinking of progressive men of all ages.



McCann's Men's & Boys' Shop

1629 6th Ave.

MA. 3-0227



we'd like to
live to be 100
too!

We've just barely reached fifty but our customer-reaction says that we're in mighty good condition, and that we're showing all of the good signs of reaching a fine old age! As a comparative youngster, then, Van de Kamp's and our attractive corps of Dutch Ladies serving the greater Seattle-Tacoma area in over 150 stores, salutes the Post Intelligencer on its Hundredth Anniversary. We'll look for your congratulations in 2014!

Van de Kamp's.

BAKERIES

Depression Decade Builds To Boom

NEW YEAR DAY, 1933, dawned on a nation sick with depression. Seattle had breadlines, a shanty-town named Hooverville, unemployed citizens forming political groups seeking panaceas, idle industrial plants and empty piers on the waterfront.

Circulation of The Post-Intelligencer, publishing at 6th Avenue and Pine Street, had dropped from well over 100,000 to under 98,000.

Publisher was attorney W. Vaughn Tanner. The managing editor was quiet, cigar smoking, Raymond T. Van Ettisch. An energetic local staff was directed by a tall, tough, imaginative city editor, Oliver Morris.

This was an era of brilliant reporting by such star performers as Carlton Fitchett, who had begun his Post-Intelligencer career covering the AYP Exposition in 1909, Fred Niendorff, Robert Bastian, Bermann, Mike Foster, Lester Hunt, Carl Cooper, Dan Markel, Ed Fussell, Marian Badcon and many others.

At the close of the decade, The Post-Intelligencer presses were pouring out a net paid daily and Sunday circulation of 129,937.

THE DECADE THAT BEGAN in depression ended in the midst of World War II, with shipyards and Boeing working triple shifts around the clock. This was a decade of turbulence.

On New Year's Day, 1933, the front page of The Post-Intelligencer reflected events to come.

President-elect Franklin Delano Roosevelt, whose nomination The Post-Intelligencer and other Hearst Newspapers had actively sought and to whose candidacy had given all-out support, met with advisers to formulate plans for invigorating the nation's econ-

omy. A dispatch from Berlin, Germany, told of a speech by Adolph Hitler, leader of the Nazi Party, in which he told his followers that "collapse of the German government is only a matter of time."

In his column on page one, Arthur Brisbane urged Americans to "Buy American." Federal agents had raided a club in Chinatown known as "The Bucket of Blood" and seized 200 gallons of near beer, three gallons of moonshine and six bottles of whisky.

New Year's Day came on Sunday that year, so the Rose Bowl Game was played on Monday. USC clobbered Pitt, 35 to 0.

John F. Dore, one of Seattle's most colorful mayors, issued a New Year message of hope for a better year and declared the city was advancing on the road to recovery.

SEEKING CURES FOR the depression, The Post-Intelligencer campaigned for a six-hour work day and supported many of the "New Deal" measures such as the National Recovery Act, Civilian Conservation Corps and the banking acts.

But by the 1936 national elections, The Post-Intelligencer had become disillusioned with the New Deal and feared the trend toward more and more federal controls over business, labor and government.

Alfred Landon of Kansas, the Republican, won the paper's support for president, but before election day The P-I was closed down for the first time in its history by a strike called by the fledgling American Newspaper Guild.

On the morning of August 13, 1936, 21 of the newspaper's 651 employees went out on strike over the issue of refusal of The Post-Intelligencer management to recognize the newly formed American Newspaper Guild as bargaining agent for the editorial department and the discharge of two em-

ployes. By nightfall a mob of several thousand men had thrown a stone-hurling wall of flesh around The P-I building and the paper suspended publication.

The strike lasted 15 weeks and ended with a "peace formula" which returned 19 of the strikers to their jobs and contained an "office policy" covering hours, wages and working conditions.

END OF THE STRIKE also brought a "surprise" announcement from William Randolph Hearst of the appointment of President Roosevelt's son-in-law, John Boettiger, to be publisher of The Post-Intelligencer. Charles B. Lindeman continued as associate publisher.

Anna Roosevelt Boettiger, the President's daughter, joined The Post-Intelligencer staff as women's editor.

In announcing the appointment, Mr. Hearst said: "Mr. Boettiger will have absolute freedom in directing the editorial and business policies of The Post-Intelligencer. His only direction is to make it the best newspaper in Seattle."

Boettiger was 36. He had begun his newspaper career in Chicago with the City News Bureau in 1921. In 1923 he joined the staff of the Chicago Tribune, covered all types of news and in 1932 was assigned to cover Roosevelt's campaign for president. After the election he was named assistant chief of the Tribune's Washington bureau and in 1934 married the President's daughter.

Thus The P-I, which prior to the strike had actively supported the Republican Landon for President, found itself the Far-West home of the Roosevelt family with Mrs. Roosevelt, a frequent visitor, often using the typewriter in her daughter's office to write her own nationally syndicated column.

THE EARLY YEARS of this eighth decade were marked by a rapid turning over of managing editors.

In mid-1933 Van Ettisch was named managing editor of the Los Angeles Examiner and was succeeded here by L. Roy Polcar who hardly had time to learn the names of the staff before he was replaced by Arthur Dunning.

Dunning remained through the strike and was succeeded by the youthful former editor of the Omaha Bee, Russell Peters, who remained until February 2, 1943, when he was commissioned a lieutenant in the Naval Reserve, joining the 76 other P-I employees in the armed services at that time.

Ray Colvin, veteran assistant managing editor, took the helm as acting managing editor.

Another key personnel change in this decade was the appointment of Edward T. Stone, who had begun his Post-Intelligencer career as a police reporter in 1925, to succeed Oliver Morris as city editor. This was early in 1937.

Perhaps the local story that attracted the most national attention in this decade was the kidnaping on May 24, 1935, of George Weyerhaeuser, 9, as he was returning to his Tacoma home from school.

The Weyerhaeuser family contacted the kidnapers through a classified ad in The Post-Intelligencer and paid a ransom of \$200,000 in twenties, tens and fives. Eight days after he was kidnaped, George Weyerhaeuser was released unharmed on lonely Tiger Mountain Road near Issaquah and at 5:30 a.m. on June 1 knocked on the door of the farm home of Louis Bonifas, who rushed him to the waiting arms of his parents.

TWO OF THE kidnapers, Harmon Waley, and his wife, Margaret, were traced through numbers on the ransom bills and captured nine days later in Salt Lake City. But the chase for William Dainard, alias Mahan, went on for a year. He was sentenced to

(Continued on Page 8.)

1909



IN 1909...

A POPULAR HOME-OWNED STORE

IN 1963...

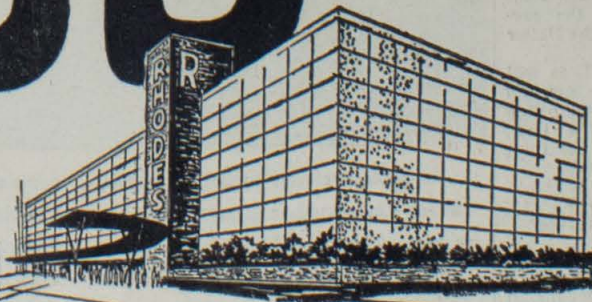
SEATTLE'S ONLY HOME OWNED DEPARTMENT STORE

Conclusive evidence that you appreciate Rhodes' policy of keeping your money in Seattle, thus contributing more fully to Seattle's prosperity.

1963



Second and Union



University Village

SEATTLE REALIZES BENEFITS . . .

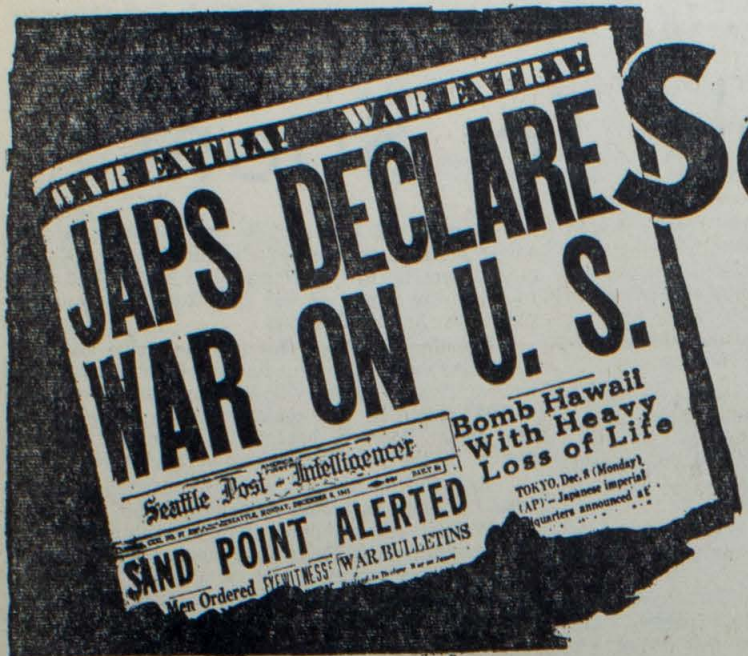
of **SERVICE** because of our employees' pride in our home-owned tradition, which is reflected in all ways

of **QUALITY** because of our 54 years of experience in buying for you and anticipating your needs

of **CONVENIENCE** because our modernization program keeps both stores apace with the times

We at Rhodes of Seattle congratulate
THE SEATTLE POST-INTELLIGENCER
on its one hundredth year of bringing
the morning news to the people of Seattle
as an integral force in the city's growth

Seattle At War



Seattle Post-Intelligencer
4 H Sun., Apr. 7, 1963

Senate Cuts Age For Draft

WASHINGTON, Dec. 18, 1941. — The Senate late today passed, seventy-nine to two, the draft expansion bill to register all men between eighteen and sixty-five years of age, and to make all from nineteen through forty-four liable for military service.

The House previously had voted to make the minimum draft age twenty-one, while ordering registration of all males between eighteen and sixty-five in a broad plan to pool the nation's manpower for all-out war against the Axis powers.

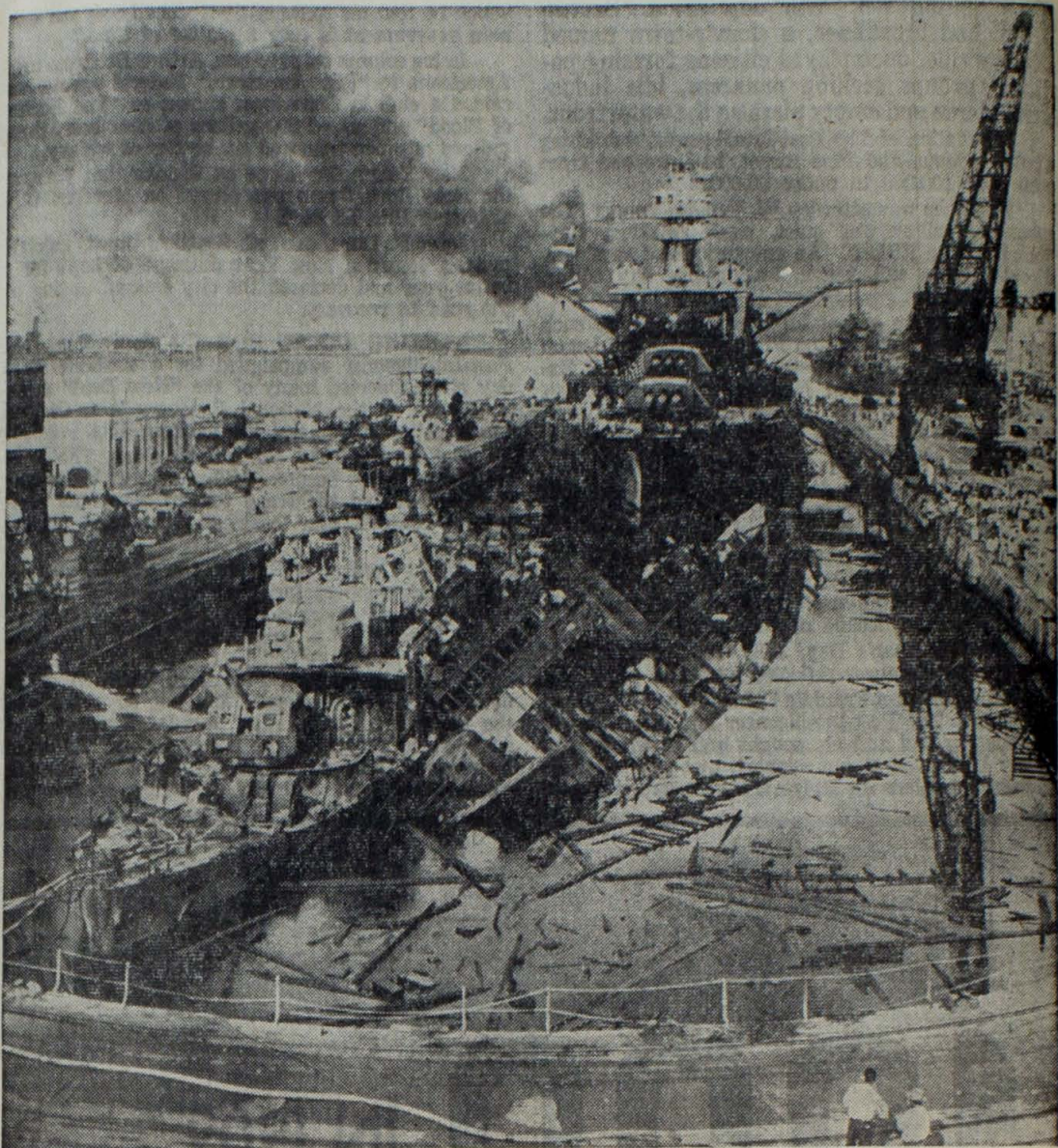
NOW THE Senate and House versions will be considered in conference between representatives of the two bodies, with the major issue whether the bottom age for the draft shall be twenty-one or nineteen.

The Senate action marked a personal triumph for President Roosevelt, who had urged Congress to reach into the teens for the country's armed forces, only to have the House buck his wishes.

Senator Johnson, Republican, and Downey, Democrat, of California, cast the only dissenting votes tonight, after Gen. George C. Marshall, army chief of staff, echoed his commander-in-chief with a letter to the Senate setting forth substantially the same views.

SECRETARY of War Stimson, also an advocate of the lower age floor, stated at a press conference this morning that the Army plans to discontinue voluntary enlistments as soon as the current rush dies down in order to keep key defense workers on their jobs.

A bipartisan drive in the Senate to make the minimum age subject to the draft twenty-one and then twenty was beaten down by Republican and Democratic votes.



Havoc From Japanese Attack At Pearl Harbor

UNITED STATES DESTROYERS Downes (left) and Cassin lie partly submerged in the waters of Pearl Harbor after the December 7, 1941, sneak air attack by

Japan. Behind them is the USS Pennsylvania, flagship of the Pacific Fleet, which suffered little damage. Nineteen vessels and 177 planes were lost.

Roosevelt To Deliver Message On Japanese Bombing Attack

WASHINGTON, Dec. 8, 1941.—Bombs from Japan made war on the United States today and, as death tolls mounted, President Roosevelt announced he would deliver in person today a special message to Congress at 12:30 p.m.

In the background as the commander-in-chief prepared to go before the joint session of the House and Senate was a government report of "heavy" naval and "large" army losses.

War came suddenly to the United States early yesterday afternoon. Without warning, and while Japanese diplomats were still conducting negotiations for peace, the Japanese air force struck at Honolulu, Pearl Harbor and Hickam Field, all in the Hawaiian Islands. Soon afterward, Japanese bombs were raining upon Guam and, later, portions of the Philippines were attacked.

WAR DEPARTMENT estimates said that 104 had been killed on the island of Oahu alone, with more than 300 wounded. Oahu is one of the largest of the Hawaiian Islands.

The references to "heavy" losses to the navy came from the White House itself, and led some to connect the phrase with recurring unofficial reports that a battleship of the line had been sunk. There were unofficial reports, too, that a Japanese aircraft carrier had been sent to the bottom.

As quickly as word of the first bursting bomb was received, the President as commander-in-chief called upon the army and navy to repel the attack.

TOKYO later announced its declaration of war on this country, and Great Britain as well. As was the case here, the British parliament was called into special session for this afternoon.

