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Photostat

Exclusive Aerial Photos of the Disaster

San Francisco Chronicle

THE CITY'S ONLY HOME-OWNED NEWSPAPER

EXTRA

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CCCC

SAN FRANCISCO, WEDNESDAY, JULY 19, 1944

DAILY 5 CENTS, SUNDAY 15 CENTS: DAILY AND SUNDAY FOR THE MONTH \$1.50

BLAST DEATH TOLL NOW 377; 1000 INJURED!

Terrific Explosion In the Bay Region

Damage at Port Chicago
Is Well Over Five Million;
No Cause Has Been Found

*The Army Brings Up Armored Car
And Troops to Protect Property;
Only a Few Bodies Are Recovered*

Death toll resulting from the explosion Monday night at Port Chicago, on San Francisco Bay of tons of war munitions in the holds of two ships mounted to the 377, mark yesterday as semi-official estimates were compiled.

Damage was estimated to be more than \$5,000,000, excluding the cost of the munitions lost. The ships were valued at about \$4,000,000.



Damage was estimated to be more than \$5,000,000, excluding the cost of the munitions lost. The ships were valued at about \$4,300,000.

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If your income tax payment has left you short of funds, come to Remedial Loan for immediate help.

REMEDIAL LOAN

127 HUNTER, 2000
HUNTER ST. S.F.
CALLING TIMES 2-11

Destruction of the huge Army arsenal at Benicia, only seven miles from the scene of the Port Chicago catastrophe was averted by miraculous chance. The blast, according to military officials, caused damaged there estimated at \$150,000 to the arsenal facilities and injured six persons.

Reports from official sources gave this death roster:

- KNOWN DEAD**
- 250 Enlisted Navy personnel.
 - 9 Navy officers.
 - 70 United States Maritime Commission seamen.
 - 5 Coast Guardsmen.
 - 3 Civilian railroad workers.

337 TOTAL

To that total must be added, Navy spokesmen said, members of two armed guard crews of the two munition ships. Strength of a guard crew is restricted military information. Unofficial sources estimated their strength at 20 men each. With two crews missing, an estimated 40 more names might eventually be added to the known death list, bringing the total to at least 377 men.

Additional civilians and military personnel may have perished. No exact count of the "missing" (considered dead because no identifiable

Other stories and pictures of the blast are on Pages 7, 8, 9 and 11.

trace of the victims' bodies is expected to be found) is expected for several days. Merchant marine losses will be totaled after all crewmen alive report to the offices of the shipping lines operating the destroyed vessels.

In addition to the two ammunition ships, three vessels were involved. They were two Coast Guard boats, one a crash boat, which is missing, and the other was a patrol boat, which was damaged. The fifth was the Red Line tanker, moored about 1000 yards from the disintegrated ship, which was damaged.

ESTIMATED INJURED

With the death toll high, there were an estimated thousand persons injured by the explosion. They suffered broken bones and face and body lacerations as the force of the detonation shattered window glass for miles around and sent

Continued on Page 4, Col. 5

Monty Boosted For Parliament

LONDON, July 18 (AP)—The London Daily Mirror boosted General Sir Bernard L. Montgomery as a possible candidate for Parliament after the war in its lead editorial today entitled "Monty, M. P."

"There is some ground for believing that the General does cherish political ambitions and we agree with those who are hoping that eventually he will stand for Parliament," the editorial said. "It is easy to imagine his becoming an outstanding figure in Commons."



Here is tangible evidence of the most disastrous explosion in the history of the Bay Area. This exclusive Chronicle aerial photo shows the tangled pilings; the

twisted dock at the Navy's Port Chicago ammunition depot. Although taken only a few hours after the terrific blast, the picture indicates some restoration work.

A Town Dies Hard
Each Port Chicago Building Shows Struggle for Life

By CAROLYN ANSPACHER

PORT CHICAGO, July 18—The clock in the Port Chicago Hotel stopped last night at 10:19 o'clock.

Two red-coated horsemen riding lithographically to the hounds halted suddenly in their eternal quest and dipped drunkenly as the entire roof caved in.

That was how death came last night to Port Chicago... suddenly, drunkenly, on two devastating waves of thunder.

First came the sound and then, an instant later, the town rocked as if a titan had picked it up in a burst of fury and hurled it toward the sky. And then came darkness and the sort of silence that accompanies oblivion.

COMES THE DAWN

It is dawn now—a bitter cold dawn and nothing is left of Port Chicago. Nothing is left but the spirit of its 3000 inhabitants.

Every building is warped beyond recognition. Not a pane of glass remains intact.

Both men and cities die hard. Even little cities like Port Chicago, fight for life.

Every building here shows signs of that struggle.

The Santa Fe depot where I am trying to write this story on the only typewriter in town that still functions is a mass of rubble.

Plate glass lies an inch thick on the littered floor. Hills of lading are whipped around like overgrown fakes of dirt-encrusted snow.

Shredded green window shades wrestle valiantly with the north wind that beats through the building's skeleton.

Here is death. But here also there is resurrection.

THE AMMUNITION TRAIN

The station master already is back at work. Somewhere on one of the tracks outside there is an ammunition train. The station has served in almost every European capital.

California Delegates For Wallace

By the Associated Press

CHICAGO, July 18—The California delegation to the Democratic national convention adopted by an overwhelming voice vote today a resolution endorsing Vice President Henry A. Wallace for renomination.

California has 52 votes in the convention. Twenty-seven of these previously had been claimed for Wallace.

The delegation's action amounted only to an expression of sentiment and did not bind the members to vote for Wallace.

This was the second big State to show Wallace strength today, and the CIO was driving sharply to renominate Wallace and to head off the candidacy of War Mobilization Director James F. Byrnes, who has exercised general control over wages.

CIO President Philip Murray, who forced a poll of the Pennsylvania delegation which disclosed 41 of its 72 votes were for Wallace, reportedly informed convention leaders that the labor organization would not stand for Byrnes' nomination.

WALLACE ON WAY

With the convention opening tomorrow, Wallace left Washington by train tonight for Chicago Democratic Convention battlegrounds, to inject new fervor into a

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Weather Man

The Weather Man, en route to the beach on a Market St. car with his bureaucrats, was intrigued by the bearded gent in the seat ahead. "So you're on WPA?"

"And what," bridled the other.

"Is wrong with that?"

"Nothing, except there ain't no more WPA."

"Where'd you hear that?"

"I read it in the paper long ago."

"You believe what you read in the papers, eh?"

"Seems like a lotta people do, from the kicks we get," and Anemometer smirked as he handed the W. M. this note: Cloudy in the morning.



Horthy Vows End Of Jew Expulsion

BERN, Switzerland, July 18 (AP)—Admiral Nicholas Horthy, regent of Hungary, has promised the International Red Cross committee that no more Jews will be transported forcibly out of Hungary, it was learned today. He also authorized the committee to direct evacuation of Jewish children to countries willing to receive them.

Wife Tops Blood Gift of Governor

LOS ANGELES, July 18 (AP)—Governor Earl Warren gave his third pint of blood to the Red Cross today but Mrs. Warren went him four better. She gave her seventh.

The Governor's family is spending the summer here.

Tojo Is Fired As Japanese Army Chief

By the Associated Press

Premier General Hideki Tojo has been relieved as chief of the army general staff in the second sweeping shakeup of Japan's high command in two days in the face of what Tojo himself called "an unprecedentedly great national crisis." The changes were announced by Tokyo yesterday (Tuesday) in a series of broadcasts.

The navy, chief sufferer in recent heavy defeats in the Pacific, underwent a similar shakeup Monday, when the relatively obscure Admiral Naokuni Nomura replaced Admiral Shigetaro Shimada as Navy Minister.