It was a calm, unhurried capital that went to war today, a capital completely devoid of parades, cheerings and the usual exuberant outbursts of demonstrative patriotism. A cluster of people peering through the pickets of the White House fence, and special guards posted at some buildings, was the only outward evidence of what had taken place.

THE CABINET and the Congressional group gravely gathered for last night's conference at the White House, a session at which, an official statement said,

July 15, 1940:

Tank Trucks Get Radios

As the latest aid in fighting costly and dangerous brush and forest fires in King County, radios are being installed in two of the county's tank trucks. Fire Marshal Leo McCombs announced yesterday.

One radio already has been installed in the Redmond truck, and the second will be put in the Haller Lake truck.

Hurry calls on fires will be relayed by the sheriff's office to the Seattle police broadcasting station, KGPA, which will send out a call to the trucks.

Floating Bridge Span Dedicated

The Lake Washington Floating Bridge was dedicated and officially opened to traffic on July 2, 1940. Gov. Clarence D. Martin was the first person to pay toll to cross the span.

all the information that had been received was carefully classified as between fact and rumor.

Until the time of the meeting it had been assumed that a declaration of war by the United States would come today as a matter of course. However, the President's callers, for the most part, referred only to the announcement of the joint session and Mr. Roosevelt's speech, as they left the executive mansion.

Speaker Rayburn said the chief executive did not disclose what he was going to say and, asked if there would be a declaration of war, replied:

"I don't know." Rayburn added, however, that a declaration of war was one thing upon which there would be Congressional unity.

AND FROM Senator McNary of Oregon, the Republican floor leader, came a statement that his party colleagues would "all go along with what is done."

The first intimation that a resolution would be presented in Congress came from Attorney General Biddle. He added, in response to another question, that a war declaration would confer vital powers on the President which he would not otherwise have.

During the day, Japanese planes bombed Honolulu, Pearl Harbor and Hickam Field, without warning. In a broadcast from Honolulu, some 350 soldiers were re-

ported dead at Hickam Field, with numerous casualties at the other points of attack.

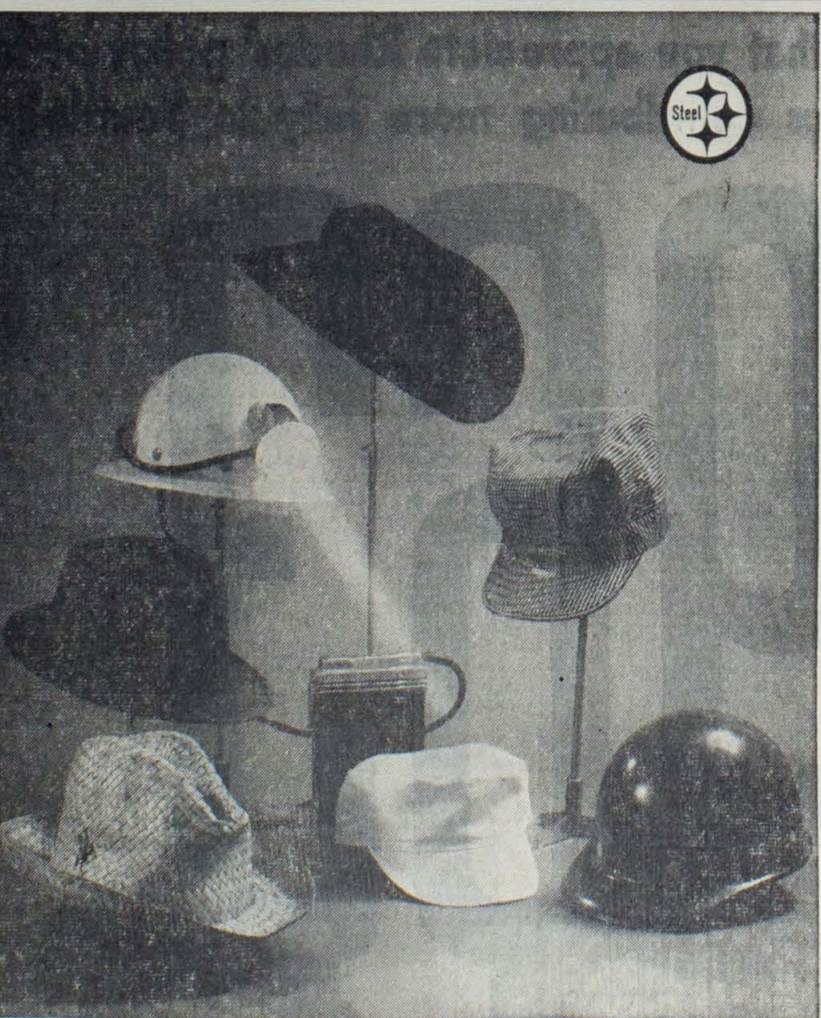
THE WAR Department's first official estimate of deaths was much lower, however. Army chiefs told the White House there were 104 known dead and more than 300 wounded in the army forces. These figures did not include civilian casualties.

The capital was amazed and surprised at the day's tragically dramatic developments. At most, a Japanese attack on Thailand had been foreseen. That the Japanese had attacked the distant Pearl Harbor stronghold and Honolulu seemed incredible.

APPARENTLY at almost the exact time of the Pacific bombings the Japanese embassy called the State Department for an appointment which carried the futile peace negotiations of the last few months to a fitful and flickering conclusion.

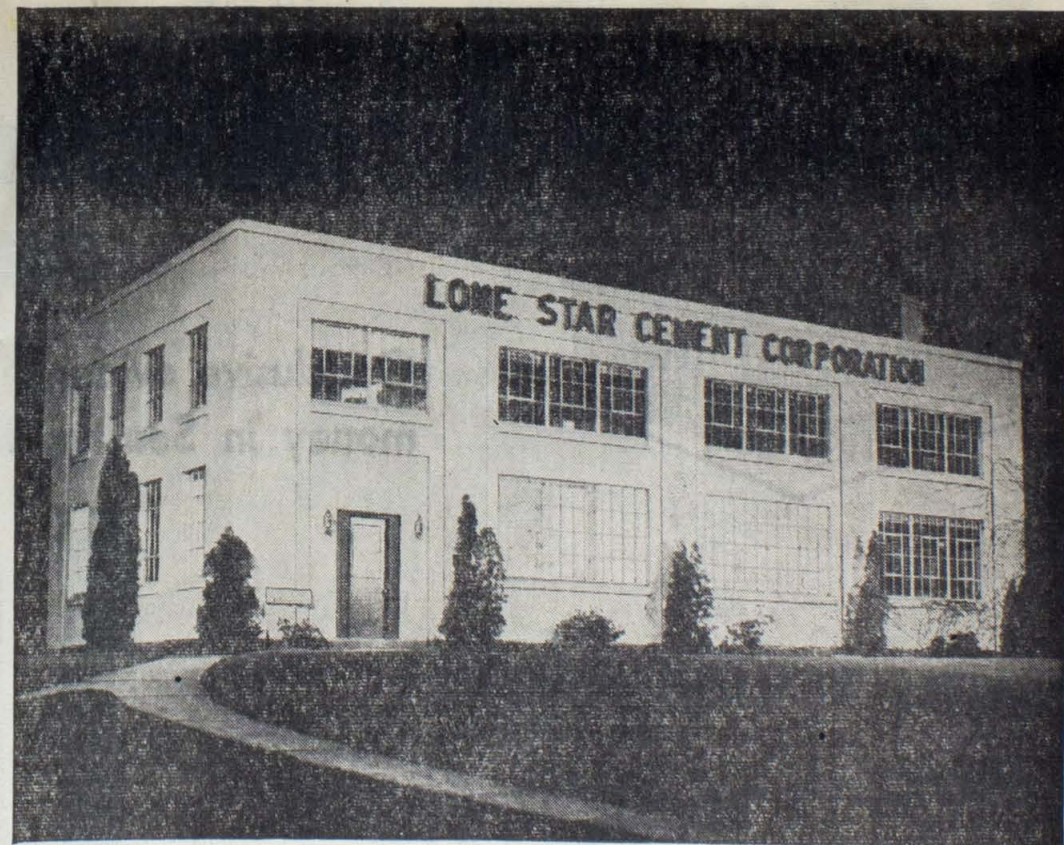
Army airmen engaged Japanese fighting planes over Honolulu. In the city below them, the White House said, a heavy loss of life had been inflicted, together with extensive damage to property.

Provost marshal guards, wearing steel helmets and carrying rifles, were put upon duty about the War Department and other important centers in Washington.



...construction worker, contractor, farmer, rancher, miner, warehouseman, business man, railroad engineer...CF&I is these and many more, simply because we put ourselves in our customer's place first. Then we design, modify and improve CF&I steel products to meet the

needs of the growing West. That's the way CF&I has grown—by making steel products for the industries that have built the West. The Colorado Fuel and Iron Corp., Denver, Oakland, Trenton. Sales offices in key cities.



Founded in 1906, when The Post Intelligencer was 43 years young, the Superior Division of Lone Star Cement Corporation continues to make its headquarters in Seattle and to retain its strong family ties in Washington.

All Lone Star cements sold in Washington are manufactured in the state, by Washington residents, using native resources. Our two cement producing plants in this area are located in Seattle and Concrete.

Washington builders have produced excellent results for over half a century with these fine products, available through many old line Washington business houses. This record of quality, dependability and integrity continues as our principal asset, and is your greatest assurance of enduring value.



SUPERIOR DIVISION, LONE STAR CEMENT CORPORATION
3801 East Marginal Way South, Seattle 4, Washington

First Floating Bridge Opened In 1940

Dec. 18, 1941:

Seattle Post-Intelligencer
Sun., Apr. 7, 1963 H 5

THE first Lake Washington Floating Bridge, the only one of its kind in the world at the time, was opened to the public on July 2, 1940. The report of the dedication, published the next day in The Post-Intelligencer, follows:

Mercer Island moved to within seven minutes traveling time from downtown Seattle yesterday—at 1:03 p.m., to be exact, the hour at which the Lake Washington floating bridge was dedicated and opened to traffic.

From its earliest days Seattle has regarded Lake Washington as a scenic treasure, and as a vexing impediment in the path of commercial relations with the rich, large hinterland to the east.

TWICE in its desperate infancy, the young city sought to circumvent the difficulty by throwing railroad lines about the ends of the lake—first the Columbia and Puget Sound toward Renton, and later the Seattle, Lakeshore and Eastern toward Bothell and Snoqualmie Falls.

The impediment was forever removed yesterday. Today all the way from downtown Seattle to the foothill town of Issaquah runs a four-lane hard-surfaced highway, with easy grades and long sweeping curves, capable of safely accommodating motor vehicles at what a few years ago were still considered daredevil speeds.

AND NEXT year this astonishing highway will have been extended to North Bend, cutting the traveling time to Eastern Washington a full hour.

The eastward expansion of this sort of highway through the mountain passes will in time completely remove what little inducement the Portland market still holds out to Eastern Washington.

AS THE numerous speakers pointed out, the bridge is unique—nowhere in the world today is there another quite like it—the largest man-made floating object in history.

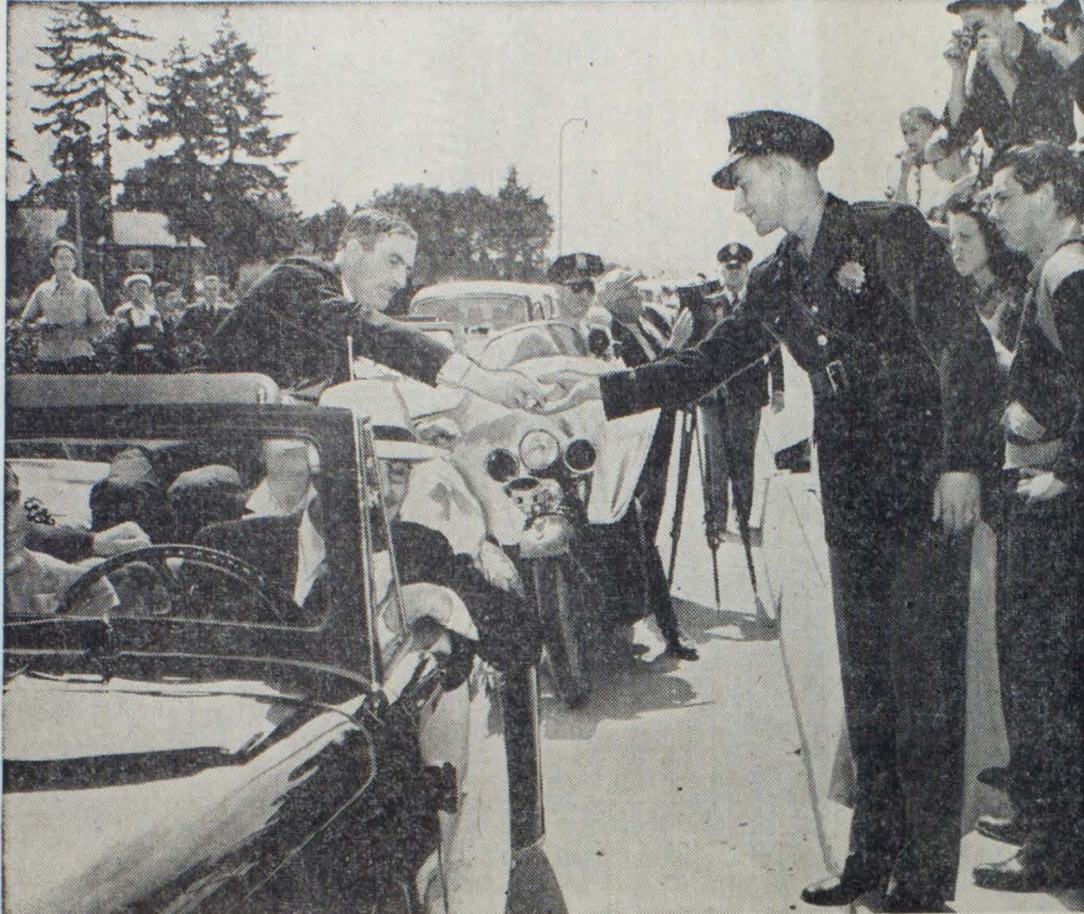
Thousands gathered at the west and east ends of the bridge to witness the respective ceremonies at those points—the speech-making and “launching” at the west end, the paying by Gov. Clarence D. Martin of the first toll at the east end.

And shortly after the official party had made its return trip over the structure toward Seattle, the bridge was open to the public, and cars by the thousands impatiently inched across, bumper to bumper.

High TRIBUTE was paid by the governor to Lacey V. Murrow, state director of highways who, he said, “conceived, designed and built it” and Murrow in turn paid high tribute to John Boettiger, publisher of The Post-Intelligencer, and to Miller Freeman, a trade journal publisher and prominent East Side resident. Both men supported the bridge from its inception.

The floating bridge is more a ship than a bridge, and the usual ribbon-cutting ceremony was dispensed with. Instead, the bridge was “launched,” there being broken against one of its pylons a cork filled with water from fifty-eight of the state’s lakes and streams.

Almost with the christening of the bridge, ferry service halted on the Leschi-Medina and Leschi-Mercer Island runs. The ferry Leschi was backing out of her slip, heading for Kirkland and a new run, when the bridge was officially opened to traffic.



First Floating Bridge Customer Pays Toll

GOV. CLARENCE D. MARTIN pays first toll at east end of Lake Washington Floating Bridge, following dedication ceremony on July 2, 1940. He started a king-size

rush on toll collectors. Thousands of vehicles crossed the new span, bumper to bumper, on the first day it was opened to traffic.

—(Post-Intelligencer Photo.)

1942 Plates 'Good' In 1943

Because of a shortage of steel, Washington motorists will have to use their 1942 license plates in 1943, Richard A. McGee, state supervisor of public institutions, said today.

Officials at Walla Walla

are working on some substitute for new plates, he said.

Also, officials of the state penitentiary are seeking some means by which the productive capacity of the prison inmates may be turned to defense.

'Hunger March' To Olympia

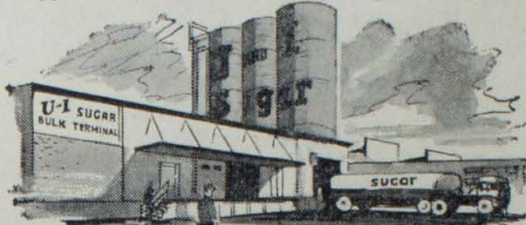
OLYMPIA, Jan. 16, 1933. — Several hundred “hunger marchers” arrived at the capital today, principally by truck, to hold a mass meeting and present their demands to the legislature.

U AND I sugar

... ROOTED IN WASHINGTON



THE YEAR WAS 1960. Seattle's skyline was popping with changes. The Logan Building, the Norton Building, the Washington Building all had within a few months become gleaming additions to the business community. The impressive new Seattle Public Library opened its doors for the first time. Construction workers swarmed over the site of the approaching Seattle World's Fair.



U and I Sugar, firmly established as the state's leader in sugar sales, also was changing skylines. Consumer demand necessitated further expansion of the Moses Lake sugar factory.

IN SEATTLE, three huge storage tanks rose against the horizon, part of the new bulk storage plant facilities added by U and I to provide faster, more efficient distribution of bulk sugars. For commercial bottlers and bakers, canners and candy-makers, ice cream makers, as well as housewives... U and I Sugar is the finest, purest, sweetest sugar that nature or man can produce.

That's why the folks at U and I Sugar are proud to say:

"THIS IS OUR LAND"



Feb. 21, 1933:

Noted Soviet Pianist Here

Sergei Rachmaninoff, Russian pianist, will be heard in concert at the Metropolitan Thursday evening under the local management of the Ladies' Musical Club.



WILKESON SANDSTONE

West's Premier Structural-Decorative Building Stone

QUARRIED SINCE 1886 from the foundation of Mt. Rainier

THE REASONS WHY ARCHITECTS AND BUILDERS favor Wilkeson Sandstone are many. Strong and dignified, with variations in color and everlasting qualities that defy wear and weather, it is beautiful and easily adapted to the finest residences, buildings, churches and brilliant structures.

This high quality Wilkeson sandstone is economical. The quarry is located right here in the center of Western Washington at Wilkeson. (Readers of this issue are invited to inspect the operation). The stone is pre-cut to standard or custom size to effect uniformity in design and reduce construction costs.

Each year demand increases for this distinguished stone that lends dignity and beauty to homes and industrial structures alike. And striking effects have been gained through its use in interiors.

THERE IS NO MAINTENANCE WITH WILKESON SANDSTONE—ITS CHARACTER AND BEAUTY GROW WITH THE PASSING OF TIME.

HERE ARE A FEW OF THE OUTSTANDING WILKESON SANDSTONE ACHIEVEMENTS:

Washington State Capitol, with its masonry dome standing nearly 300 feet high and weighing over 30 million pounds—a tribute to the mason's art.

Public Safety Building.
Skinner Building.
Park Department Building.
Bon Marche, Northgate.
Puget Sound Power & Light Bldg.
Cascade Natural Gas Building.
Seattle Art Museum.
St. Stephens Episcopal Church.
Holy Family Church.
St. Thomas Church.
United Presbyterian Church.

Hugh Memorial Church.
Tibbets Methodist Church.
St. Andrews Church.
Bethel Presbyterian Church.
Highland Chapel.
Cathedral of St. John the Evangelist.
National Bank Building, Tacoma.
Tacoma Public Library.
College of Puget Sound, Tacoma.
—and many, many others.

WRITE FOR A BROCHURE. It will supply structural details regarding the product and its application to buildings, churches, residences; for planters, fireplaces and patios.

You are invited to visit our "yard" and inspect the stone; its grain, color and adaptability.

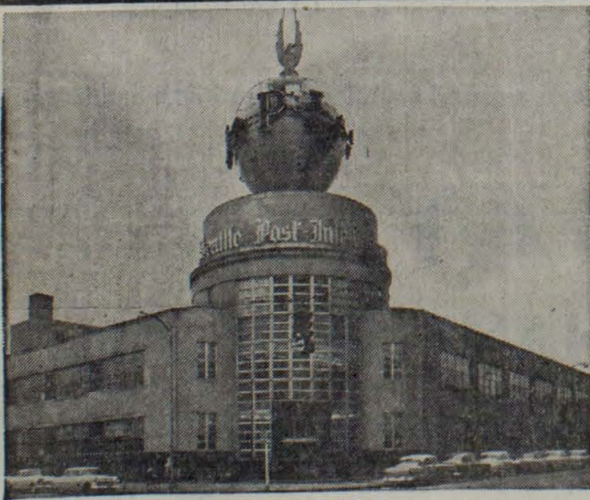
Joe Dubsky,
Mgr.



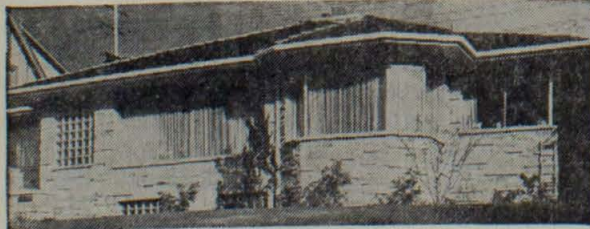
TERRAZZO & STONE SUPPLY CO.

653 N.W. 42nd, SEATTLE 7, WN.

SU. 3-5577 3-5578



The Post-Intelligencer Building, one of the finest modern newspaper plants in America, features the use of Wilkeson Sandstone



This View Ridge residence with Wilkeson Stone grows warmer & richer with the passing years



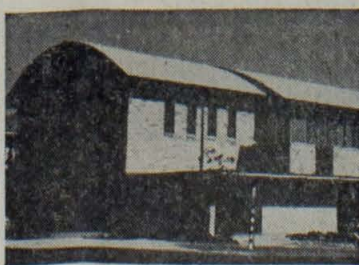
This apartment building has a strong dignified appearance—illustrating the adaptability of Wilkeson Rubble Ashlar



A 26-ton quarried block of Wilkeson Sandstone



Windemere residence of Wilkeson—its beauty is ageless and its quiet elegance will wear a natural distinction that will be as eloquent tomorrow as it is today.



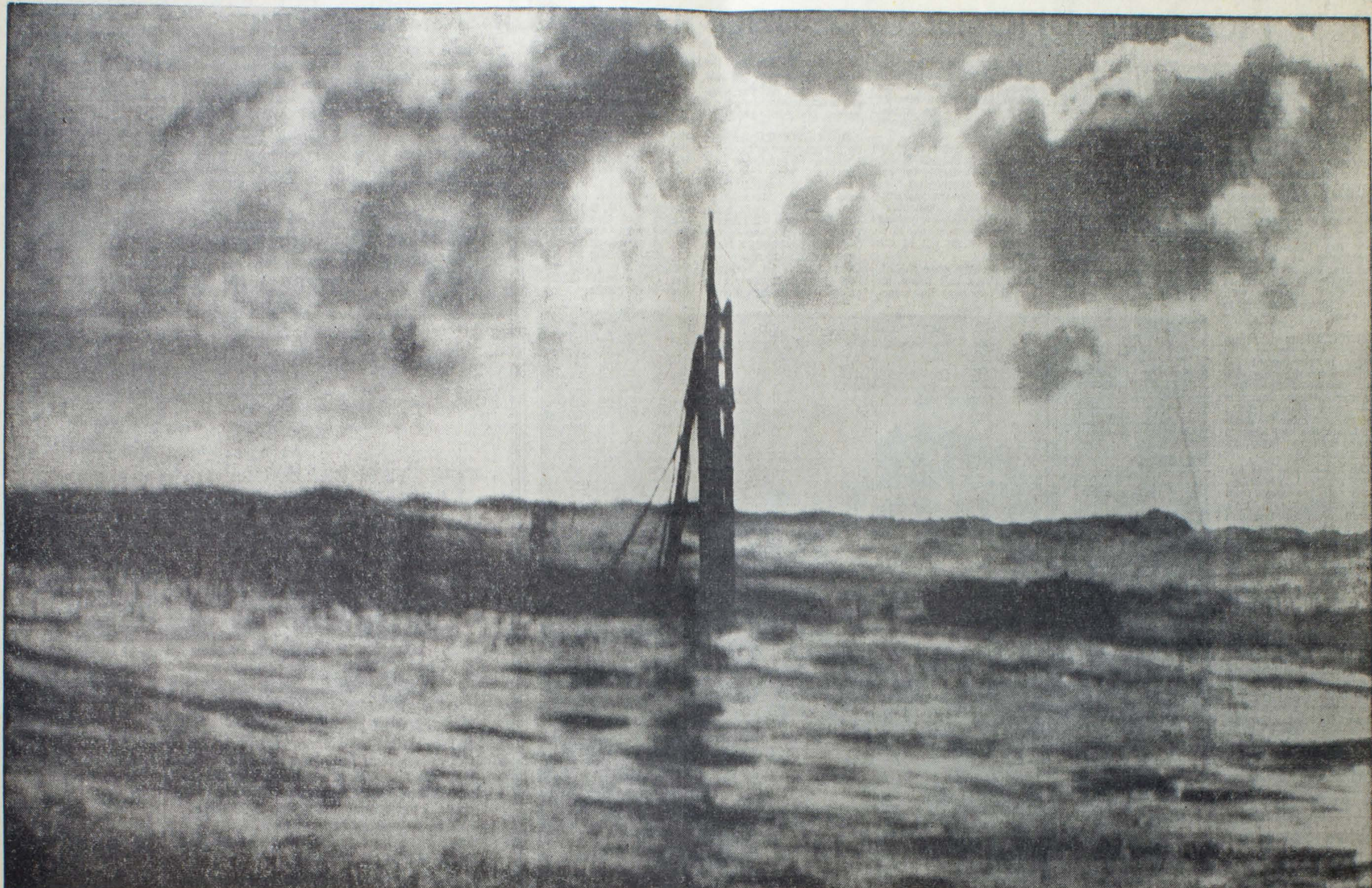
Above, the gothic style of church architecture is carried out with a modern feeling using Wilkeson Stone for the St. Edwards Church



This Laurelhurst residence features Wilkeson Split Faced Ashlar in a pattern of 2'-4 1/2" x 7"



Warmth, color and splendor—one of the most popular uses of Wilkeson Stone is in the home. This illustrates the adaptability of Wilkeson for interior use



Angry Seas Battered And Sank This Ship, Sending Her Crew To Their Deaths

THIS REMARKABLE PHOTOGRAPH, showing the storm-battered hulk of the freighter Iowa after she sank on the treacherous Peacock Spit at the entrance of the

Columbia River on January 12, 1936, was taken by the late Frank Lynch, former Post-Intelligencer staff photographer. In the center is the vessel's foremast, to which

members of her crew clung until they were swept to their deaths by mountain-high waves. Waves sweep over the Iowa's superstructure. Lynch took this photograph

from a Coast Guard cutter, braving rolling seas with waves that exceeded 50 feet in height to accomplish the feat that was a tribute to his devotion to duty.

EXPERIENCED CRAFTSMEN

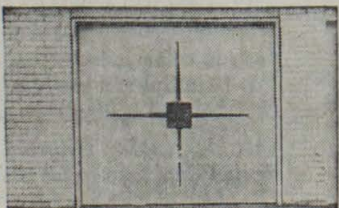
CREATE BEAUTIFUL DOORS FOR YOU AT STANLEY GARAGE DOOR CO.

Stanley Garage doors are measured, designed, manufactured and installed EXACTLY to fit your garage opening and style of your home.

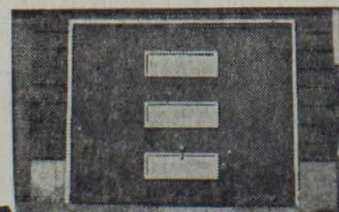
The doors operate so smoothly and easily that a child could open and close them with ease. Stanley doors are safe, too . . . no smashed fingers or toes. Upkeep is at a minimum because they're so easy to paint. STANLEY is your best buy in garage doors.

FREE ESTIMATES

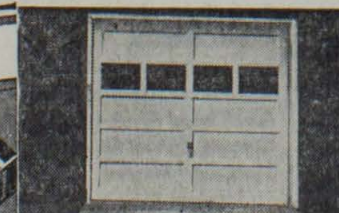
RADIO-CONTROLLED GARAGE DOOR OPENER



SUNBURST (S-6) by Stanley



SKYLINE by Stanley



WHIDBY by Stanley



GREEN LAKE by Stanley

- UNLOCKS DOOR • CLOSING DOOR
- TURNS LIGHT ON • LOCKS DOOR
- OPENS DOOR • TURNS LIGHT OFF

YOUR FINGER DOES IT

Automatically Opens Your Garage Door at the Touch of Your Finger. Fits on Car Visor. No Car Installation Required. Crystal Controls Eliminate False Opening.

FREE DEMONSTRATION

STANLEY GARAGE DOOR CO.
4616 Union Bay Place N.E. — LA. 4-5212

June 28, 1942:

Living Space For Workers Is Problem

Seattle must be prepared to give living quarters of adequate standards to the thousands of single men and women who are expected to arrive here during the next six months to take war jobs.

This statement was made last night by Mrs. Jackson K. Holloway, chairman of the rooms registry committee of the War Commission.

She said that although there are now enough boarding houses to fill the immediate need, more will be needed in the near future and asked residents who can give workers board and room to list their names with the rooms registry.

AN OFFICE is maintained for rooms registry for women at the Young Women's Christian Association, and one for men at the Young Men's Christian Association. Both associations are War Chest agencies.

Thirty new listings of houses for women were made during the past week and seventy-five for men.

Mrs. Holloway's committee is charged with the work of finding suitable living quarters for single men and women.

THE NATIONAL Youth Administration, which houses young men and women while it trains them in cooperation with the aircraft training school, also looks to the committee to find homes for its students when their training is completed and they are ready to accept jobs.

During the next six months, 6,000 women and between 3,000 and 4,000 men are expected to be placed into war industries. Most of these will come from out of the city.

Will Rogers, Post Killed

Will Rogers and Wiley Post were killed in the crash of their two-place plane in Alaska in August of 1935. They were on a round-the-world flight.

BEFORE I. C. & P. . .

. . . that is to say, before INDUSTRIAL CRATING & PACKING, INC., entered the field in 1949, manufacturers preparing products for shipment usually had to coordinate with several different suppliers.

Normal procedure was to (1) consult a package engineering firm; (2) procure miscellaneous interior packaging supplies from separate sources; (3) procure exterior shipping containers from a separate source; (4) deal with another supplier if any packaging machinery were required.

This was obviously time-consuming, and required considerable lead time and inventory stock.

TODAY . . . ONE CALL HANDLES IT ALL

Complete Industrial Packaging Coverage

SERVICES

- ★ FINEST EXPORT & DOMESTIC PACKING
- ★ PACKAGE ENGINEERING

SUPPLIES

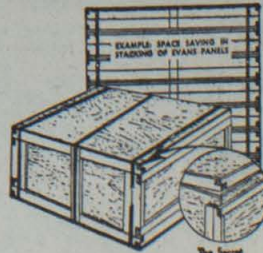
- ★ COMPLETE LINE OF PACKAGING MATERIALS
- ★ PACKAGING MACHINERY & EQUIPMENT

MANUFACTURERS

- ★ CORRUGATED & SOLID FIBER SHIPPING CONTAINERS
- ★ WOODEN BOXES, BINS, PALLETS, SKIDS
- ★ EVANS REUSABLE LOCKING SPINDLE BOX
- ★ EVANS SELF LOCKING BOX

The All New Evans Box—all hardware is eliminated, just band and ship!

WE WILL CUSTOM ENGINEER AN EVANS SELF LOCKING MODULAR CONTAINER SYSTEM TO MEET YOUR REQUIREMENTS



INDUSTRIAL CRATING & PACKING, INC.

1750 FOURTH AVE. SO., SEATTLE 4, WASH.

MAin 3-4530

Silk Trains Are Gone But Are Not Forgotten

By Don Page

Post-Intelligencer Marine Editor

THE GOLDEN age of this port of Seattle? Some say it lies behind us, in the 1890s, when the "Ton of Gold Ship" Portland and other little freighters were hauling the raw wealth of Alaska south to Puget Sound. Some say the golden age of Seattle came later, when ships were swarming in here for cargos of lumber and grain from our seemingly endless supply.

Others say the golden age of the port of Seattle still lies ahead of us, when Seattle becomes the New York of the West that was visioned by the pioneers who first christened their strip of beach "New York Alki," New York by and by.