Tojo's statement was read just after an imperial headquarters announcement told the Japanese people for the first time that all Japanese resistance at Saipan had come to an end; that the once-powerful Japanese garrison had been wiped out, and that among those slain were Vice Admiral Chuichi Nagumo, supreme commander in the Saipan area, and his chief aides, Lieutenant General Yoshitsugu Saito and Rear Admiral Takashita Tsuyumira.

Continued on Page 2, Col. 5

Teddy Jr. Died on Eve of Promotion

GENERAL EISENHOWER'S ADVANCED COMMAND POST, July 18 (AP)—On the night that Brigadier General Theodore Roosevelt died in Normandy, General Dwight D. Eisenhower was preparing an order promoting him to Major General in command of a division.

Secretary Stimson disclosed this today and added that on his trip to Normandy "I was privileged to see the grave of my old friend, whose death was a very sad thing to me."

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Great British Drive Splits Nazis at Caen

By the United Press

ALLIED SUPREME H. Q., London, July 18—Behind an 8000-ton aerial bombardment, the most concentrated in history the British Second Army burst the German line at Caen wide open today and raced in massed tank formation across the flat plain toward Paris—112 miles away—while American troops captured St. Lo in their toughest battle since D-Day.

The tremendous British breakthrough shattered the communications of 20 to 25 German divisions—perhaps 250,000 men—and left them, for the moment at least, in grave peril in what was called an Allied victory of "gigantic proportions."

WIDE NAZI RETREAT

After weeks of painstaking progress, Allied power exploded into a massive coordinated drive across the entire 120-mile front that threw the Germans into retreat everywhere.

General Sir B. L. Montgomery's troops opened the great attack early today from the Orne bridgehead just above Caen, taking the Cotentin completely by surprise since they had moved to the south where the Tommies have been carrying out elaborate diversionary attacks.

Quickly blasting through the enemy's defenses, the British stormed into Vaucelles, Caen's southern suburb where the enemy held out after losing the main city, and began mopping up the last resistance, a dispatch from Montgomery's field headquarters said.

By afternoon the breakthrough was complete and "strong armored and mobile forces are operating in open country farther to the southeast and south," said the announcement.

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Listen to The Chronicle-KYA Time-Clocked News—1200 on your dial—6 a. m. to midnight.

Armour to Take Pan-America Post

WASHINGTON, July 18 (AP)—The State Department announced today that Norman Armour, former Ambassador in Argentina, will head the department's office of American public affairs, succeeding Lawrence Duggan who is leaving the Government shortly.

Armour is a career diplomat and has served in almost every European capital.

Convention On the Air

Broadcasts of the Democratic convention will begin on all networks at 9 o'clock this morning, San Francisco time. Night session broadcast will begin at 8 p. m.

More About the Blast---Death Toll Now 377

Continued from Page 1

razor sharp splinters flying through the air.

Exact cause of the explosion, one of the most disastrous in the history of the Nation and California's worst, probably never will be known, said a statement by Captain N. H. Goss, U. S. N., commanding officer of the Naval Ammunition Depot at Mare Island, who had jurisdiction over the Port Chicago installation.

"We have no basis for giving any cause of the explosion," Captain Goss said, "as there are no close survivors to give evidence of what happened."

The Navy Department is expected to make a formal investigation into the catastrophe. But the chances of over determining the cause were remote. The men who might have known first hand what caused the explosion cannot tell. They are dead.

ARMY ON DUTY

Few, if any, bodies of the victims are expected to be identified. The death roster will not be made known until the victims' next of kin are notified.

The community area of Port Chicago and nearby Martinez were placed under quasi-martial law late yesterday as Sheriff James Long of Contra Costa County called for military aid in policing the area.

Soldiers bolstered by an armored car mounting an anti-tank gun, took up their stations in the area. Their duty was to protect government property and prevent looting of civilian establishments, most of them in buildings partially wrecked by the explosion.

None could enter the area without permission of the Sheriff and Lieutenant Colonel Clarence A. Hennessy of the Infantry, who commanded the detachment of troops rushed to the disaster locale.

Demolition experts were active at the scene, rendering harmless shells and bombs that were scattered about the bay and adjacent land areas. No injuries were reported as the work progressed.

SEQUENCE OF EVENTS

Intensive efforts of authorities, both military and civil, to piece together the story of the explosion yesterday revealed this sequence of events:

Two freighters, the 10,000 ton SS

Virtually every house in the community was damaged.

Windows were broken in San Mateo county, more than 20 miles across the bay.

The jar of the explosion was felt as far east as Stockton.

As the force of the explosion dissipated its strength, air rushed in to fill the atmospheric vacuum. Its force was estimated at 150 miles an hour and it contributed to the building damage.

The two Coast Guard boats were moored near the loading munition ships. They disappeared.

The civilian railroad workers were killed when they and the switch engine they were operating nearby—disappeared.

The only evidence left of the ammunition ships was one propeller and a hulk of a hull, resting in the bay. The Red Line tanker managed to move under its own power to a repair dock, as did the seared Coast Guard boat.

Buildings of the station received the full force of the explosion. Barracks, several of them crowded with men, collapsed. Other structures, including a new carpenter shop, were destroyed.

Disaster relief units, representing both military and civilian organizations, immediately undertook the task of aiding the injured.

All doctors and nurses and hospital facilities in the Bay Region were "alerted."

The number of civilian casualties was large, but few of the injuries were expected to be fatal. Officials late yesterday were still compiling a list of the injured. The total is expected to near the 1000 mark.

With their light and power and water service disrupted the citizens of Port Chicago evacuated their homes.

Strict orders were given not to use water from broken cisterns and wells. The Army trucked chlorinated water to the area during the day.

As the Navy investigators went over the ground, and agents of the Federal Bureau of Investigation announced they were, not participating in the case, workmen began appearing in the area.

Port Chicago made the first feeble efforts to recover from its night of terror and horror shortly before noon yesterday.

illuminated the scene as rescue work got under way—and the almost completely futile task of attempting to identify the dead began.

Daylight revealed the full scope of the disaster.

Scarcely a house in Port Chicago was undamaged. Roofs were pierced by falling debris, walls were buckled and broken by the force of the explosion; every pane of glass in the community was broken.

DECK PIECE RIPS STREET

One 300-pound piece of iron, a portion of a ship's deck, was imbedded in a city street. Nearby a valve fitting had torn a six inch hole in the pavement.

Pieces of shell casing, weighing as much as several pounds, were found as far as four miles from the scene of the explosion.

The city remained for hours without utilities—light, heat, power and water. The first repairmen on the job attempted to re-establish communication facilities and electrical lines.

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Disaster relief organizations were praised for their work. Units of the Red Cross from surrounding communities and San Francisco were at the scene in record time as was a canteen of the Salvation Army.

Eisenhower Park

ABILENE, Kan. (UP)—The city park here has officially been designated "General Eisenhower Park." The city commissioners announced recently. Abilene is the General's home town.

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THE RED ARMY DRIVES AHEAD—Slashing the formidable Nazi defenses guarding East and Poland, Soviet forces crash onward toward the west. The arrows show the main spearheads of the thrusts. These, with a new offensive just opened toward the south, from the prongs of a pincers are eating all Western Poland.