But the silken age of the port of Seattle?

The silken age of Seattle is easier to mark off on the chart of time. The silken age of Seattle began half a century ago and lasted a little more than 20 years.

SEATTLE'S silken age reached its height in the Twenties. And it was rich, raucous, romantic height. Its trademarks were the trans-Pacific express ship and the silk train—a 300-ton juggernaut that rambled cross-country from Seattle docks with a feather at its stack and the right-of-way over every other train on the tracks.

The first silk train out of Seattle, according to tenuous historical records, ran in 1909, the last probably late in 1933. W. B. Jones, now chief dispatcher for the Great Northern Railway, says 307 silk trains moved over the GN alone between 1925 and 1937.

Writing of the year 1928, the late Enoch A. Bryan, president emeritus of Washington State College, reported in his book, "Orient Meets Occident":

"Ninety-eight deep-sea steamship lines operate from the port of Seattle alone, and the Washington Customs Districts has been third-ranked of all those in the U.S. in the value of her imports and seventh in total value of exports and imports.

"She is second in the number of passengers entering ports. Her gateways are entered by the ships of all great commercial nations on the face of the earth.

"Where once the shores of the North Pacific were cruised by the white-sailed clipper ships exchanging trinkets for the precious skins of the sea otter, now giant ocean liners plow the waves at top speed, carrying the precious bales of silk on the shortest pathway to the hungry mills on the Atlantic Coast."

In 1929 the Washington Customs District received total imports valued at \$216 million. Of this, silk accounted for \$151 million, more than two-thirds of the total.

This was raw silk, of course—great pale cream-colored skeins of raw silk baled in Japan or China and dispatched "via Seattle." This silk was precious stuff. Some ships and silk trains teamed on cargos worth almost \$10 million. Interest and insurance alone on such cargoes could run more than \$2,000 a day.

SEATTLE OWED its dominance in the silk trade to its place on the great circle route from the Orient—with an advantage then of more than a day's sailing time compared to California ports.

The fastest ships of the Pacific vied in the silk trade—such American ships as those of the old Dollar Line, and the fleetest vessels of Nippon Yusen Kaisha and other Japanese lines, and England's Blue Funnel Line.

E. J. Dalby, the Post-Intelligencer marine editor of those years, traced some of the stories for his readers—"Big cargo of silk coming on SS Korea Maru"—"\$18 million in silk en route to Seattle"—"Big cargo of silk coming on SS Hikawa Maru"—"SS Arabia Maru to bring silk cargo."

The old Pier 41 at Smith's Cove, now the Navy's Pier 91, was Seattle's premier ocean terminal for silk.

SHIP AND RAIL and terminal operators would start preparing a week or more in advance for the arrival of a silk ship. As soon as her lines could be made fast and her hatches broken open, stevedores would start hauling out the silk bales, swinging them onto the dock and into the railcars waiting alongside the transit sheds.

Those silk train cars were not freight cars, of course. These were express cars or baggage cars serviced for this special service. They carried 28 tons of baled raw silk to the car.

The silk trains carried white flags in their classification brackets, marking them as extras. But, unlike other extras, the silk trains were given the freedom of the road. Crack passenger trains would be shunted onto sidings to let the silk trains boom through. At speeds of up to 80 miles an hour, a silk train could gain a full day on the fastest transcontinental passenger trains.

THESE WERE crack trains and crack crews of a steamship-locomotive age the world will not see again. Great Northern dispatcher Jones describes old 2517, one of the most famed locomotives in silk train service:

"This is a P-2 style steam locomotive. Engine and tender have a gross total weight of 617,800 pounds. Over-all length is just a few feet less than 100 from pilot to the rear of the tender. She has a capacity for 5,000 gallons of fuel oil and 12,000 gallons of water. Her four drivers on each side measure six-feet, one-inch in diameter. This is the heaviest, fastest and most efficient type of passenger steam locomotive ever built for transcontinental lines."

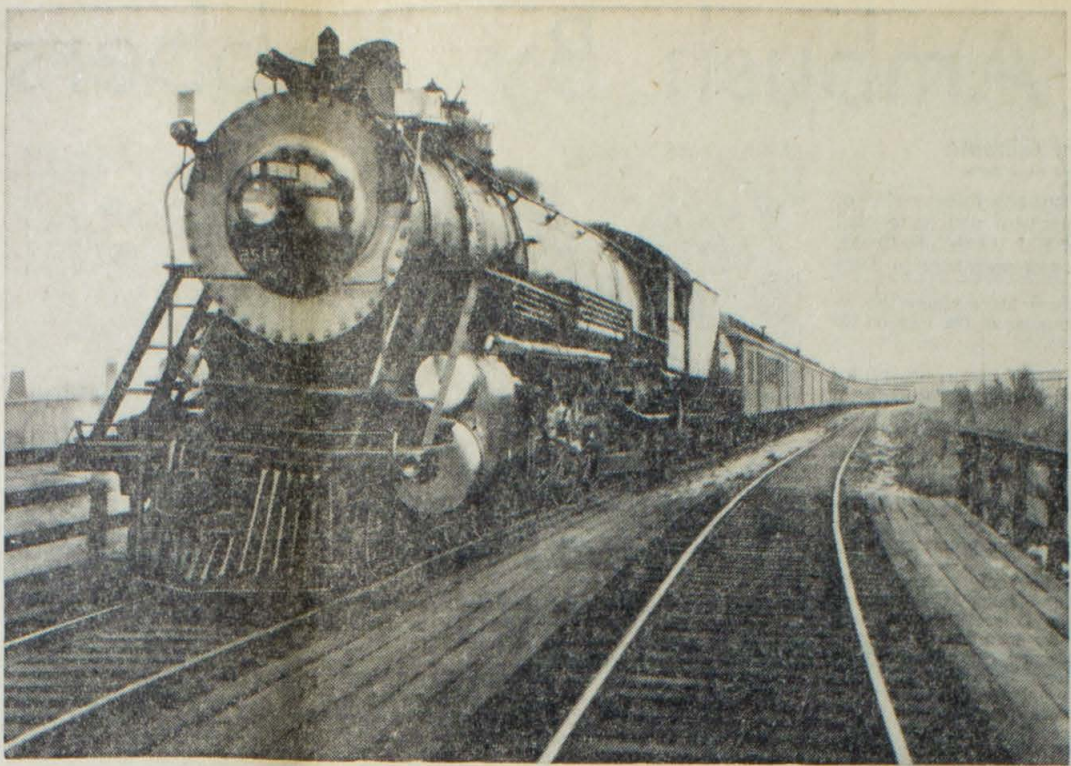
Railroading was a game then. The silk trains were the big leagues. This was a tough, highballing operation, but crewmen competed to work the silk trains. Like pony express riders of a few decades before, they stood poised at transfer points along the run, ready to jump aboard while other crewmen gave the train a hurry-up inspection and service job.

Every silk train carried at least one observer car for the guards. From there the railroad "dicks" kept an eye on their cargo. From there they hopped out whenever the train stopped, to hike along checking the seals on doors.

TO HELP protect the cargos from hijacking, there was an attempt to keep the schedules of silk trains secret. The exciting word spread, though. All along her route, the townspeople would be waiting for a glimpse of the flying locomotive and her half dozen or so cars full of silk.

Even in such rush-rush work there still was time for a touch of the heavy-handed humor of working men. As apprentice seamen once were dispatched for "the cannon report" and boys in machine shops were sent scurrying for "left-handed monkey wrenches," so the silk train crewmen were alert for railroad buffs along the way who might accommodate them by hurrying out into the hills to gather fresh leaves "for the silkworms."

BUT THE silken age of the port of Seattle was a gossamer, ephemeral age. You could sense the end of an era as early as 1930 in a P-I story that reported, "Rayon price cut to meet decline in cost of silk." As synthetic fibers robbed silk of its golden exclusiveness, the price of silk declined. Declining with the value of silk was the value of Seattle's position as the shortest through-port to the Orient.



Silk Train--Romance On Wheels

GREAT NORTHERN'S crack train, No. 2517, leaves Interbay on one of its famed runs to the East Coast with a cargo of silk. The romance and income derived from

silk trains that carried precious loads across the nation were an important element of Seattle life between the years of 1909 and 1933.

12 Dredges Planned On Klondike

DAWSON, April 1, 1910.—The big spring thaw has begun and an awakening is coming along the entire Yukon for a season of activity.

The Klondike is preparing to operate twelve large dredges and a score of hydraulic plants on many individual placer properties this season.

THE LARGEST new enterprise, the Treadgold, a new company, will build a ditch seven miles long from the north fork of the Klondike, carrying 15,000 inches, virtually a small river, to generate power for the lifting of water for hydraulic purposes to high levels not hitherto supplied.

One hundred and fifty tons of material, including two steam shovels, were taken to the property this week.



NOW...only on United...One-Class service!

The new standard in big jet travel,
Seattle-Tacoma to San Francisco



ONE CLASS of cabin—throughout the big jet. No more first and second class sections. Just one roomy cabin... with a wider aisle which permits easier movement about the cabin and faster boarding and deplaning through either the front or rear entrance.



ONE CLASS of seat—comfortable. One-Class seats are not coach seats. They're entirely new... and wider than any jet coach seat. They are placed two on the left, three on the right (the big jets were originally designed for just this kind of first class seating).



ONE CLASS of meal—delicious. On appropriate flights, you will be served complimentary beverages and a delicious meal, prepared in United's own flight kitchens under the supervision of our European-trained chefs. You're sure to enjoy it.



ONE CLASS of fare—low. The fare for United's new One-Class standard service from Seattle-Tacoma to San Francisco is only \$46... that's \$7.05 less than first class, only \$3.65 more than coach. It all adds up to a greater value for all. Fare plus tax.

Only United offers you One-Class service. You suggested it. And our concern for your travel needs led us to develop this newest example of our attitude of Extra Care—for people. We hope you'll try our new One-Class service and tell us how you like it. Write: One-Class, United Air Lines, Box 8800, Chicago 66, Illinois. For reservations, call us at MU 2-3700 or your Travel Agent.

Seattle-Tacoma to San Francisco—ONE-CLASS jet service at 8:30 a.m. Other jet service throughout the day.

Ask about our new Family Plan—saves you money on family travel.

THE EXTRA CARE AIRLINE



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House INC.

It's Important--

To find the right home in the right neighborhood at the right price—right that is for you—for your family. As Realtors, specializing in residential properties principally in the central areas of the city (from Sand Point through the Uplands) we believe we can find "it" for you—or if you're intrigued with a vacation or retirement hideaway there's a Washington House Branch in the San Juan Islands.

EA 5-8200

LOPEZ 400

636 Lake Washington Boulevard East

Major Battle Waged Over Bridge

(Continued from Page 3.)

60 years in federal prison on May 9, 1936.

One of the P-I's pioneer city editors, Prof. Edmond S. Meany, died on April 23, 1935. In the years between his days as a lanky redheaded kid reporter and young editor, Meany had become the state's most revered educator and historian. They named the Hotel Meany in his honor.

When the Iowa went down January 12, 1936, with all hands, on Peacock Spit at the mouth of the Columbia, P-I Photographer Frank (Slim) Lynch stood on the deck of a Coast Guard rescue craft bucking 50-foot waves on the bar and made one of the great marine disaster pictures of all time. A single broken mast of the submerged Iowa, stark against gray scudding clouds, marked the resting place of 34 men.

History was made on August 20, 1935, when a Boeing bomber, the Boeing 299, flew non-stop from Seattle to Dayton, Ohio, in 9 hours and 3 minutes to set a new speed record.

Will Rogers' short pithy humor column was a regular front-page feature of the paper. On August 6, 1935, Rogers and Wiley Post stopped here on a round-the-world flight in a two-place plane. Rogers played polo in a match at the Olympic Riding and Driving Academy and that night spoke at a polo banquet in the Washington Athletic Club.

A FEW DAYS LATER the plane crashed on a lonely beach of a lake near Nome, Alaska, and the humorist and famed flyer was gone. To bring the first photos from the crash to The Post-Intelligencer, Alfred J. Lomen, Nome business man, made the most sensational flight in the history of American journalism.

In a small NAT wheel plane, Lomen, with photographer Curtis Jacobs and pilot Chester Brown,

June 28, 1942:

4th Of July Celebration To Be Sans Fireworks

There will be no fireworks or firecrackers this year—the powder is being put to far more important use—but Seattle's 1942 Fourth of July will be one long to be remembered.

Official plans for the Fourth were announced yesterday by George LaFray, chairman of the special committee of Seattle Post No. 1, American Legion, in charge of the annual celebration.

Despite the restrictions imposed by wartime conditions, it will be one of the most colorful and impressive Independence Days in the city's history.

A HIGHLIGHT of the program will be a parade at 10 a.m., which will form at Lane, Weller and King Sts. on 5th Ave. The line of March will be west to 2nd Ave., north on 2nd Ave. to Stewart St., east on Stewart to 4th Ave. and south on 4th Ave. to Jackson St.

The reviewing stand will be at the Public Library steps on 4th Ave. between Madison and Spring Sts.

Following Gov. Arthur B. Langlie, Mayor William F. Devin and other officials and units of the Seattle police and fire departments will come the marching divisions of the Army, Navy and Marine Corps with their bands.

THESE WILL be followed by units of the civilian protection division of the Seat-

tle War Commission and floats sponsored by business, civic and patriotic organizations.

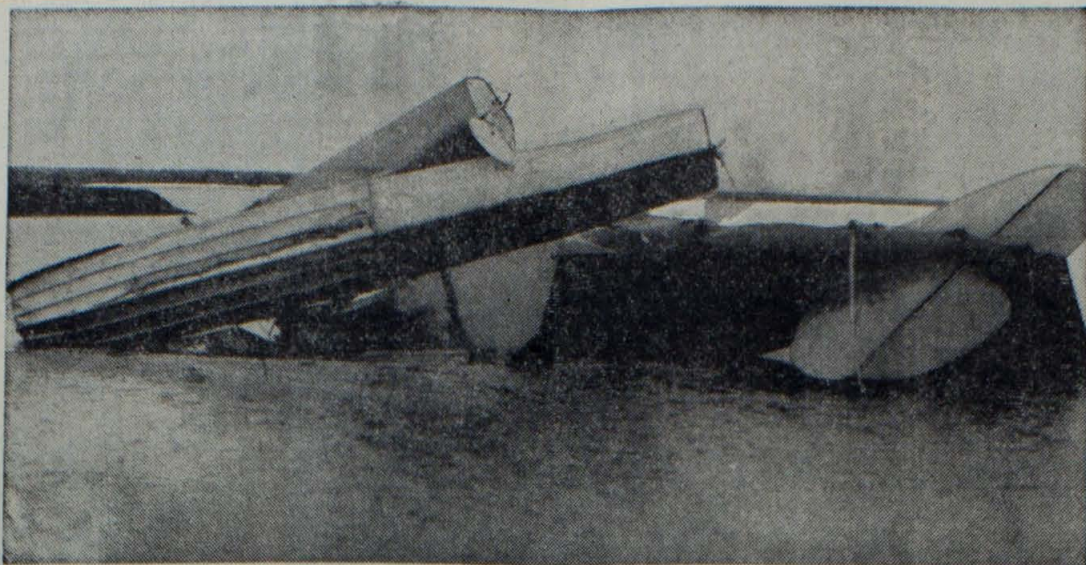
Brig. Gen. Harcourt Hervey of Fort Lewis is grand marshal of the parade.

The day's observance will open with dedication of the new Naval Armory at the south end of Lake Union at 9 a.m. The structure, built by the Works Projects Administration on a site donated by the city of Seattle, will be officially received on behalf of the Navy by Vice Admiral C. S. Freeman, commander of the Thirtieth Naval District and commander of the Northwest Sea Frontier.

Dec. 17, 1941:

Defense Bonds For Christmas

Local 28, National Federation of Postal Clerks, was on record yesterday as urging all citizens to give defense bonds and stamps for Christmas presents. The union is affiliated with the American Federation of Labor.



Air Tragedy That Shocked The World

THIS PHOTOGRAPH OF the crashed plane in which Will Rogers and Wiley Post were killed in Alaska was a Post-Intelligencer exclusive, the first to be published.

flew from Nome to the scene. Then, with the precious negatives, he flew to Fairbanks, via Kotzebue. In Fairbanks he chartered a Ford tri-motor piloted by Noel Wein and Victor Rose and raced south to Seattle. They made the trip in an over-all elapsed time of 37 hours and 15 minutes from Nome to Boeing Field, beating another news plane by two hours. The pictures appeared first in The P-I and were distributed world-wide by International News Photos.

It was a decade of colorful, spectacular and sometimes eccentric politicians on the local scene. The most tragic political story of the decade was that of Congressman Marion Zioncheck who lived in the headlines from the time he was a stormy student-body president at the University of Washington until the moment he plunged to his death from the fifth floor window of a downtown office building during his campaign for re-election to Congress.

THE MAJOR community battle of the decade was over plans to construct a floating bridge across Lake Washington. First discussion of the project began in 1927, but the fight didn't get real hot until 1935. From then until construction started on December 29, 1938, it was a donnybrook.

"BUILD THE BRIDGE," a P-I editorial demanded on May 17, 1938. The editorial said:

"Granted that \$5,670,000 is a large sum of money, it is small when compared with the benefits it will bring, in giving easier access to Mercer Island and the east shore of Lake Washington, in opening for development the entire interlake area this side of Lake Sammamish, and in providing a link in a materially shortened route to Eastern Washington."

Opposition to the project was led by The Seattle Times, which predicted the bridge, if built, would become a white elephant and, worse, would not be able to stand the buffeting of weather. The pontoon, The Times predicted, would be scattered along the lake shores and lay there as breeding places for mosquitos.

The bridge became a newspaper fight and the closeness of the issue is attested by the fact that the Seattle City Council, in a vote on the day the bids were opened, approved the project by a narrow 5 to 4 vote.

THE BRIDGE OPENED for traffic on July 2, 1940, a year-and-a-half after start of construction.

On the last day of this decade, December 31, 1942, the front page of The Post-Intelligencer told of a U.S. submarine shelling the Japanese homeland, of the Russian Army pressing relentlessly against

Rogers and Post were on a round-the-world flight on that fateful August day in 1935. Earlier they had visited Seattle in their two-place plane.

German forces on four fronts in frozen areas south of Stalingrad, of a threatened strike of Seattle school custodians, and plans to extend the Spokane Street viaduct.

And reporter Paul O'Neill (later to become nationally known as a writer for Time, Life, Fortune and Sports Illustrated) wrote in a report of plans for New Year's Eve:

"...countless thousands of Seattle's war swollen population were ready to welcome the New Year from skidroad joints to hotel ballrooms with the biggest and most expensive jag in the city's history. Despite limited gasoline, rationed firewater and the highest cover charges since Yesler's Mill was built, every nightclub dance spot in town asking reservations was sold out..."

June 2, 1942:

Devin Proposes Special Levy

Urging "serious study of the entire field of taxation" to meet the city's critical budget problems, Mayor William F. Devin yesterday proposed submission to the voters of a 3-m ill special levy to take care of two emergency expenditures already incurred for 1942.

Next Of Kin Get The Tragic News

WASHINGTON, Dec. 18, 1941.—The Navy said today that the next of kin of all officers killed in the Japanese raid on Honolulu had been notified, as had families of the known dead among the enlisted men.

Some bodies of enlisted men have not been identified.

Denny Plaque Put In Place

A bronze plaque marking the site of the A. A. Denny family homestead was put in place and dedicated on May 21, 1933, at 2nd Avenue and Union Street.



WILEY POST AND WILL ROGERS Ready To Take Off On Final Flight

Serving Seattle as...

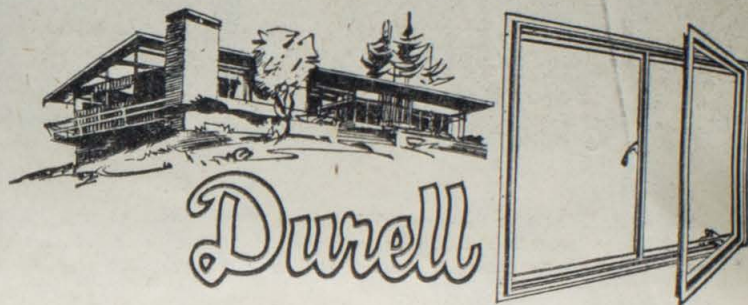
HEARING AID CONSULTANTS SINCE 1934

We are proud of the part we have played in helping thousands of Seattleites to more fully enjoy their lives through improved hearing.

Sonotone continually offers every new improvement and development in the hearing aid field.

SONOTONE

1411-4th Avenue MAin 4-1653



a name that has grown with Seattle

DURELL manufactures aluminum casement & sliding windows that are soundly engineered and expertly styled. Plans of the architect or engineer are accurately executed in a precision manner by skilled craftsmen.

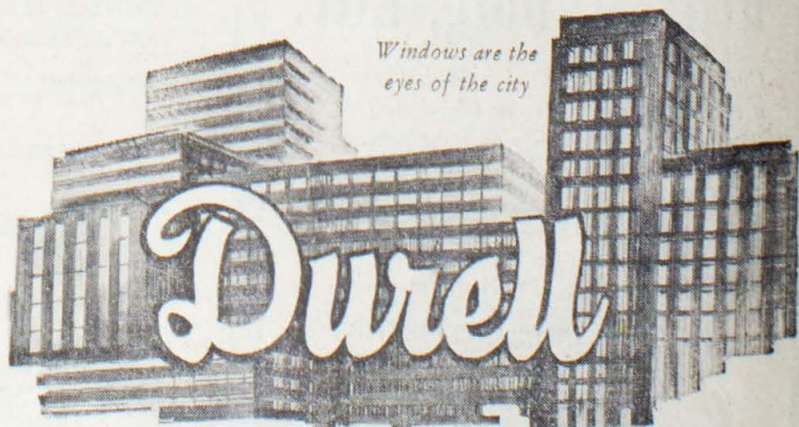
DURELL utilizes unique methods with the most modern of tools available in the rapidly changing light metals industry producing products that are "modern in look" and dependable in everyday use.

DURELL experience enables it to not only meet, but surpass all competition.

DURELL is a strong, young, aggressive organization dominating its field through the use of modern techniques, the finest equipment on the market operated by artisans—out-stripping both the quantity and quality of competition operating in low-cost labor areas.

DURELL Aluminum casements are a standard of quality providing longlife with unending satisfaction for architect, builder and home owner. When planning, building or remodeling—specify DURELL

DURELL windows do not stick, swell, rot, rust or jam. First cost is last cost and a pay-off in satisfaction.



ALUMINUM, the finest window material—DURELL the finest aluminum window
DURELL PRODUCTS, Inc.
3600 AIRPORT WAY MA. 2-2144

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Auctioneers

SINCE 1892

LEADERS IN MACHINERY &

EQUIPMENT AUCTIONEERING

7203 76th S.E.

Mercer Island

MA. 3-4868

When the Post-Intelligencer is celebrating its 2nd Centennial, Kaytite will still be



BANISHING MOISTURE... a tall order—but **KAY-TITE** Does The Job!

Time-tested waterproofing products for Home and Industry makes all masonry "dry as a bone!"

THE COMPLETE KAY-TITE LINE!			
KAY-TITE Plastic Mixing Liquid . . . Assures adherents of dry mixes . . .		KAY-TITE BOND Bonds new concrete to old	
KAY-TITE PLUG Fast setting cement compound		Kay-Tite Invisible Finest silicone water repellent	
MASONRY KOTE Cement Coating		PATCH & TOPPING For repair and replacement of concrete	



Regular **KAY-TITE** STOPS BASEMENT LEAKS

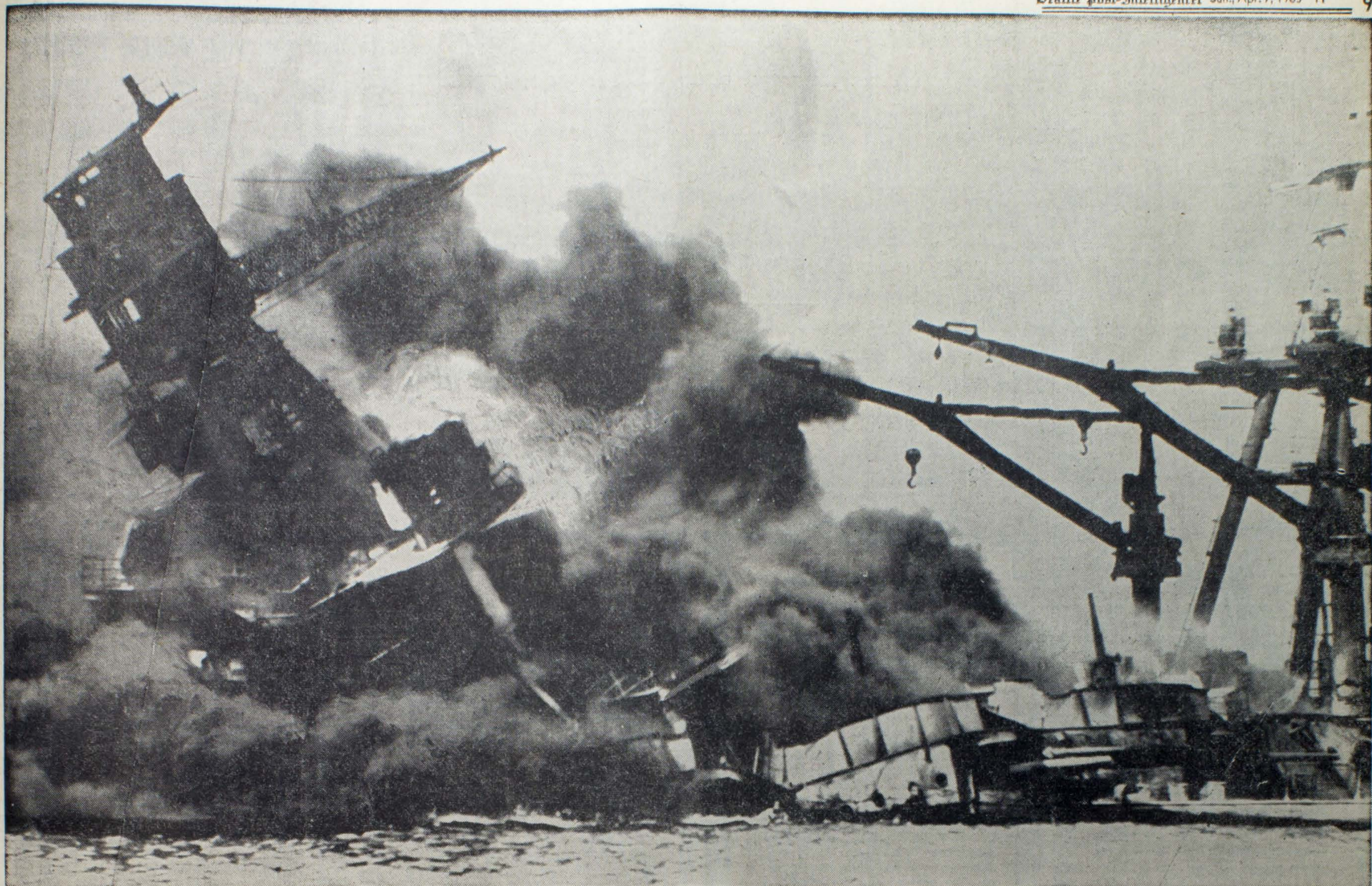
KAY-TITE... Made in Seattle in our own plant!

Ask us any question! We can tell you how or tell you who can help you!

THE KAY-TITE COMPANY

1717 Westlake North AT. 3-6391

DO IT ONCE DO IT RIGHT DO THE JOB WITH KAY-TITE



Death Throes Of USS Arizona After Surprise Attack By Japanese

SHROUDED WITH PALL of smoke, the USS Arizona burns and sinks at her berth in Pearl Harbor on December 7, 1941—the day of the Japanese attack described

by President Franklin D. Roosevelt in his message to Congress as “a date which will live in infamy.” The Arizona sank after she was hit by a torpedo and seven

bombs. The vessel never was salvaged. She still lies on the bottom of the harbor, the bodies of the 900 men who went down with her locked in the steel coffin the

Arizona became. The Navy reported the United States lost 177 aircraft and 19 naval vessels in the opening battle of the war.

NORTH COAST ELECTRIC CO.

Serving the Pacific Northwest and Alaska since 1913

CELEBRATES ITS 50TH

Anniversary

WHOLESALE

Electrical

SUPPLIES

SEATTLE • PORTLAND

Founded in the critical period on the brink of America's entry into World War I, the infant firm of North Coast Electric Co. survived the war years because it had affiliated itself with what it believed to be the nation's first lines of electrical supplies and materials, and set for itself equally high standards of service.

The good judgment of its founder, Harry Byrne, in making available those products in that time of emergency, laid a solid foundation for the past 50 years of steady business growth. We strive to continue to merit the valued business of the Northwest and Alaska, on a basis of intelligent service and quality products, backed with a sound policy of distribution and a half-century's experience.

Not many businesses founded 50 years ago still remain in the hands of the original owners. Harry Byrne founded North Coast Electric Co. in Seattle in 1913, and his son, Harry Byrne Jr., is now the firm's president. Jas. B. Hartwig is vice-president and general manager.

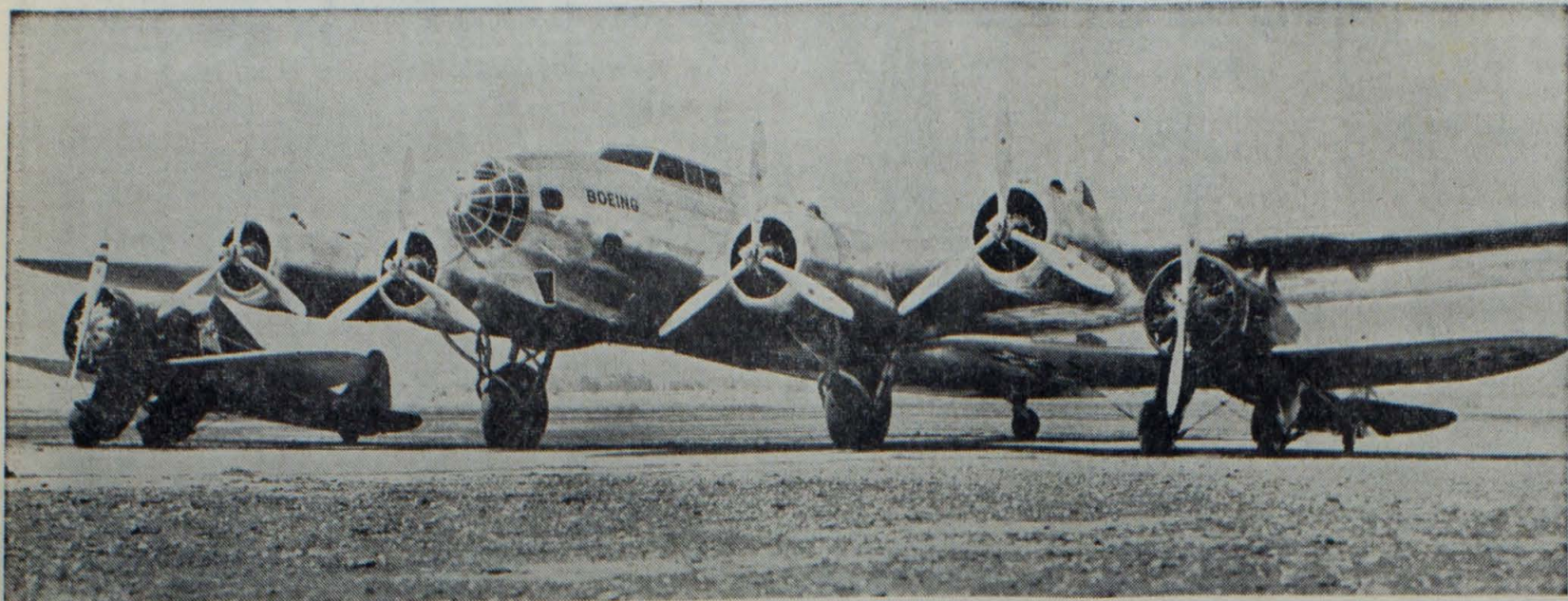
Located in the Northwest's most strategic centers of distribution, Seattle and Portland, North Coast Electric Co. distributes manufacturers' lines representative of 50 years of customer preference and selective upgrading. It is Seattle's oldest completely independent electrical supply company.