Council Plans Prosperity

N. Wales—Prosperity the goal of the Welsh Advisory Council ap-42, which has just issued an interim report. The report includes the potential danger to the tinplate industry and exhaustion of certain derelict areas, employment which comes with the economic basis. Their value declined because of the coal on ships, which would stabilize the

Russian Women Sailors Win Awards

MOSCOW—Many Russian women are serving on ships at sea and on river boats and many have been decorated for heroism. Anna Shchetina has been twice decorated. She is a ship captain and a full-fledged navigator. Vera Rozhenko, first-class engineer, when her ship was repeatedly attacked by planes, handed out shells to a gun crew and found time to give first aid to the wounded. When the second engineer was wounded she did his work as well as her own. The larger



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Health vacation spot for everyone. Mineral waters, baths, dancing nightly, swimming outdoor or indoor hot pools, cocktail lounge. Meals by internationally known chef.

Prosperity

Sailors Win Awards

Wales—Prosperity the goal of the Welsh Advisory Council approved, which has just issued its interim report. The report points to the potential danger of unemployment and exhaustion of certain derelict areas, employment which comes with unemployment. The rich economic basis of their value declined because of the coal on ships. Urges stabilization of international agreement policy to promote industry and at least one terminus in Wales. Cardiff is the port of one or two Welsh

MOSCOW—Many Russian women are serving on ships at sea and on river boats and many have been decorated for heroism. Anna Shchetina has been twice decorated. She is a ship captain and a full-fledged navigator. Vera Rozhenko, first-class engineer, when her ship was repeatedly attacked by planes, handed out shells to a gun crew and found time to give first aid to the wounded. When the second engineer was wounded she did his work as well as her own. The larger number of women work on the Soviet river fleet, it is reported in Moscow. The steamer Red Army Man, which plies the Volga, is manned entirely by women, and Maria Popova, the skipper, has been decorated.

tenant Colonel Clarence A. Hennessey of the Infantry, who commanded the detachment of troops rushed to the disaster locale.

Demolition experts were active at the scene, rendering harmless shells and bombs that were scattered about the bay and adjacent land areas. No injuries were reported as the work progressed.

SEQUENCE OF EVENTS

Intensive efforts of authorities, both military and civil, to piece together the story of the explosion yesterday revealed this sequence of events:

Two freighters, the 10,000 ton SS Quinault Victory, delivered for service only a week ago yesterday; and the SS E. A. Bryan, were at berths in the three pier loading areas of the Port Chicago harbor Monday night.

Gangs of Navy enlisted men, performing the duties of stevedores, had virtually finished loading the Quinault Victory with a cargo of high explosives of all types.

The Bryan was nearby and loading of her holds with munitions had just begun.

At 10:19 p. m.—the hour and minute fixed by the sudden jarring stopping of all clocks in Port Chicago—the munitions in one of the ships exploded.

Force of the blast set off the high explosives in the second ship.

DEBRIS HURLED HIGH

Flames shot toward the sky. A naval aviator flying over the installation at 8000 feet was forced to climb to 10,000 feet to escape the fire and debris.

The Navy men, an estimated 250 enlisted seamen and nine white officers were wiped from the face of the earth.

No identifiable trace of them remained.

The ships were blown to bits. Pieces as small as a shrapnel shell pellet, others weighing as much as 300 pounds, were thrown over the area. Some of them fell as far as four miles away.

GREAT AREA SHAKEN

The force of the explosion spread in concentric circles over the surrounding community.

All windows in Port Chicago, about three miles from the site, were broken.

With their light and power and water service disrupted the citizens of Port Chicago evacuated their homes.

Strict orders were given not to use water from broken cisterns and wells. The Army trucked chlorinated water to the area during the day.

As the Navy investigators went over the ground, and agents of the Federal Bureau of Investigation announced they were not participating in the case, workmen began appearing in the area.

Port Chicago made the first feeble efforts to recover from its night of terror and horror shortly before noon yesterday.

There was a thin trickle of returning residents, who had fled from the battered remains of the community, during the first hours of the calamity.

But the talk during the day was more of what had happened rather than what effort would be made to rebuild and rehabilitate the community which was considered under the normal jurisdiction of civilian residents.

There were almost as many stories of amazing escapes from death and serious injury as there were total population of the port city. Each resident had his tale to tell of the most shattering experience of his life.

THEY FEARED BOMBS

One phrase was repeated and repeated again. It was:

"We thought it was the Japs bombing us. We were sure we were going to get it."

One of the most graphic descriptions of the explosion was told by K. E. Knapp of Hayward, a railroad worker who was atop a box car a mile away when the ammunition was detonated.

"I saw what looked like a mile high skyrocket—red and white," he said. "Then came a terrific blast and it seemed like star shells were filling the air. Small pieces of metal from the exploded ship began falling all around."

Others told of being thrown from their chairs, from their beds, of making a stunned but determined effort to escape from an unknown terror.

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VACATION AT **BIG BASIN LODGE** SANTA CRUZ

Chronicle Plane Surveys Destruction Reconstruction Already Is in Evidence

By WILLIAM FLYNN

ABOARD CHRONICLE PLANE OVER PORT CHICAGO, JULY 18—

The scene below is one of desolation. It is a bleak waste of explosion-scoured earth.

Less than twelve hours ago, the burned and blackened scene was a site where thousands of men labored and sweated to load war materiel for the fighting fronts of the Pacific.

Now all such activity is halted.

The only work under way is the first reconstruction efforts—and the ant-like movement of automobiles and trucks through the road-tracks blotted against the scorched ground surface.

STRANGE DESOLATION

The desolation is hard to describe. It is not the desolation of a desert; or a weathered area of rock and rubble, high above the timberline of a soaring mountain.

It is the desolation of the mountains of Montana and Idaho that once had treasures of gold that were ripped from the rich, gravel placer veins by the giant stream of hydraulic mining devices.

They, too, show the ruin that is caused by man. But their desolation is the result of accepted and customary destruction while the scene below is one caused by an instrument of man that escaped control of its human master.

The battered skeletons of the pier where the two ammunition ships exploded late last night, taking their toll of hundreds of dead and injured, rear from the clouded waters of little Suisun bay that is a part of San Francisco bay.

TWISTED HULK

The hulk of one of the demolished ships, so battered and twisted that from the air it cannot be determined whether it is bow or stern rears from the oil streaked water.

The plane sweeps over the land that once was the loading station. Roofs of the buildings below are pock marked as though by a barrage of high explosive shells or mortars.

The holes are vacant eyes that stare from the torn and battered structures.

All that remains of one of the buildings are the shattered, seem-

ingly swaying walls. None on the ground appear to be daring to approach within the area where the stricken members of the structure might topple.

The plane phases its shadow across the burned area of the Naval Ammunition Depot that was the scene of one of the Nation's greatest disasters.

CARLOAD SIZE FOX HOLES

Below are huge "fox holes," the excavations so large they can swallow loaded freight cars. Apparently they were constructed to facilitate the unloading of the cargoes of high explosives—and to prevent the expansion or concentration of force of a sudden detonation.

None of the freight cars in the mammoth-sized "fox holes" appear to be damaged. But tossed over them as though they were tooth-picks clutched and scattered by a wind of hurricane strength were what appeared to be huge timbers.

The plane sweeps onward over the area of the settlement of Port Chicago itself. The town has a deserted look, the appearance of a

house that long has been scorned by man to be torn and tattered by the elements.

As Pilot Henry Von Berg banks the plane in the last circle over the area of desolation, the flight path carries the craft beyond the immediate perimeter of the explosion.

TORN FIELDS

The sun browned fields are marked here and with burns. They resemble the scars that might have been left on a tan piece of tapestry had some giant pressed the burning ends of cigarettes into the fabric, with no thought of where the burn might be.

Despite the bleakness of the scene there are signs that promise that before too long the berthing facilities of Port Chicago again will be used to send the tools of victory to the fighting fronts.

For the activity below indicates that reconstruction of the destroyed and in some instances almost obliterated facilities will not be long delayed.

The finished work could be a monument to the men who died there last night.