PORTLAND OFFICE AND WAREHOUSE
625 N.W. Everett St., Portland, Ore., CA 8-5111



SEATTLE OFFICE AND WAREHOUSE
171 S. Jackson St., Seattle, Wash., MU 2-4444



Record-Setting Flying Fortress Was Nation's Largest Land Plane In 1935

HERE IS THE BOEING 299, Flying Fortress bomber that chalked-up a non-stop speed and distance record in 1935 when it was flown 2,100 miles from Seattle to Dayton, Ohio, in nine hours and three minutes, an

average of 232 miles an hour. Chief Test Pilot Leslie R. Tower reported that he used only 63 per cent of the plane's 3,000 horsepower, adding that the flight was "of a routine nature" and no effort had been made to

set any speed record. Note the two Boeing P-26 fighter planes under the wings of the 299, then the nation's largest land plane and fastest, longest-range bomber. The 299 has a wing span of 105 feet.

IN THE WIDE WORLD, 1933-1942

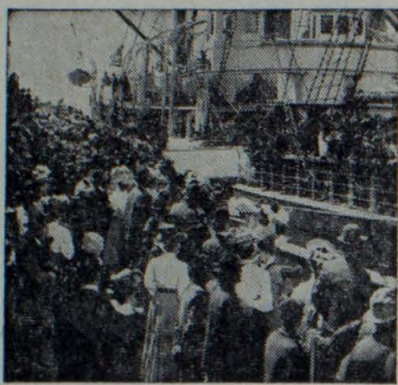
PRESIDENT Franklin Delano Roosevelt ordered all banks closed as a measure to halt the panic attending the Great Depression... Adolf Hitler became Chancellor of Germany... King Edward VIII went on an international radio hook-up to say that he was abdicating the throne of England to marry the American woman he loved... Japan shelled the USS Gunboat Panay, and among the injured was Seattleite Far East correspondent Jim Marshall... Fire swept through the Coconut Grove, Boston nightclub, killing 491... And 168 met death when fire blazed in a circus tent at Hartford, Connecticut... Thirty-four died and 700 were injured in a Detroit race riot... President Roosevelt signed the pay-as-you-go income tax plan... The first nuclear chain reaction was accomplished at the University of Chicago... And FDR was elected for a fourth term.

—NARD JONES

Pearl Harbor Changed City

On the fateful day of December 7, 1941, Seattle changed from a peace economy to all-out war. By nightfall, after report of

Japanese bombing of Pearl Harbor, the Army had rushed antiaircraft artillery and barrage balloons into position throughout the metropolitan area.



Everybody likes Moultray's Four Winds

Crowds like this have been jamming the doors of our converted ship restaurant since 1955. In 1898 ships like this brought gold from Alaska. If you haven't joined the crowds at Moultray's, we suggest you do so soon. We have dining and dancing aboard, too.

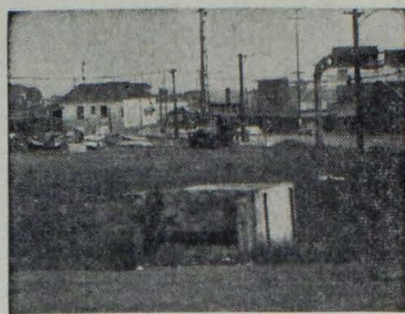
Four Winds Westlake Bill Moultray & Aloha

6 U.S. PRESIDENTS SLEPT HERE



Welcoming the residents of the past in the early Seattle days starting with Teddy Roosevelt, The New Washington Hotel provided the famous gold service (including plates) throughout this time. We still have this famous silver-ware complete for any functions. When the Roaring 20's began its great move, President Taft stayed at the hotel... this coincidence may have brought about the famous fun room of today... The Roaring 20's where we feature Dixieland bands, flappers and the whole works to bring back those golden days. If Mr. Taft is to blame, we want to thank him even at this late date.

Doric
New Washington Hotel Roaring 20's
2nd & Stewart



more and more dirt...

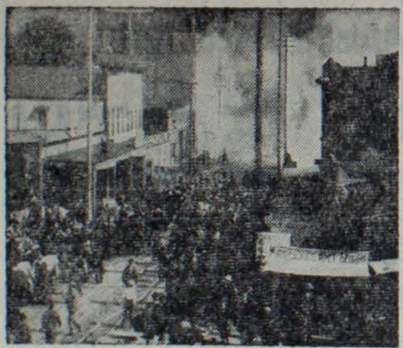
and we haven't stopped yet in building an addition to the Tropics Motor Hotel. The picture above is the land of the Tropics before it was built. It is a landmark of the Denny regrade and the site 50 years ago on which we are now planted. Inside pool and modern decor of the Islands greet you when you visit us. Our famous dining room is known from coast to coast with live music in the Island room. It's the place to stay in Seattle where it's summer all year 'round. Located on 225 Aurora to be exact.

The Tropics

We are plenty old, too!

Captain Vancouver, in 1792 was the first to chart the Mukilteo area. The Captain Charles A. Wilkes' expedition of 1841 named it Point Elliott, probably in honor of Samuel Elliott, who was on the ship. Later J. D. Fowler changed the name to Mukilteo, which is now accepted to mean "Good Camping Grounds." More—Site of the signing of the peace treaty between 22 Puget Sound tribes and first territorial governor, Isaac Stevens, January 11, 1855. The first white child in the country was born at the location of the Mukilteo lighthouse. Today you can enjoy the most famous restaurant in the area... The Seahorse... We say that because of our famous captain's table smorgasbord, Sunday family dinners, cocktails, prime ribs, seafoods and dinner dancing. We invite you to The Seahorse in Mukilteo.

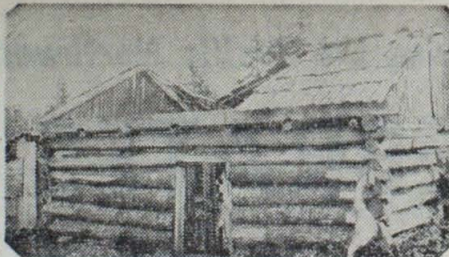
Bob & Helen Wilkes



We're here!... someplace

From Seattle's first post-office to one of the wildest roaring saloons in the West we have established ourselves in today's history. Mail was delivered and distributed from the very location we stand today. With Seattle's growth, the Post-Office was moved, but through the years the same building we occupy has seen much gambling and entertainment. Today we provide recreation (no gambling), dancing and fun in the traditional Western style with dance music nightly... provided by another wrangler, Sheriff Texas Jim Lewis and his gang, and Ezmerelda Pistrifill Skiggs.

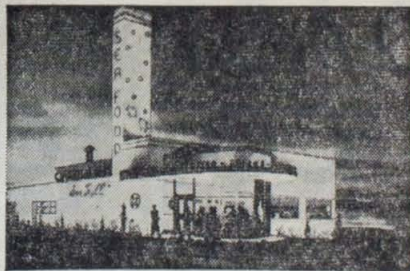
Golden Apple
906-1st Ave.



Birthplace of Seattle ...and here we sit!

First Log Cabin Seattle lived in for many years—the present Alki Homestead now stands in its place, serving the finest dinners. There parts of the old building still displayed and many historical landmarks can be seen depicting the first landing of the settlers to Seattle. We invite you to take the trail out Alki way and visit us and see the wonderful beauty of Puget Sound and enjoy dining with us.

Alki Homestead
2717 61st Southwest



a Seattle institution since 1939!

A. J. Meeker and Clyde Crawford first conceived of the idea of having a fine seafood specialty restaurant on Elliot Bay early in 1938. And in 1939 they began serving to the many delighted Seattleites who since have remained steady patrons. In 1948 Crawford's was purchased by Mr. and Mrs. Zanides, who continue to earn the reputation started by Crawford's by serving only the freshest, tastiest seafoods in the Northwest!

CRAWFORD'S by-the-sea
333 Elliot West—AT. 4-8180
Mary Zanides



Anyone for swimming?

The old swimming hole has changed with the modern improvements at The Rod and Reel... Now you can dine, and be entertained with the view of swimmers in our modern pool. Live entertainment nightly. Enjoy lunches, dinners, late snacks and fine accommodations at the Rod 'N Reel—2000-6th Avenue...

Rod 'n Reel



Did you know that.....

This is what Bob's Place looked like 40 years ago. Even before that, it was a smaller building with a counter and eight stools! Since that time, Bob's has grown steadily along with the growth of the Northwest. Now we can seat 400 people at one time, indoors and outdoors. In 45 things took on a big change with the razing of the old building and the present one constructed. Large parking areas and playgrounds for children were made... today it is family fun to enjoy dining at Bob's place for that famous butter-fried chicken... see you soon. Bothell at Kenmore.

Bob's Place
Charles & Hazel Sarvis



We are glad the sawmill shut down...

Echo Lake housed a shake mill in the early years of growth in the Northwest area with very little residential housing. Today Echo Lake supplies recreation and beauty which can be enjoyed at the Echo Lake Resort and Beryl's Restaurant. The restaurant has fine food, soft lights and atmosphere that will long be remembered. Wine specialties for dining is one of the many features of this modern dining room. Look for the Torch lights on highway 99 North near 192nd and Aurora. Enjoy lunches, and dinners. Phone the lodge for accommodations and enjoy Echo Lake today!

HOLIDAY RESORT BERYL'S RESORT
Private Beach RESTAURANT
Bud & Ethyl McNaughton Banquet Facilities
Li 2-2760 Beryl Mattison
Harold Brown
Li 6-1525



The Greenwood District of Seattle's North End is the Home of Marie's Cafe and also where Marie's famous salad dressings originated. Recently remodeled, Marie's has an atmosphere and friendliness that you and your friends will enjoy. Come often to 8549 Greenwood Ave. North to the famous MARIES.

Harold Smith and Werner Ferber



Just a block away...

from Green Lake you will find the finest steaks and seafoods served in an elegant atmosphere. In our short years we have expanded the dining facilities to accommodate groups and banquets as well as provide music in our cocktail lounge. For an evening of enjoyment and excellent food we invite you to be our guest. We are located at 7115 Woodlawn-Warlings.

Warlings Irv Chellin

Dec. 14, 1941:

Phelan's Contract Ended

Jimmy Phelan's football contract at the University of Washington has been terminated. Contracts of the veteran Husky mentor and two of his assistants, Backfield Coach Cotton Wilcox and Frosh Mentor Pest Welch, will not be renewed for 1942.

The surprising action was taken yesterday morning by Director of Athletics Ray L. Eckmann.

Phelan and his two aids were summoned into Eckman's office. In a conference which lasted only twenty minutes, the man who for twelve years has served as Washington's coach, was informed that his career at the University had come to an end.

UNDER TERMS of the dismissal notice, Phelan, Wilcox and Welch will be paid up to and including March 31, 1942.

Termination of their services, however, dates from yesterday's meeting.

No sooner had Eckman taken the action than he announced immediate steps will be taken to secure a new head coach and assistants for next season.

He said that he had no names of possible new coaches in mind but an intensive search immediately would be launched.

Following was Eckman's statement:

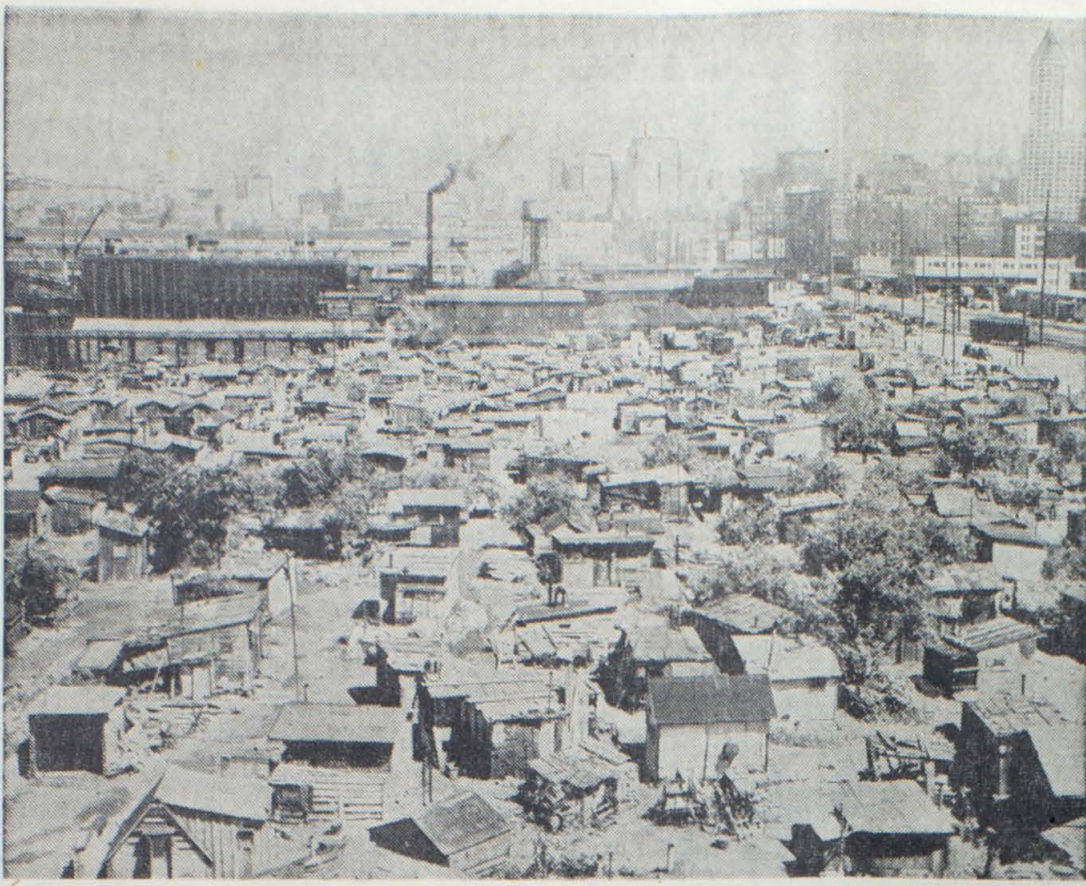
"At a meeting in my office this morning Coaches Jimmy Phelan, Cotton Wilcox and Pest Welch were informed that their football contracts will not be renewed for 1942. Salaries will be paid up to and including March 31, 1942.

"Termination of their services was taken only after very serious consideration of the matter. We will proceed immediately to find men to fill the vacated positions."

As for Phelan, the news came as a distinct surprise.

He said that he had no inkling such action would be taken, that no hint of it had come during the Pacific Coast Conference meeting following the closing game in Los Angeles against U.S.C., which Washington won, 14 to 13.

IN HIS characteristic style, Phelan described the action as a "Pearl Harbor job." He ex-



'Shack Town' In Shadow Of Downtown Seattle

THESE CRUDELY BUILT shelters near the waterfront made up Seattle's "Shack Town" during the Great Depression years. Similar collections of hovels were to be

found throughout the nation during the period between the market crash of 1929 and the years just before World War II, when employment began to rise.

plained that when he went into Eckmann's office he was handed the dismissal notice.

Shortly after, he and his two assistants left.

Phelan long has been the center of much pro and con discussion. He assumed charge of football at Washington following the firing of Enoch Bagshaw in 1929.

Phelan had just produced a Big Ten championship team at Purdue. At Washington, through a twelve-year period, one of his teams has played at the Rose Bowl, that being New Year Day, 1937, when his conference champions lost to Pittsburgh, 21 to 0.

THOUGH HIS teams have won only one conference title, Phelan has earned a reputation of producing tough, well-drilled and well-conditioned eleven.

In the season just closed, Washington opened the campaign with a 14 to 6 defeat at the hands of Minnesota. The following week the Huskies lost to Oregon State, 9 to 6. After that the team hit a winning pace, beating Washington State, 23 to 13, and UCLA, 14 to 7.

Thereafter, the Huskies lost to Stanford, 13 to 7, beat Montana and California, then dropped a 19-16 decision to Oregon. Southern California was defeated, 14-13, in the final game.

AS A RESULT of all conference contenders having been defeated at least twice, Washington continued in the race until the final game although the Huskies'

record hardly could be described as successful.

First inkling a change might have been considered at the University came shortly before the USC game, in which reports from Hoquiam stated that Elmer Huhta, former U.W. guard and outstanding high school mentor, had been signed as a Husky line coach.

This, Huhta stoutly denied.

Asked what action he might take in the matter, Phelan said yesterday that it all had happened so suddenly that he had had no time to plan.

WASHINGTON hasn't lacked for All-America players under Phelan's regime. In fact more men under his coaching have gained national recognition than under any previous UW mentor.

The list includes seven All-Americans. Paul Schwieger, a tackle, was the first in 1931. Dave Nisbet, an end, came in 1932. Then followed Bill Smith, an end, in 1933; Max Starcevic, an end, in 1936; Vic Markov, a tackle, in 1937; Rudy Mucha, a center, last year, and Fay Frankowski, guard, in the season just closed.

Paper Conservation Urged By Langlie

OLYMPIA, Dec. 16, 1941.

Governor Langlie today urged Washington residents to conserve all paper and paper products and state government immediately took steps to comply with the proclamation.

The governor also urged the people to assist public-spirited organizations in collecting the material for use in national defense.

STATE officials already have begun to conserve not only waste paper but other materials.

Secretary of State Belle Reeves has ordered that both sides of letterheads be used in writing letters where the correspondence covers more than one sheet. A footnote reads:

"To conserve in the interest of national defense, we are using both sides of letterheads."

WASTE PAPER from the different state departments, which is considerable, is being baled for con-

venience in salvage, and state records over fifteen years old, which the legislative authorized to be destroyed, eventually will be handled in the same way, officials said.

A letter to all state departments and institutions, over Supervisor of Purchasing Harold D. Van Eaton's signature, pointed out the "absolute need for conservation of materials and supplies generally."

Feb. 6, 1933:

Aviatrix Visits Boeing

Amelia Earhart, heroine of countless thrilling experiences, had a new thrill yesterday in Seattle. The famous aviatrix inspected the newest development in aerial transportation in the Boeing Airplane Co.'s hangar at Boeing Field.

Wind Blows Down Span

The original Tacoma Narrows Bridge was destroyed in a 42-mile-an-hour windstorm on November 7, 1940. Destruction of the \$6.4 million bridge was called the "greatest bridge failure in history" by engineers.

Feb. 10, 1923:

Waist Level: Up Or Down?

Dressmakers cannot, apparently, come to any decision about the lowered waistline, in preference to the natural one.



VanVetter

We welcome inquiries for information whether it be relative to design and engineering or estimates and prices from industries and institutions using or considering the use of Stainless Steel products.

We are equipped with the most modern equipment for economical and high quality production of Stainless Steel products.

We offer our services in designing and engineering along with our facilities for the development of new Stainless Steel products. We will welcome inquiries for further information.

VAN-VETTER, INC.

2130 Harbor Ave. S.W.

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THE NAME FOR QUALITY and DEPENDABILITY

In Manufacturing—Fabricating—Polishing and Finishing of Stainless Steel Fabrications and Equipment.

you don't cook meals
like this anymore...



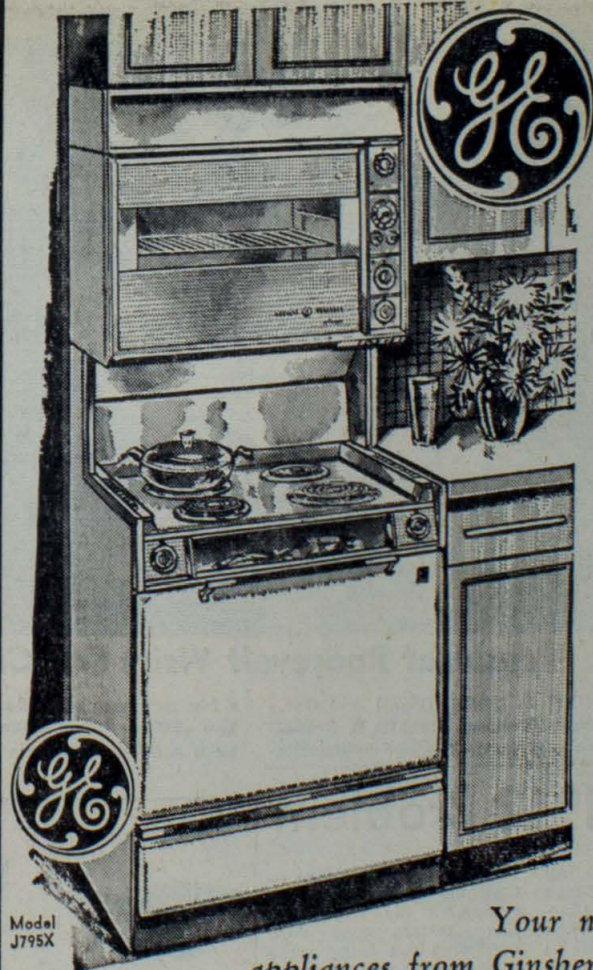
1918 WOOD RANGE

- Features:
- Burns Wood
 - Uneven Heat
 - Manual Draft
 - Vent for Smoke
 - Small Oven
 - Hook up for Water Heater

TERMS: CASH ONLY

1963—IT'S ALL ELECTRIC

Today... just flick a switch and you have perfectly controlled heat!



1963 MODEL DOUBLE-OVEN RANGE "Americana"

- 30" wide—Fits like a built-in
- Full-size master oven
- Eyelevel picture window oven
- Bakes and broils and time bakes in either oven
- Automatic rotisserie
- 3-in-1 Sensi-temp unit
- Built-in Exhaust hood
- Vents for surface unit and ovens

TERMS: NO MONEY DOWN 3 YEARS TO PAY

Your neighbor buys appliances from Ginsberg & Pysson!

At Ginsberg & Pysson you have a wide choice of many styles and models of General Electric appliances especially designed for modern day living. Cooking needn't be a drudgery these days!

GINSBERG PYSSON

7337 35th N. E.

LA. 5-5252

"Serving the Greater Seattle Area for Many Years"
OPEN MONDAY and FRIDAY UNTIL 9 P.M.

Varsity 4329 UNIV. WAY ME. 2-3131
the favorite theatre of so many!

For 23 Years, Seattle's Home Of Distinguished Foreign & Art Films

CURRENT

"David & Lisa"
"Best American film of 1962"
—TIME MAGAZINE
The Varsity—Where Courtesy Reigns!

RIDGEMONT 7 YRS. of MASTERPIECES
GREENWOOD 6-78 SU. 2-7337

THE HOME OF THE WORLD'S GREAT DIRECTORS

MICHAELANGELO ANTONIONI • INGMAR BERGMAN • LUIS BUNUEL
SERGEI BONDARCHUK • MICHAEL CACOVANNIS • ANDRE CAYETTE • MARCEL CAMUS • RENE CLAIR • JULES DASSIN • VITTORIO DE SICA • CARL DREYER • SERGEI EISENSTEIN • FEDERICO FELLINI • JEAN-LUC GODARD • KON ICHIKAWA • HELMUT KAUTNER • JERZY KAWALEROWICZ • AKIRA KUROSAWA • SATYAJIT RAY • JEAN RENoir • ALAN RESNAIS • FRANCOIS TRUFFAUT • ANDRES WAJDA • BERNARD WICKI • LUCHINO VISCONTI

SHOWCASE OF 8 ACADEMY AWARD WINNERS
"Best Foreign Film of the Year"

Presenting Annually Grand Prize Winners From The World's International Film Festivals
Cannes—Venice—Berlin—San Francisco—Vancouver—Edinburgh
CALL THEATRE FOR INFORMATION ON COMING ATTRACTIONS

Dec. 19, 1941:

Areas In Alaska To Be Evacuated

WHOLESALE evacuation to Seattle of women and children residing in vital Alaska defense areas is being projected by the United States Navy, Nyles I. Christensen, director of disaster relief for the American Red Cross, Pacific Area, disclosed here yesterday.

Christensen came here after receiving notification from the Navy Wednesday that both it and the Army considered removal of families of soldiers, sailors and civilian workers from certain areas probable.

"I can't say how many there will be or when they will arrive," Christensen remarked, at the same time revealing the Red Cross is taking over the Casa Italiana Building, 1520-17th Ave., as a temporary refuge station.

Agreements also have been signed with a number of hotels and apartment houses for handling additional families of evacuees, he added.

CHRISTENSEN emphasized that the action is contemplated by the Army and Navy as a preparedness measure, not from any fear of an imminent attack.

Maj. C. C. Gill, chairman of the disaster relief committee of the King County-Seattle Chapter of the Red Cross, was credited by Christensen with making most of the arrangements for handling evacuees here. They include:

Gray Ladies' volunteer unit of the chapter will meet those brought from Alaska at the boats.

The Red Cross motor corps, another volunteer unit, will provide transportation to the Casa Italiana, which will be fitted to accommodate 200 persons at

a time. It is not anticipated that arrivals will remain there more than a day.

TRAINED case workers under supervision of Mrs. Agnes Green, supervisor of home service, will determine which families have relatives or friends in other communities where they may go and if they have the resources to get there.

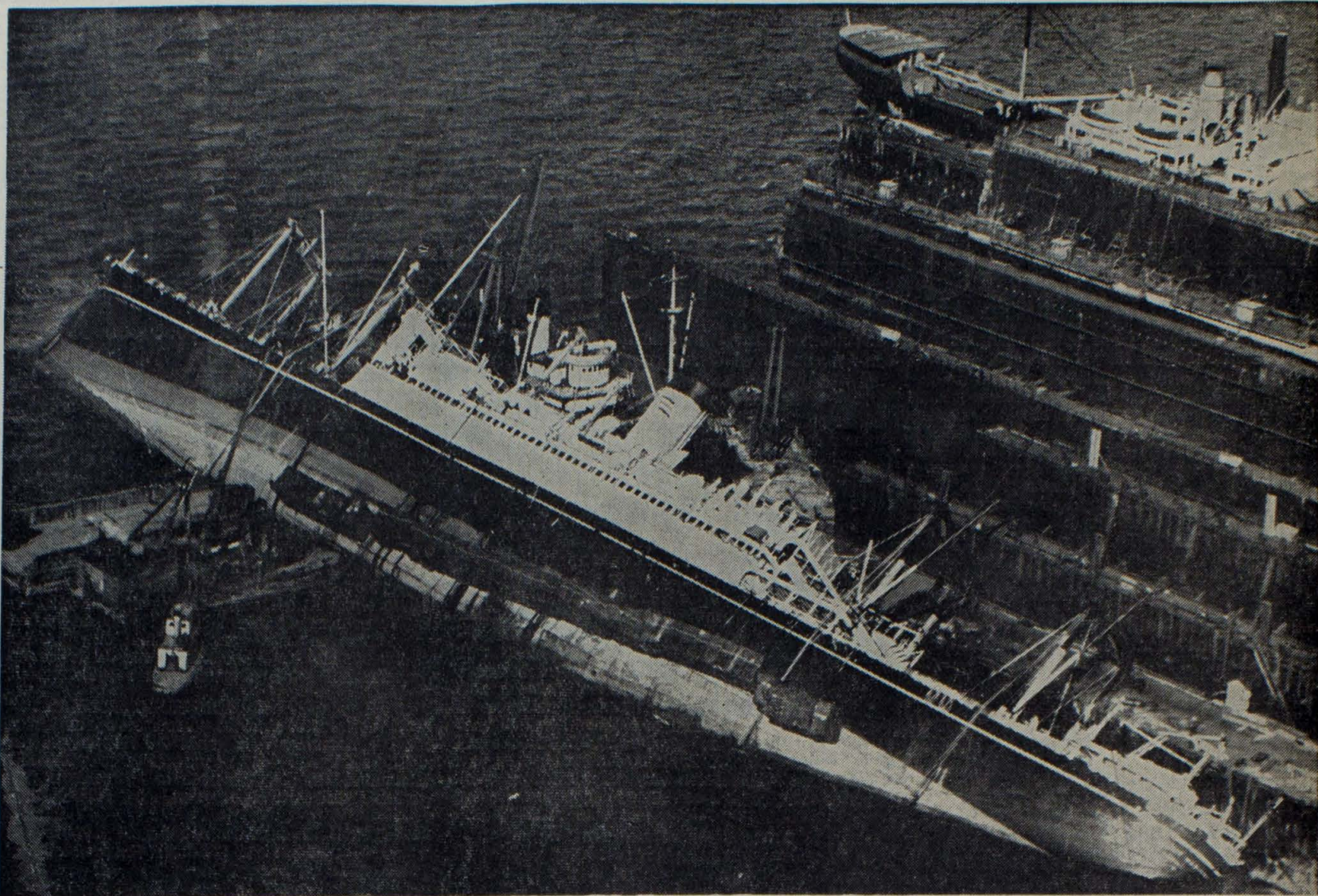
Canteen workers will provide milk for children and other refreshments.

Families needing assistance will be aided.

Christensen said women and children who already have arrived from Alaska since the war had been planning to leave, or had wanted to leave; the future arrivals whom the Red Cross is planning to receive will be those encouraged to leave specific Alaskan localities as a precautionary measure.

HE ALSO revealed yesterday that in the event of an extreme emergency in this area plans have been completed to use a number of large buildings, both public and private, for mass feeding and shelters.

As a preparation for any military or civic emergency, blood banks with 100,000 dispensing units are to be set up on each coast, Christensen said, and blood procurement centers are being established at San Francisco and Los Angeles.



Freak Capsizing Of Vessel Causes One Death

was killed in the freak capsizing. Four men trapped below decks were rescued. A watchman was brought safely to the surface after being in a water-filled hold

for five hours. The removal of four plates from the vessel's hull was held responsible for the listing. Salvage work began immediately.

SS **PRESIDENT MADISON** of the American Mail Line lies on her side in Seattle waters on March 24, 1933, after turning over while at the Todd shipyard. One man

12 H Sun., Apr. 7, 1963 Seattle Post-Intelligencer

Dec. 23, 1941: Recruiting Offices To Close For Christmas

The naval recruiting offices in Seattle will be closed for the Christmas holiday from 4 o'clock Wednesday afternoon until 8 o'clock Friday morning, Commander H. J. McNulty, officer in charge, announced yesterday.

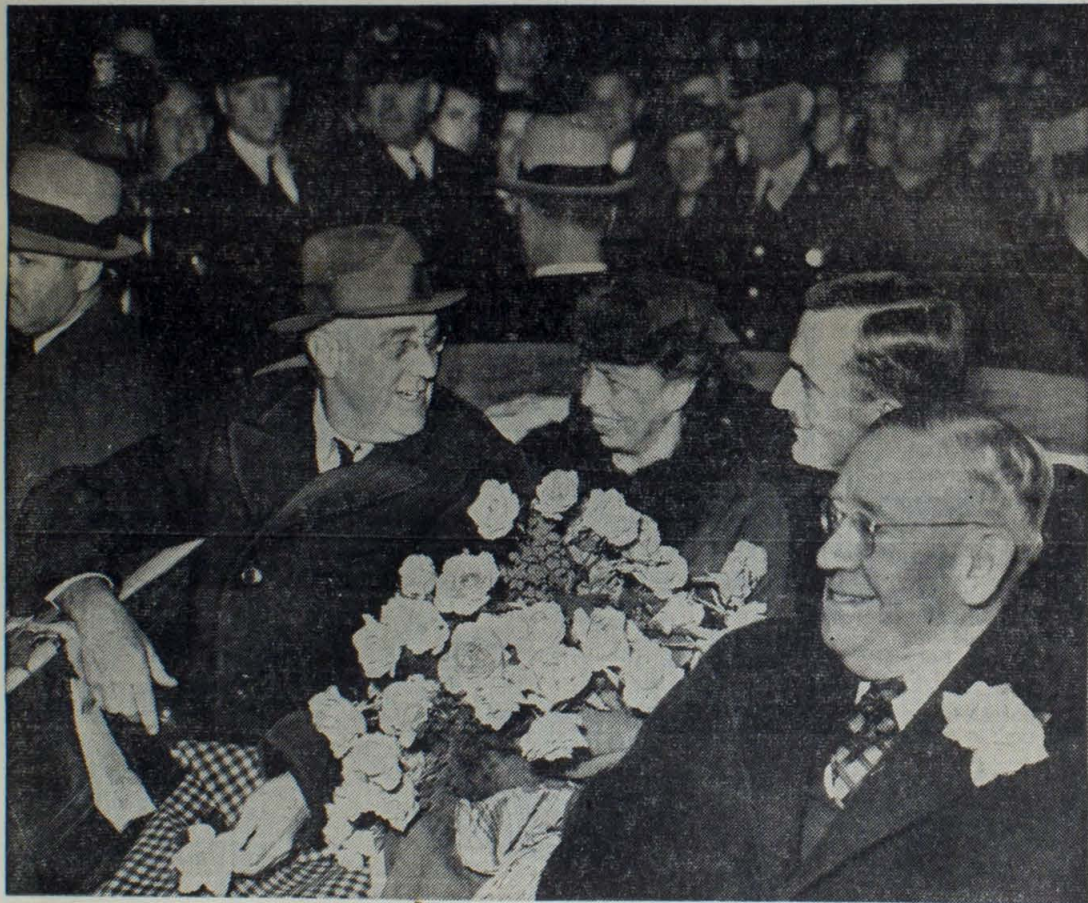
Starting this morning, all recruits who enlist at the main station in Seattle and who desire to spend Christmas at home will be granted leaves of absence, to expire upon call, Commander McNulty announced.