Walter Harper of San Mateo, who heard radio accounts of the ammunition explosion and immediately hitch-hiked to the stricken area. For close to 20 hours he youthful bus boy helped care for refugees.

Air View EVIDENT WATER

The little tree-trimmed town, cut off by one main street. Separated from the bay by a highway

Miraculous Escapes From Blast Told

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Relief Work Was Speedy And Efficient

Hardly had the shuddering concussion of the Port Chicago blast subsided, than disaster relief workers of the American Red Cross were moving on the devastated scene.

Officials and volunteers of the chapters at Martinez, Vallejo and Oakland felt the shock, hit the phones, then hit the roads leading to the river-side town. Within a half hour, the first Red Cross aides were at work among the wounded there.

And 40 minutes after the ammunition went off, Don G. Cramer, director of relief disaster for the Pacific Area, was on the job. He has been there since. Cramer, by a quirk of fortune, lives at Antioch, ten miles or so from the scene. He felt the terrific tremor, called headquarters at San Francisco, then phoned quick orders to surrounding



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wide. At first it appeared like any peaceful, quiet little town. Then as we looked closer we could see garages, ripped roofs and piles of rubble. Broken glass reflected the sunlight and shimmered like little diamonds. We circled the town again and out toward the bay. We saw more scattered lumber and what had collapsed, seeming to float upon the water. We headed back toward San Francisco. The fog began to blow in. We went up over the mist. It was shining on the clouds over Port Chicago.

Ladle Saves Stuck in Well

MA. Wash. (UP)—Soup ladles have an increased value for Stephens of Tacoma, since one to extricate himself saved-in well. Men had gone down into the clean it out and the earth moved in around him, burying up to his hips. Deputy Sheriffs to the scene, placed timbers to be well and lowered a rope. They were unable to free the man without possibility of a further accident. Use of a large tool for would have been equally as. Therefore, they lowered the ladle to Stephens. It was pulled by spoonful. Stephens pulled the dirt from around his head and pulled himself free.

Strict Eating Hours

AGO (UP)—A curfew on eating is now in effect at Waynesville, the Public Administration House reports. A new curfew closes all restaurants, cafes, saloons and all public eating places from 11:30 p. m. to 5 a. m. This was taken as a measure to keep people off the streets

Blast Told

Stories of "miracles" and missing death by minutes were told yesterday by those who escaped with their lives or with injuries in Monday night's munitions ship explosion at Port Chicago.

Don Partin, gunner's mate third class of Klamath Falls, Ore., considers himself lucky to be alive. He said:

"I had liberty yesterday to put my wife on a bus for Klamath Falls. When I left her, I told her I would return right to my ship. I reported to San Pablo point and found that it had been moved to Port Chicago. I was on a bus for Port Chicago when we heard the explosion."

Partin said his pal, Seaman First Class C. R. Holandsworth, was standing his watch for him.

Seaman Morris E. Rich of Tuttle, Okla.: "I missed being on my ship by only a few minutes. I was just returning to the ship from Martinez when I saw it explode. All but 11 of the crew are missing."

Joe Meyer, owner-manager of the Port Chicago theater which was wrecked by the blast: "I was operating the projector when the explosion occurred, just as a bombing scene with all its noise came on the screen. I didn't hear the ship blowing up, but one wall of the theater was blown down. I was stunned momentarily, but recovered to shout to the audience to leave. Apparently they had already thought of that as everyone got out safely with only a few minor scratches."

William Best, United Press correspondent, was stopped from going to the end of the wrecked pier by an unidentified navy officer who said:

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Navy Pays Tribute To Disaster Victims

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"The navy personnel and civilian war workers who perished in the Port Chicago Naval Ammunition Depot explosion near San Francisco, July 17, 1944, gave their lives in the service of their country. Their sacrifice could not have been greater had their loss occurred on a battleship or a beachhead on the war fronts. Their conduct was in keep-

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From that moment on, Red Cross disaster relief facilities and personnel were swiftly mobilized. Verne Simmons, Pacific Area manager, and Raymond Barrows, assistant manager, who lives at San Mateo and felt the blast's force, hurried to headquarters to direct the complex network and speed relief to the stricken.

Drivers and aides of the San Francisco Red Cross Motor Corps stood by their vehicles here all through the night, but were held in reserve. Mrs. Starr Bruce, adjutant of the corps, went to the scene a few hours after the explosion, remaining through the night and yesterday.

First concern was the wounded—the civilian casualties, for the Navy had its organization to care for its own. Doctors and nurses raced to Port Chicago, their cars given the priority of ambulance and other vital vehicles. Injured were gathered in the darkness and taken to hospitals at nearby Martinez and Concord.

Next immediate problem was that of housing. The Hotel Clyde at Port Chicago was partially evacuated and the injured were quartered there and at the partially wrecked schoolhouse.

For the first few hours, with all lines down, the Red Cross workers toiled in pitch blackness, aided only by flashlights, slowly evolving order out of chaos with the sureness of long training. A carnival that had been going merrily at a nearby town closed down at once and rushed over its mobile illuminating equipment. Other emergency lighting equipment was also trucked to the scene from Red Cross warehouses here.

BLOOD BANKS ASSIST

Plasma, cots and blankets were quickly sent on their way from San Francisco.

A special call came in for wall-board and nails to repair ripped out gaps in the schoolhouse and other large structures best adapted for sheltering. These were swiftly rounded up and sent on. The Red Cross, from its own reports, estimated 350 homes and 30 business structures suffered varied degrees of damage, most of the dwellings were rendered uninhabitable.

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EVIDENCE—More than two miles from the scene of the explosion that wrecked the Navy's Port Chicago ammunition depot and destroyed four ships, this 200-pound piece of steel, ripped from the hull of one of the blasted ships, was found by Chronicle reporters, Dean Jennings and Stuart Welch. The heavy sheet

of metal appeared to have been twisted by the intense heat of the explosion as well as the force with which it was ripped from the hull of the ship. It was one of scores of fragments of the destroyed vessels which were hurled for miles around the scene.

An Indomitable Town

MORE ABOUT NEIGHBORS HELPING THEIR NEIGHBORS REBUILD PORT CHICAGO

Continued from Page 1

master, whose wife is trying to rustle him a cup of coffee, knows just where it is and already has given a complete report to the Coast Guard ordnance officers who are inspecting the area. The cars will be diverted. But they will come back. For the depot will be rebuilt. The station master is quite sure of that.

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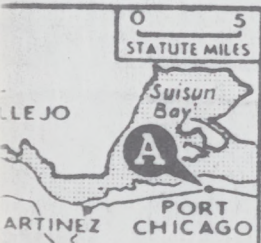
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"Come one, come all," he shouted. "We're serving scrambled dishes for breakfast!"

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But the residents and newsmen did not take advantage of his offer. Stationed in the middle of the street was a Salvation Army canteen where men and women of this blessed organization served coffee and sandwiches and doughnuts and cigarettes and candy to all who wanted food and a bit of warmth.

Up at the Veterans' Memorial Building another mercy organization opened its arms to the needy. Seven hours ago this was one of the fine buildings of the town. Now it is a shell—roofless, windowless. But within this shell the American Red Cross is ministering to the sick, the friendless. Scores of nurses and

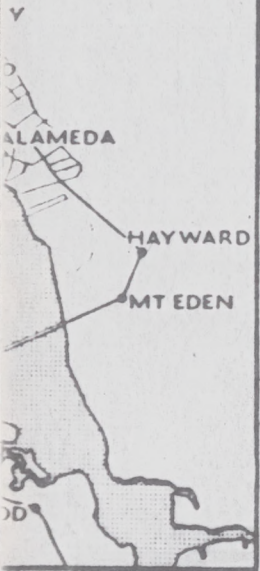


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Force of Blast Followed Some Queer Patterns

The force of the Port Chicago munitions explosion followed some odd patterns in the destruction wrought through Walnut Creek and Lafayette, more than 15 miles away, according to Assistant U. S. Attorney E. Hugo Henes, whose home is in Lafayette.

In Lafayette, Henes said, only alternate shop windows in the business district were shattered, every other one remaining intact. In Walnut Creek, windows on one side of the main street were untouched, while all panes on the opposite side were broken.

Henes, who aided in Government condemnation proceedings for the naval ammunition depot at Port Chicago, attributed much of the town destruction to the antiquity of the buildings there. Until two years ago, Henes said, not a building in Port Chicago, formerly the town of Bay Point, was less than 20 years old.

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Regular disaster case workers were dispatched to catalogue the civilian population to speed up the relay of information to worried relatives and friends. A special staff at headquarters here did nothing but handle these inquiries, which ran into the hundreds—each was thoroughly checked and reported on, often with amazing swiftness.

Mobile kitchens and volunteer help were mobilized. The Martinez chapter called on its canteen people and by dawn complete feeding units were set up in the stricken community.

Breakfast was prepared yesterday morning for between 1000 and 1200 persons. And this feeding job will go on for from five days to a week, because the gas will not be turned on in the town until every connection in every house is thoroughly investigated. The town's gas was promptly turned off after the explosion as a safeguard against fire.

It was a complicated job. It was done under difficult night-time conditions efficiently and fast.

Fishing for Fox

ELIZABETHTOWN, Ill. (AP)—Don M. Stevens, 15, and John M. Thompson, 13, caught three eels, one gar, two perch and one red fox in one day's fishing. The fox, alive and kicking, had been caught when he snapped at some other fisherman's hook baited with crawfish. The boys removed the hook from his mouth and turned him loose.

An Incomparable Town

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NO CITY OF FEAR

Curiously, Port Chicago is not a city of fear today. Men and women and children who fled the darkness last night, seeking shelter with friends and relatives in neighboring communities are stunned and shocked and bewildered. But they retain their sense of humor.

"By God," said an elderly man wandering around in a nightshirt and an elbow-worn sweater. "I got things in my room I never had before. Only thing that didn't fly in was a blonde."

A family of six, surveying the remains of their pleasant frame house tonight, thought not of their own loss but of the pall that will hang over the more secure homes of men who died at the naval base.

"We are fortunate," said the father. "We have relatives in Antioch to whom we can go. And we can rebuild. We dare not complain."

IMPERISHABLE EGGS

Over on Main street there is a little grocer named Graham. Everyone calls him "Pop." He is small and gnome-like and immediately after the blast last night he scurried over and reaching through plate glass windows, removed the day's cash from his till.

He stood up handsomely as he surveyed the wreckage of his store until he discovered that 20 dozen eggs remained intact and 1500 glasses of jellies and preserves had smashed to smithereens. Then two

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THE MAN WHO WAS SCARED

It was not much after 5 o'clock that a frantic man managed to work his way into town. For hours he had waited on the outskirts, afraid to go home.

"I work in the steel mill over in Pittsburg," he said. "I have a wife and five kids. I was afraid. I was afraid to come home. I was afraid they all were dead. My God, I was afraid. But I'll never be afraid again. My house is gone. But the family's O. K."

His eyes swept the main street and rested for a brief moment on a large blue sign that dipped over the facade of a twisted building.

"Jesus Saves," it said. And the letters were very clear.

STRANGE COCKTAIL

Directly to the left of the sign a liquor store lay in a shambles. Bottles of Scotch, Bourbon, vintage champagne blended in the strangest cocktail ever concocted by a whimsical fate.

But many of the bottles remained intact. And not one of those who roamed Main Street took a drink on the house until the proprietor appeared on the scene and invited all comers to have a nip on him.

A couple of doors from the Sheriff's office was a restaurant. Once it must have been a neat little establishment, run in conjunction with the hotel. But what the ex-

plosion did was to break not only every dish, every glass, every platter, but all the chairs and counters as well.

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Seven hours ago this was one of the fine buildings of the town. Now it is a shell—roofless, windowless. But within this shell the American Red Cross is ministering to the sick, the friendless. Scores of nurses and doctors treated more than 300 injured last night and this morning. Happily, very few of those treated were seriously hurt.

Most of the casualties were men and women and children who had been cut by flying glass or bits of wood or plaster. But there were cots there and tables of medical supplies and boiling water and food.

RELIEF WORK

The Red Cross nurses and aides came from all parts of the area and there were many who served who did so in the name of humanity and not in the name of any organization.

A 17-year-old boy from San Mateo heard the news on his radio and rushed to Port Chicago, working without cessation. A middle aged man rushed in about 4 o'clock, his arms full of bandages and ointments.

"These are all I've been able to salvage from my house. But they're yours to use as you see fit," he panted. And then he rushed out. He ignored the fact that blood was pouring from a lip so swollen he couldn't shut his mouth.

It was like that all night. It's like that now.

An hour ago I should have said Port Chicago would be a dead city for years to come.

But not now.

SHAMBLES—Until Monday night this was Port Chicago's proudest edifice—the Veterans' Memorial Building. An instant after the blast it was reduced to a shambles. The above picture shows the large auditorium, littered with rubble. Attempting to give first aid to a collie is 17-year-

old Walter Harper of San Mateo, who heard radio accounts of the ammunition explosion and immediately hitch-hiked to the stricken area. For close to 20 hours the youthful bus boy helped care for refugees.

Port Chicago Compared to Other Blasts

By Associated Press

Munitions explosions at military establishments, on ships and in factories have cost hundreds of lives in the United States since the first World war.

None was so great, however, as the disaster on December 6, 1917, when 1500 persons were lost after a collision between a munitions ship and a relief ship off Halifax, Canada. The explosion destroyed two and a half square miles of the city. Four thousand were injured seriously and 20,000 made homeless.

Prior to last night's explosion of a naval ammunition vessel at Port Chicago, Cal., the Nation's most disastrous ship blast in recent years occurred January 3, 1944, when the destroyer Turner blew up at the entrance of Lower New York bay.

The exact death toll has not been disclosed, but the Third Naval Public Relations Office said "more than 100 lives were lost." A total of 154 were saved.

More than 25 persons were killed in an ammunition explosion at the Norfolk, Va., naval air station, October 17, 1943.

Other major munitions explosions in the last 23 years include:

July 31, 1916—Two killed in famous Black Tom blast which shook New York waterfront and caused damage estimated at \$22,000,000.

January 13, 1917—Two killed in blast at the E. I. DuPont de Nemours Powder Works, Haskell, N. J.

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Reporter's Air View

BLAST DAMAGE EVIDENT OVER LAND AND WATER

By JEAN LYONS

ABOARD CHRONICLE PLANE OVER PORT CHICAGO, July 18— At 8:30 this morning the signal from the Mills Field tower flashed green and our plane lifted off the runway.

We were headed for Port Chicago, 38 road-miles away, where last night's great explosion blasted a Navy ammunition installation, taking a shocking toll in lives and material.

Mist was thick and gray as we moved toward our destination. It was as though even the skies mourned the great disaster.

We passed over mildly rising hills and a few peaceful fields dotted even with yellow haystacks.

After we passed the Carquinez toll bridge we hugged the south shore of Suisun bay. Then we began to notice oil on the water below, and the pitiful wreckage that floated peacefully west.

OIL STANDS OUT

As we neared the scene of the great disaster, the oil on the bay's surface became more visible. It moved over the surface of the yellow, mud-churned bay in thin, ugly dark lines.