In order to regulate the flow of recruits to the naval training station at San Diego, Calif., it will be the policy, starting Friday, to dispatch a fixed quota of recruits to the training station from the Seattle recruiting offices each day, Commander McNulty said.

ALL MEN enlisted above the quotas will be put on extended leaves of absence and will not be called until the Navy is ready for them.

"Facilities at the training station are being greatly increased to take care of the unprecedented flood of loyal, patriotic and ambitious men, all the way from 17 to 50 years of age, who are volunteering for the Navy," Commander McNulty said.

"These are men who are eager to build up our first line of defense, in the protection of our nation, and to avenge that dastardly blow at Pearl Harbor."



President Roosevelt Visits Our City

SEATTLE MAYOR **JOHN F. DORE**, (right) and Gov. Clarence D. Martin talk to President Franklin D. Roosevelt and Mrs. Roosevelt in a flower-decorated automobile

a few moments after the President's arrival and reception at King Street Station on Sept. 28, 1937. The President and his party were in Seattle four days.

—(Post-Intelligencer Photo.)

Transit 1942 Problem

Under the heading, "All Patriots Will Heed This Plea," the following editorial was published on Page 1 of the June 8, 1942, edition of The Seattle Post-Intelligencer:

In the interests of the war effort, Seattle's acute local transportation problem MUST be solved.

It can be solved—and we are confident that it WILL be—by the patriotic and cooperative compliance of Seattle business firms with the request of the War Production Transportation Commission that the business day be started an hour later.

The Post-Intelligencer will be glad to aid this movement by publishing the names of firms enlisting in this community effort. It is an eminently practical matter.

THE SEATTLE transportation system must have more buses and coaches. But other cities want more equipment, too. War industries are clamoring for steel. And we don't have to tell you about the rubber shortage.

Governmental authorities

insist — and with reason — that before getting new equipment the transportation system must show maximum use being made of equipment now available.

That means the load must be spaced more evenly. That can't be done merely by changing shift hours in war industries. Such changes already have been made. But the war industries account for only 10 per cent of the riders. It is obvious that a much more general change in Seattle's working hours is required.

SEATTLE department stores have led the way and the average business house should find no greater difficulties than have been met by the retailers.

They may find added conveniences — especially for employees now caught in traffic jams. And certainly the changeover will be much easier for everyone if the plan is followed generally.

The President and Congress gave us the hour, mainly to help war industries in Eastern sections by preventing a drain on electric power.



SEATTLE AERIE NO. 1 Fraternal Order of EAGLES

Organized in Seattle in 1898

—like the eagle on the masthead of The Post-Intelligencer

... is prominently identified with the patriotic ideals of the American Republic and dedicated to the service of its members.

The F.O.E. is progressive, patriotic, social, beneficial, non-political and non-sectarian.

From six members on Feb. 6, 1898, the Order has grown nationally to approximately a million and a half.

Proudly the Eagles have sponsored workman's compensation, mothers' pension laws, Social Security and Old Age Pensions

It welcomes the membership of good Americans

Emil Lains, Secretary
Ben Eskenazi, President

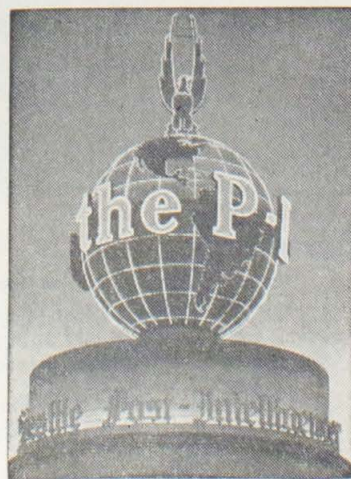
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Air Raid Threat Brings Blackout To Northwest

Apparently feeling that a Japanese air raid is possible at any moment, Brig. Gen. Carlyle H. Wash, commanding the Second Interceptor Command, issued orders yesterday for a general blackout of the Pacific Northwest at 11 p.m.

The blackout order applies as far south as Roseburg, Ore., and east to the Cascades.

At the same time General Wash announced that all radio stations would be silenced at 7 p.m., with the exception of KIRO, which will be used for official bulletins only.

HE SAID the radio silence will extend as far east as Spokane, Boise and Pendleton.

General Wash explained it was necessary to put the radio stations out of operation because hostile planes would be able to ride right into Seattle on their beams.

General Wash said both the blackout and the radio silence orders will remain in effect indefinitely.

For the present, he said, trains and inter-city buses will be permitted to continue operating.

WHILE HE said it is important that lights be out at night, the most crucial period is between 5 and 8 a.m. That, as was proved at Pearl Harbor, is the ideal hour for planes from an aircraft carrier to launch their attack.

"The situation is serious enough for us to consider

it essential that these precautionary steps be taken," General Wash said.

The blackout will apply to the Puget Sound Navy Yard in Bremerton, as well as to other vital national defense industries, which have been working for months devising plans to enable them to continue night operations under such conditions.

In the navy yard, it was learned, the only effect will be on work which had been done in the open at night under floodlights. Such operations will cease, but work inside shops and ships will continue as usual, as ways have been found of concealing interior lights.

General Wash said the Seattle Interceptor Command is being reinforced "very rapidly" but pointed out that, under war conditions, he cannot reveal exact numbers.

July 11, 1939:

Men Demos Elect

Joseph P. Adams was elected president of the Washington Men's Democratic Club.

A Friendly word
to the staff of the
POST-INTELLIGENCER:

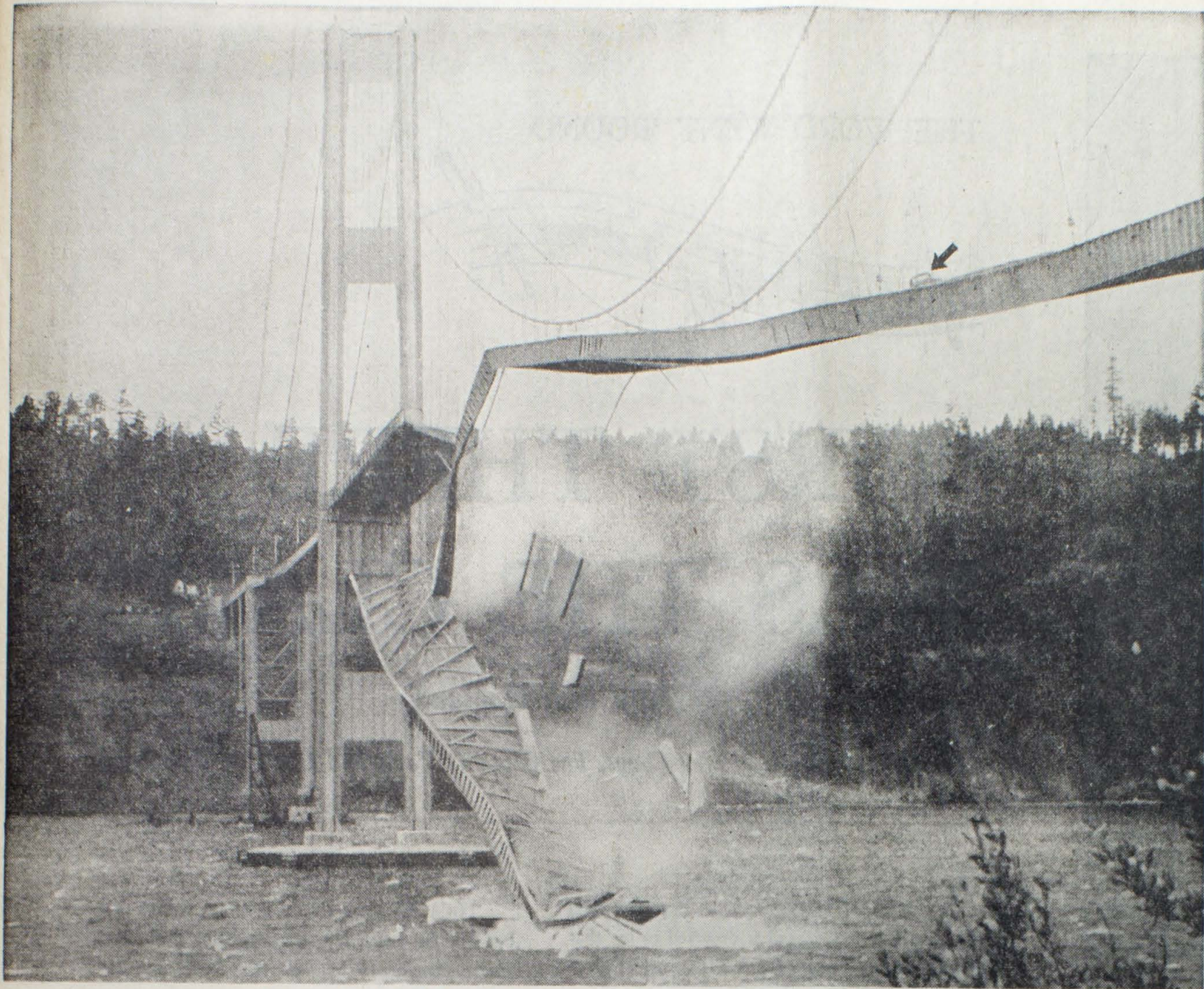
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'Greatest Bridge Failure In History' At Tacoma Narrows

THIS GRAPHIC PICTURE, a once-in-a-lifetime photograph, shows the Tacoma Narrows Bridge at the very moment it fell apart on Nov. 7, 1940. Lashed by 42-mile-an-hour winds, the 2,800-foot center span of the \$6.4

million bridge awayed, buckled and dropped into the water shortly before noon. In this picture, a 100-foot section of the roadbed is hurtling upside-down into the water 195 feet below, while other parts of the suspension

bridge shower down beside it. Arrow indicates automobile whose driver fled before the section gave way. Engineers called the accident the "greatest bridge failure in history."

Jan. 17, 1942:

Fire, Medical, Gas Defense Equipment Allotted to Area

SEATTLE AND the Seattle Metropolitan Defense Area comprising King, Kitsap and Snohomish counties, have been allotted a vast quantity of fire, medical and gas defense equipment for civilian defense purposes, Mayor Earl Millikin revealed yesterday.

Outstanding among the equipment to be provided this area, of which Mayor Millikin is coordinator, are 400,000 gas masks, 100 fire engines, each pumping 500 gallons per minute, and surgical equipment for ninety field stations.

Fire Chief William Fitzgerald made the announcement following a telephone conversation with the mayor in Washington, D.C., where Millikin has been pressing the city's petition for a maximum quota of defense supplies to be made available under an appropriation by congress.

"The mayor informed me he was in lengthy conference today with repre-

sentatives of the war department and the Office of Civilian Defense and that this district's allotment, ranking at the top among those awarded defense areas, was definitely determined," Fitzgerald said.

"The mayor said recognition by the federal authorities of the importance of this area as a defense center was the factor that enabled Seattle to obtain such a large share of the equipment," Fitzgerald added. "He said General Gasser of the OCD was very instrumental in the allotment to Seattle."

Mayor Millikin, Fitzgerald said, has hopes of obtaining even more de-

fense equipment so that an ample supply will be made available for all cities and towns in the metropolitan area.

FITZGERALD said a telegram from Senator Monrad C. Walgren confirms Mayor Millikin's forecast that the one hundred million dollar appropriation with which the equipment is to be purchased will become a

law within the next few days.

Senate and house conferees expect to bring in a report next Monday or Tuesday, Millikin said, reconciling differences that existed in the bills originally passed by the two bodies.

The bills authorize the OCD to furnish facilities, supplies and services for adequate protection of persons and property in such locations as may be determined by the director to be in need of but unable to provide such protection.

CHIEF Fitzgerald was especially jubilant over the allotment of the 500-gallon pumpers, pointing out that it includes not only the one hundred engines but all the fire hose, nozzles and other necessary appurtenances.

Included in Seattle's allotment are 3,937 sets of "block equipment" which Chief Fitzgerald said means the necessary equipment for an air raid warden to handle fires within the block assigned to him.

Other equipment in-

cludes coats, boots, helmets, pants and suits of "gas clothing" (treated for safe handling of gas) for 1,808 persons, 13,000 "gas capes," 9,060 steel helmets, 27,120 arm bands for wardens, 810 first-aid belts, 360 stretchers, 1,080 canvas cots and 452 identification tags.

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THE WORD WENT 'ROUND



"FIRST THERE WAS THE CLAM"

Says Ivar Haglund

(The fella who runs Acres of Clams, The Captain's Table and Ivar's on Broadway)

AT LAST I HAVE reached the age where memory is marvelous and it occurred to me that this 100th Anniversary Edition is a perfect place in which to indulge. Ah! Sweet memory!

So this page offers a salute to an Early Settler who was overlooked as the plaudits were passed around. It is an oversight that cannot be countenanced by anyone with an ounce of clam nectar in his veins.

I refer to that Grand Old Timer, *Protothaca staminea*! (The Clammus with Staminus.)

Now this is a high-toned name and I dropped it in just to add a touch of class. You know him by his plain, every-day Puget Sound monicker of Little Neck Clam or Butter Clam or "Gee! This Is Sure Good!" You have met members of his family at Ivar's many times.

Editor's Note: Ivar's slogan, "Keep Clam," has provided comfort for many in this uncertain age.

In Puget Sound history, all experts agree that *First There Was The Clam!*

He was the first settler. Even before the Indians arrived, he was resting beneath the sands of our inland beaches, his epicurean delights unknown to all but the sea-birds. That, of course, was long, long before that November day in 1851 when our first settlers stepped with determined tread just a few inches over his head at Alki.

Little did these sturdy pioneers realize that beneath the beach lay sustenance for themselves plus a clam-happy bonanza that would one day make Ivar's known from coast to coast.

This bountiful bivalve soon became a pleasant part of their diet, and in a place where bovines were rare, its healthful clam nectar nurtured their infants so well that these first forebears of our mighty city became known far and wide as "clam juicers."

Editor's Note: If you would really appreciate the good fortune of those pioneer babies, you should drop into Pier 54 for a cup of this selfsame nectar!

But it was not until some genius of culinary creativeness finally melded this melodious mollusk into a delicious dish known as *Puget Sound Clam Chowder* that The Clam finally emerged in all of its gastronomic glory—so good, still good.

Through the long years, Puget Sounders have bragged about their chowder and no wonder! And to sample it at its best—a happy, heady, heaven-sent savory symphony whose very aroma has unsettled strong men—you'll turn to Ivar's, the Clam Castle of the Northwest.

So we doff our sea-cap to The Clam and we invite you to visit Ivar's, a veritable Valhalla where the clam's culinary characteristics are an object of serious and salutary study—and where *clamsmanship* is practiced every day. So please,

Keep Clam and Happy, Too,

Ivar Haglund

IVAR'S ACRES OF CLAMS
Pier 54—Foot of Madison "Where Clams
and Culture Meet"



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1429 Fifth Avenue "Seattle's Fashionable
Fish House"

IVAR'S ON BROADWAY
Broadway and East Thomas "The Cheerful Drive-In"

For Seafood in Seattle, it's IVAR'S