Near the shore, two triangles of twisted metal jutted up above the water. One was larger than the other. They were twisted parts of a ship. They were all that remained.

The mist lifted as we circled the spot. The sun shimmered over the bay. It shone on one of the metal triangles and made it look pale green.

Hundreds of long narrow black planks were scattered along the water's edge. Some of the planks floated in the water. Along the shore line they piled up like a stack of jackstraws.

Everything was quiet and desolate. Only one tiny boat moved on the bay—about two miles below Port Chicago. The streets were almost entirely free of cars and people.

SOUTH OF BAY

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square little tree-trimmed town, cut diagonally by one main street. Separated from the bay by a highway and railroad tracks, it is only about seven blocks long and eight blocks wide.

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March 26, 1942—More than 30 killed in explosion of 20 tons of dynamite at Limestone quarry near Easton, Pa.

One of the Nation's most costly explosions was a gas blast in a New London, Texas, school house, March 18, 1937, in which 455 school children and teachers were killed.

On May 15, 1929, 100 persons were killed when an X-ray film exploded in a Cleveland hospital clinic, filling the building with gas.

In addition, hundreds of other lives have been lost in a long list of mine explosions.

Surprise Visit

MEXICO, Mo. (UP)—It was a surprise to Seabee Estil Borden of Mexico when he glanced up and saw he was passing through his home town while going from the East to the West Coast on a troop train recently. The excited Seabee grabbed pencil and paper and started writing notes to his wife, Fred Roberts, Mexico resident, who was waiting to cross the tracks, noticed the notes flying out the window of the train coach. He recovered some of the messages and then dashed to the home of Mrs. Borden to rush her and her son to the station. The troop train remained in Mexico about 30 minutes, during which the Bordens were allowed to visit.

Doggie Dilemma

SALT LAKE CITY (UP)—Charles Parke doesn't quite know what to do with his dog. He heard that all dogs would be disposed of if found on the loose because of Salt Lake's current anti-rabies drive. So Parke tied up the dog. The dog didn't like being tied up and Parke was fine \$2 "for having a barking dog."

dark holes.

Near the shore, two triangles of twisted metal jutted up above the water. One was larger than the other. They were twisted parts of a ship. They were all that remained.

The mist lifted as we circled the spot. The sun shimmered over the bay. It shone on one of the metal triangles and made it look pale green.

Hundreds of long narrow black planks were scattered along the water's edge. Some of the planks floated in the water. Along the shore line they piled up like a stack of jackstraws.

Everything was quiet and desolate. Only one tiny boat moved on the bay—about two miles below Port Chicago. The streets were almost entirely free of cars and people.

SOUTH OF BAY

Port Chicago lies about a half a mile south of the bay. It is a very

Stephens had gone down into the well to clean it out and the earth walls caved in around him, burying him up to his hips. Deputy Sheriff called to the scene, placed timers across the well and lowered a rope, but they were unable to free the man without possibility of a further cave in. Use of a large tool for digging would have been equally dangerous. Therefore, they lowered a soup ladle to Stephens.

Spoonful by spoonful, Stephens removed the dirt from around his legs and pulled himself free.

Restrict Eating Hours

CHICAGO (UP)—A curfew on eating is now in effect at Waynesboro, Va., the Public Administration Clearing House reports. A new law closes all restaurants, cafes, lunch counters and all public eating places from 11:30 p. m. to 5 a. m. Action was taken as a measure to get young people off the streets earlier.

position occurred, just as a bombing scene with all its noise came on the screen. I didn't hear the ship blowing up, but one wall of the theater was blown down. I was stunned momentarily, but recovered to shout to the audience to leave. Apparently they had already thought of that as everyone got out safely with only a few minor scratches.

William Best, United Press correspondent, was stopped from going to the end of the wrecked pier by an unidentified navy officer who said:

"You wouldn't want to go there anyway. It is a terrible thing and nothing you would want to write about. There were about 250 men on the pier in addition to the ships' crews. I haven't seen any of them come back."

Navy Pays Tribute To Disaster Victims

Rear Admiral C. H. Wright, commandant of the Twelfth Naval District, yesterday issued this statement:

"The navy personnel and civilian war workers who perished in the Port Chicago Naval Ammunition Depot explosion near San Francisco, July 17, 1944, gave their lives in the service of their country. Their sacrifice could not have been greater had their loss occurred on a battleship or a beachhead on the war fronts. Their conduct was in keeping with the highest traditions of the United States naval service."

Force of Blast Followed Some Queer Patterns

The force of the Port Chicago munitions explosion followed some odd patterns in the destruction wrought through Walnut Creek and Lafayette, more than 15 miles away, according to Assistant U. S. Attorney F. Hugo Henes, whose home is in Lafayette.

In Lafayette, Henes said, only alternate shop windows in the business district were shattered, every other one remaining intact. In Walnut Creek, windows on one side of the main street were untouched, while all panes on the opposite side were broken.

Henes, who aided in Government condemnation proceedings for the naval ammunition depot at Port Chicago, attributed much of the town destruction to the antiquity of the buildings there. Until two years ago Henes said, not a building in Port Chicago, formerly the town of Bay Point, was less than 20 years old.

Next immediate problem was that of housing. The Hotel Clyde at Port Chicago was partially evacuated and the injured were quartered there and at the partially wrecked schoolhouse.

For the first few hours, with all lines down, the Red Cross workers toiled in pitch blackness, aided only by flashlights, slowly evolving order out of chaos with the sureness of long training. A carnival that had been going merrily at a nearby town closed down at once and rushed over its mobile illuminating equipment. Other emergency lighting equipment was also trucked to the scene from Red Cross warehouses here.

BLOOD BANKS ASSIST

Plasma, cots and blankets were quickly sent on their way from San Francisco.

A special call came in for wall-board and nails to repair ripped out gaps in the schoolhouse and other large structures best adapted for sheltering. These were swiftly rounded up and sent on. The Red Cross, from its own reports, estimated 350 homes and 30 business structures suffered varied degrees of damage, most of the dwellings were rendered uninhabitable.

Regular disaster case workers were dispatched to catalogue the civilian population to speed up the relay of information to worried relatives and friends. A special staff at headquarters here did nothing but handle these inquiries, which ran into the hundreds—each was thoroughly checked and reported on, often with amazing swiftness.

Mobile kitchens and volunteer help were mobilized. The Martinez chapter called on its canteen people and by dawn complete feeding units were set up in the stricken community.

Breakfast was prepared yesterday morning for between 1000 and 1200 persons. And this feeding job will go on for from five days to a week, because the gas will not be turned on in the town until every connection in every house is thoroughly investigated. The town's gas was promptly turned off after the explosion as a safeguard against fire.

It was a complicated job. It was done under difficult night-time conditions efficiently and fast.

Fishing for Fox

ELIZABETHTOWN, Ill. (UP)—Don M. Stevens, 15, and John M. Thompson, 13, caught three eels, one gar, two perch and one red fox in one day's fishing. The fox, alive and kicking, had been caught when he snapped at some other fisherman's hook baited with crawfish. The boys removed the hook from his mouth and turned him loose.

An Indomitable

MORE ABOUT NEIGHBORS

Continued from Page 1

master, whose wife is trying to rustle him a cup of coffee, know just where it is and already has given a complete report to the Coast Guard ordnance officers who are inspecting the area. The cars will be diverted. But they will come back. For the depot will be rebuilt. The station master is quite sure of that.

Port Chicago has no gas, no electricity, no running water today. Already roaming the streets, already sweeping the pavements clear of glass are men and women, some in carpet slippers, some in night clothes, who are envisioning a new city, clean and neat and geared for normal life.

It may take a long time, the homeless citizens say, but the men who died in last night's blast are gone forever, and stones can be replaced and buildings go up quickly these days.

NO CITY OF FEAR

Curiously, Port Chicago is not a city of fear today. Men and women and children who fled the darkness last night, seeking shelter with friends and relatives in neighborly communities are stunned and shocked and bewildered. But they retain their sense of humor.

"By God," said an elderly man wandering around in a nightshirt and an elbow-worn sweater, "I go things in my room I never had before. Only thing that didn't fly it was a blonde."

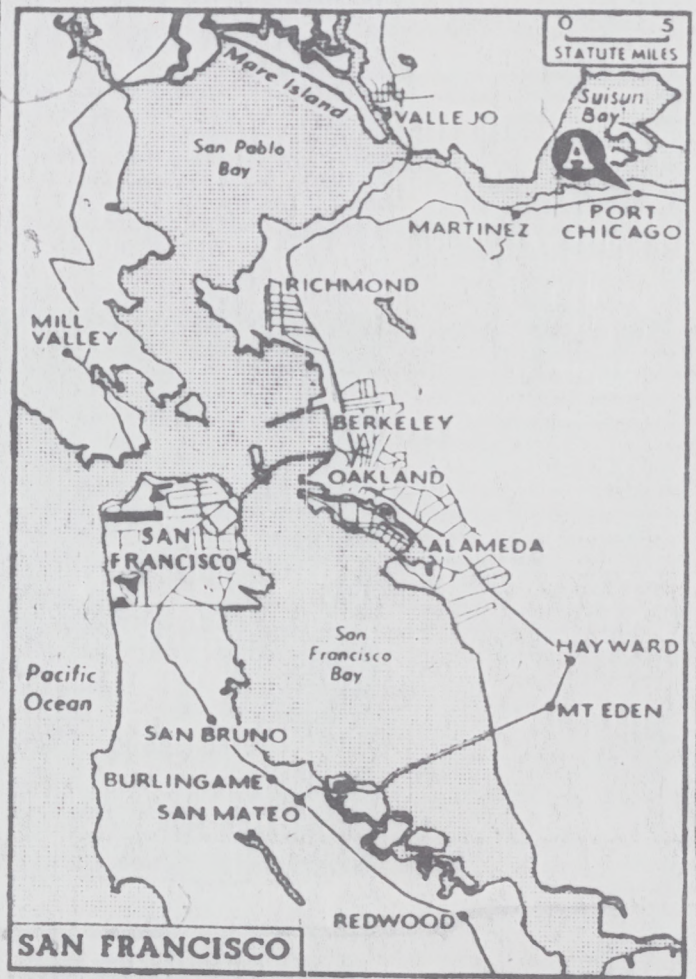
A family of six, surveying the remains of their pleasant frame house tonight, thought not of their own loss but of the pall that will hang over the more secure homes of men who died at the naval base.

"We are fortunate," said the father. "We have relatives in Antioch to whom we can go. And we can rebuild. We dare not complain."

IMPERISHABLE EGGS

Over on Main street there is a little grocer named Graham. Every one calls him "Pop." He is small and game-like and immediately after the blast last night he scurried over and reaching through plate glass windows, removed the day's catch from his till.

He stood up handsomely as he surveyed the wreckage of his store until he discovered that 20 dozen eggs remained intact and 150 glasses of jellies and preserves had smashed to smithereens. Then two



WHERE MUNITIONS BLEW UP—Port Chicago, scene of huge explosion, is on south shore of Suisun bay, shown at A on map.

Exclusive Aerial Photos of the Disaster

San Francisco Chronicle

THE CITY'S ONLY HOME-OWNED NEWSPAPER

FOUNDED 1865—VOL. CLIX, NO. 4

CCCC

SAN FRANCISCO, WEDNESDAY, JULY 19, 1944

DAILY 5 CENTS, SUNDAY 15 CENTS. DAILY AND SUNDAY PER MONTH, \$1.50

BLAST DEATH TOLL NOW 377; 1000 INJURED!

Terrific Explosion In the Bay Region

Damage at Port Chicago Is Well Over Five Million; No Cause Has Been Found

The Army Brings Up Armored Car And Troops to Protect Property; Only a Few Bodies Are Recovered

Death toll resulting from the explosion Monday night at Port Chicago, on San Francisco Bay of tons of war munitions in the holds of two ships mounted to the 377 mark yesterday as semi-official estimates were compiled.

Damage was estimated to be more than \$5,000,000, excluding the cost of the munitions lost. The ships were valued at about \$4,300,000.

Destruction of the huge Army arsenal at Benicia, only seven miles from the scene of the Port Chicago catastrophe was averted by miraculous chance. The blast, according to military officials, caused damage there estimated at \$150,000 to the arsenal facilities and injured six persons.

Reports from official sources gave this death roster:

KNOWN DEAD
250 Enlisted Navy personnel.
9 Navy officers.
70 United States Maritime Commission seamen.
5 Coast Guardsmen.
3 Civilian railroad workers.

377 TOTAL

To that total must be added, Navy spokesmen said, members of two armed guard crews of the two munition ships. Strength of a guard crew is restricted military information. Unofficial sources estimated their strength at 20 men each. With two crews missing, an estimated 40 more names might eventually be added to the known death list, bringing the total to at least 377 men.

Additional civilians and military personnel may have perished. No exact count of the "missing" (considered dead because no identifiable

Other stories and pictures of the blast are on Pages 7, 8, 9 and 11.

trace of the victims' bodies is expected to be found) is expected for several days. Merchant marine losses will be totaled after all crewmen alive report to the offices of the shipping lines operating the destroyed vessels.

In addition to the two ammunition ships, three vessels were involved. They were two Coast Guard boats, one a crash boat, which is missing, and the other was a patrol boat, which was damaged. The fifth was the Red Line tanker, moored about 1000 yards from the disintegrated ship, which was damaged.

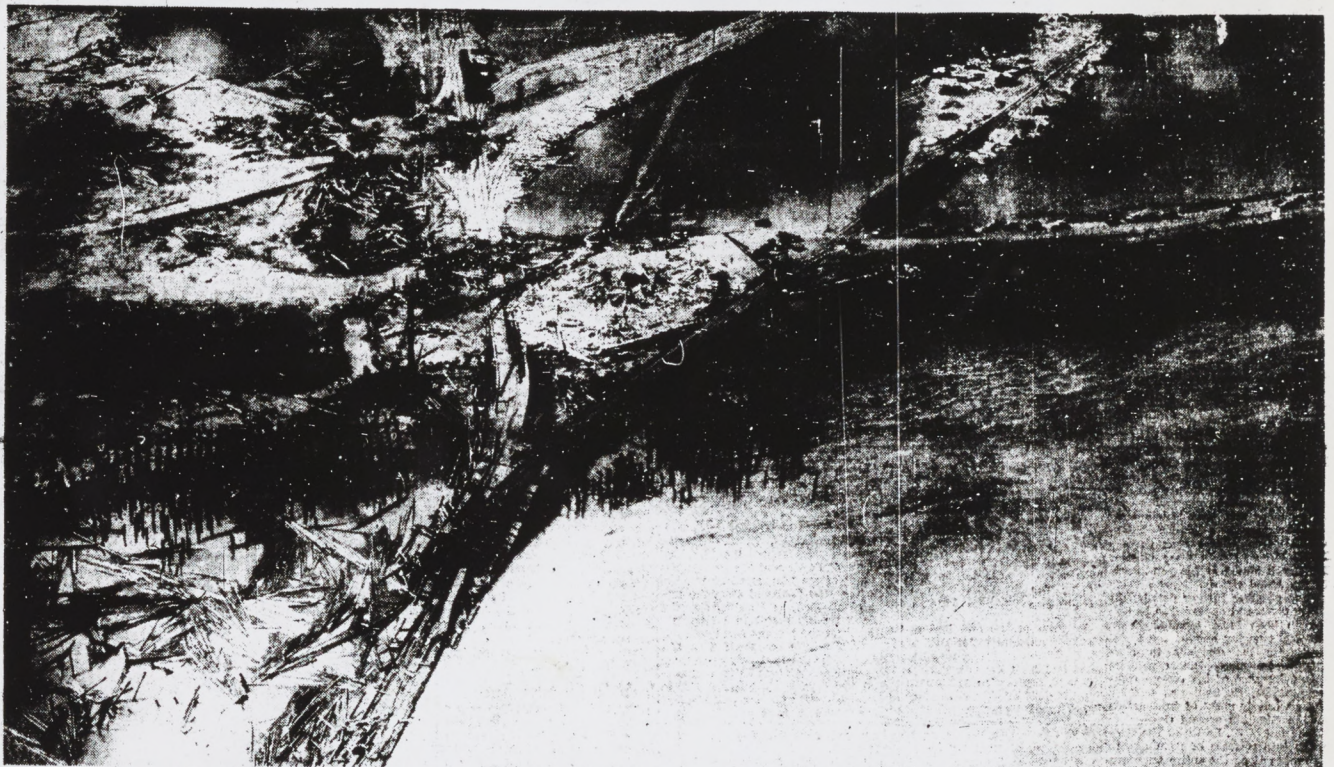
ESTIMATED INJURED

With the death toll high, there were an estimated thousand persons injured by the explosion. They suffered broken bones and face and body lacerations as the force of the detonation shattered window glass for miles around and sent

Continued on Page 4, Col. 5

Monty Boosted For Parliament

LONDON, July 18 (AP)—The London Daily Mirror boosted General Sir Bernard L. Montgomery as a possible candidate for Parliament after the war in its lead editorial today entitled "Monty, M. P.?" "There is some ground for believing that the General does cherish political ambitions and we agree with those who are hoping that eventually he will stand for Parliament," the editorial said. "It is easy to imagine his becoming an outstanding figure in Commons."



Here is tangible evidence of the most disastrous explosion in the history of the Bay Area. This exclusive Chronicle aerial photo shows the tangled pilings; the twisted dock at the Navy's Port Chicago ammunition depot. Although taken only a few hours after the terrific blast, the picture indicates some restoration work.

A Town Dies Hard Each Port Chicago Building Shows Struggle for Life

By CAROLYN ANSPACHER
PORT CHICAGO, July 18—The clock in the Port Chicago Hotel stopped last night at 10:19 o'clock. Two red-coated horsemen riding lithographically to the hounds halted suddenly in their eternal quest and dipped drunkenly as the entire roof caved in.

"That was how death came last night to Port Chicago . . . suddenly, drunkenly, on two devastating waves of thunder. First came the sound and then, an instant later, the town rocked as if a titan had picked it up in a burst of fury and hurled it toward the sky. And then came darkness and the sort of silence that accompanies oblivion."

COMES THE DAWN
It is dawn now—a bitter cold dawn and nothing is left of Port Chicago. Nothing is left but the spirit of its 3000 inhabitants.

Every building is warped beyond recognition. Not a pane of glass remains intact. Both men and cities die hard. Even little cities, like Port Chicago, fight for life.

Every building here shows signs of that struggle. The Santa Fe depot where I am trying to write this story on the only typewriter in town that still functions is a mass of rubble. Plate glass lies an inch thick on the littered floor. Bills of lading are whipped around like overgrown flakes of dirt-encrusted snow. Shredded green window shades wrestle valiantly with the north wind that beats through the building's skeleton.

Here is death. But here also there is resurrection. THE AMMUNITION TRAIN The station master already is back at work. Somewhere on one of the tracks outside there is an ammunition train. The station

Continued on Page 9, Col. 6

California Delegates For Wallace

By the Associated Press
CHICAGO, July 18—The California delegation to the Democratic national convention adopted by an overwhelming voice vote today a resolution endorsing Vice President Henry A. Wallace for renomination.

The delegation's action amounted only to an expression of sentiment and did not bind the members to vote for Wallace. This was the second big State to show Wallace strength today, and the CIO was driving sharply to renominate Wallace and to head off the candidacy of War Mobilization Director James F. Byrnes, who has exercised general control over wages.

CIO President Philip Murray, who forced a poll of the Pennsylvania delegation which disclosed 41 of its 72 votes were for Wallace, reputedly informed convention leaders that the labor organization would not stand for Byrnes' nomination.

WALLACE ON WAY
With the convention opening tomorrow, Wallace left Washington by train tonight for Chicago to inject new fervor into the grounds, to inject new fervor into

Continued on Page 11, Col. 4

Convention On the Air

Broadcasts of the Democratic convention will begin on all networks at 9 o'clock this morning, San Francisco time. Night session broadcast will begin at 8 p. m.

Tojo Is Fired As Japanese Army Chief

By the Associated Press
Premier General Hideki Tojo has been relieved as chief of the army general staff in the second sweeping shakeup of Japan's high command in two days in the face of what Tojo himself called "an unprecedentedly great national crisis." The changes were announced by Tokyo yesterday (Tuesday) in a series of broadcasts.

The navy, chief sufferer in recent heavy defeats in the Pacific, underwent a similar shakeup Monday when the relatively obscure Admiral Naokuni Nomura replaced Admiral Shigetaro Shimada as Navy Minister.

Tojo's statement was read just after an Imperial headquarters announcement told the Japanese people for the first time that all Japanese resistance at Saipan had come to an end; that the once-powerful Japanese garrison had been wiped out and that among those slain were Vice Admiral Chuichi Nagumo, supreme commander in the Saipan area, and his chief aides, Lieutenant General Yoshitsugu Saito and Rear Admiral Takashita Tsujimira. Ad-

Continued on Page 2, Col. 5

Teddy Jr. Died on Eve of Promotion

GENERAL EISENHOWER'S ADVANCED COMMAND POST, July 18 (AP)—On the night that Brigadier General Theodore Roosevelt died in Normandy, General Dwight D. Eisenhower was preparing an order promoting him to Major General in command of a division. Secretary Stimson disclosed this today and added that on his trip to Normandy "I was privileged to see the grave of my old friend, whose death was a very sad thing to me."

Great British Drive Splits Nazis at Caen

By the United Press
ALLIED SUPREME H. Q., London, July 18—Behind an 8000-ton aerial bombardment, the most concentrated in history, the British Second Army burst the German line at Caen wide open today and raced in massed tank formation across the flat plain toward Paris—112 miles away—while American troops captured St. Lo in their toughest battle since D-Day.

The tremendous British breakthrough shattered the communications of 20 to 25 German divisions—perhaps 250,000 men—and left them, for the moment at least, in grave peril in what was called an Allied victory of "gigantic proportion."

WIDE NAZI RETREAT
After weeks of painstaking progress, Allied power exploded into a massive coordinated drive across the entire 120-mile French front that threw the Germans into retreat everywhere.

General Sir B. L. Montgomery's troops opened the great attack early today from the Orne bridgehead just above Caen, taking the Gestapo completely by surprise since they had massed to the south where the Tommies have been carrying out elaborate diversionary attacks.

Quickly blasting through the enemy's defenses, the British stroked into Vaucelles, Caen's southwestern suburb where the enemy held out after losing the main city, and began mopping up the last resistance, a dispatch from Montgomery's field headquarters said. "By afternoon the break-through was complete and strong armored and mobile forces are operating in open country farther to the southeast and south," said the announcement. Continued on Page 3, Col. 4

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