

# GREECE REPORTED FREE OF ITALIANS

Toll High in London Raid; Hitler and Molotov Confer Again.

(Continued from Page One)

bomb but 40 persons were released alive.

At an inland town, a United Press correspondent reported, several formations of bombers were seen this morning. Some of them were believed to be Italian. They dropped about a dozen bombs on the outskirts of the town as British fighters attacked them.

British planes attacked three main Italian bases—Durazzo, Valona and Porto Edda (Santa Quaranta)—which are being used in the attack on Greece and reported that they had inflicted great damage. The biggest port, Durazzo, was reported set afire and battered so powerfully that it might not be usable.

Suez Raided, Italians Say

At Cairo, the British announced their planes also had bombed the Italian base of Tobruk in Libya, setting part of it on fire, and had unloaded more high explosives on Brindisi and Bari in long-range bombing attacks.

The Rome High Command reported that Italian planes had raided Suez, the Cairo air field, Aboukir and Malata, and the Fascist spokesman Giorgio Gayda reported that the German and Italian fleets were being combined for Atlantic Ocean operations against the British. This presumably referred chiefly to submarines, although Gayda said that the war against Britain was essentially "naval."

Britain Warns Spain

The House of Commons was informed that Britain did not intend to permit Spain, an Axis friend, to fortify the international zone of Tangier, strategic city in the Straits of Gibraltar, which the Spanish military seized.

It was said officially in London also that Britain was extending its blockade of the Axis powers to a large part of the French Colonial Empire, including Syria, West Africa, Liberia, Madagascar and other areas. The blockade takes effect Monday.

In Budapest, Foreign Minister Count Stephen Csanaky told Parliament that Hungary continues "side by side with Germany and Italy" in matters of foreign policy and thus will keep out of war.

French to Defend Martinique

In Ft. De France, Martinique, French colonial officials said they were prepared to defend the island of Martinique with all the resources at their command. Preparations have been made, it was asserted, to oppose by force if necessary any attempt by British or by the "Free France" forces of Gen. Charles De Gaulle to land on the west Indies island, which is in a zone now closely patrolled by U. S. warships.

A United Press writer said he had seen no German at Ft. De France. Officials charged that the rumors were spread to cause ill feeling between France and the United States.

Vichy Warns Rebels

The French Government at Vichy charged that Spanish mercenaries, and "Red" battalions were being used in the pro-British effort to raise rebellion in French colonies and issued a final warning to all soldiers to denounce the "Free France" movement.

In Greece, the Italians appeared to have failed in new efforts to start an offensive through the mountainous frontier.

A communique issued by the Royal Air Force in Greece said Durazzo, recently modernized by Italy at a cost of several hundred thousand dollars and the main disembarkation point for Italian troops in the Greek campaign, had been "completely gutted" in a raid Monday; that "three fires started on the jetty, later merging into one, and our pilots could still see it when

100 miles away from their homeland night."

At Valona, the second largest Albanian port, "all bombs were seen to fall in the target area and what probably was an ammunition dump was seen to blow up," the communique said.

Meanwhile, Greek troops were reported to be on the offensive along the whole frontier. All three of the main Italian drives had been stopped. In the northern Koriza sector near the Yugoslav border; in the Pindus Mountains comprising the central front, and in the Kalamas River valley of the south.

It was announced that six fully equipped companies of Albanian troops had surrendered at the frontier, declaring: "We don't want to fight the Greeks." The Albanian Minister in Athens appealed by radio to his countrymen at home to "join your Greek brothers in the fight for independence against a common enemy."

At Ohrid, Yugoslav border town, it was reported that Albanians throughout the northern Mirdita region had revolted against Italy; that the population of seven towns in the adjoining Dukatid region had fled east toward the Yugoslav border to join the rebels, dynamiting the Belldrin river bridge behind them.

Bombs Heard for Hours

Italy sent troops to crush the revolt, according to these reports, and were being combined for Atlantic Ocean operations against the British. This presumably referred chiefly to submarines, although Gayda said that the war against Britain was essentially "naval."

In Berlin Adolf Hitler and Soviet Premier Joseph Stalin resumed their discussions concerning Russia's place in the Nazi's new world order after the Fuehrer had entertained his guest at luncheon at the Reich chancellery.

Nazi officials and newspapers remained secretive about the purpose of Molotov's visit. Unofficial quarters said that as soon as Molotov left, Hitler probably would make new diplomatic contacts with France and Spain, and then with the southeastern European countries, especially Hungary, Rumania, Slovakia and probably, later, Bulgaria.

Diplomatic Flurry Noted

There was a flurry of diplomatic activity coincident with Molotov's visit. The German head of the Rumanian Government, was en route to Rome with his Foreign Minister Michail Sturdza, to confer with Benito Mussolini and Bucharest reports said he might continue from Rome to Bucharest, then to the Rumanian capital, Bucharest, conferred with Antonescu at the railway station as he left Bucharest.

At Moscow, it was reported that the Japanese minister there, Haruhiko Nishi, had gone to Berlin. Franz von Papen, German Ambassador to Turkey, was visiting in Berlin. Sir Samuel Hoare, British Ambassador to Spain, crossed the Portuguese frontier at Elvas last night en route to Lisbon.

British authorities in Moscow denied reports abroad that British Ambassador Sir Stafford Cripps had been recalled from Moscow.

Agreement Reached—Japan

In Tokyo, it was announced that a complete agreement on a new Japanese effort "to settle the China affair" has been reached at an Imperial conference.

There was no official indication of the nature of the program, but persistent reports from Shanghai said that the Japanese were planning a new thrust southward in French Indo-China—in the direction of Singapore and the Dutch East Indies. Japanese troop transports were reported ready to move. For a week, Japanese press reports have been building up the idea that anti-Japanese activities in the Saigon area were increasing and hinting that Japanese action might be necessary.

## Captain of 'Suicide Ship' Goes Down Bellowing Orders

Briton Stands on Bridge of Blazing Vessel After Heroic Stand Against German Pocket Battleship.

AN EAST COAST CANADIAN PORT, Nov. 13 (U.P.).—The suicide of the British merchant cruiser, Jervis Bay, in battle with a German pocket battleship, probably the Admiral Scheer, was described by surviving members of her crew today.

As the sea closed over her decks, she was afire from stern to bow under the pounding fire of the 11-inch guns of her adversary, but her own guns still blazed and through the fire and smoke, her commander, Capt. E. S. Fogarty Feegan, bloody from his wounds, one arm almost shot away, could be seen still on his bridge bellowing orders.

Sixty-five survivors were landed here by a Swedish freighter last night. Some had shrapnel wounds and were taken to a hospital. Their stories described one of the most ferocious, one-sided, and heroic battles of the war. The Jervis never had a chance, but the attacking and fighting she permitted at least 29 of the 38 merchant ships she was escorting to escape.

At one time during the battle, which lasted hardly 10 minutes, her flag was shot away. As high explosive and shrapnel shells exploded on her decks and in her superstructure, a member of the crew climbed into the rigging and put up another and this Union Jack was flapping in the breeze when she turned bow up and plunged to the bottom.

One hero was Sven Olander, captain of the Swedish freighter, whose ship had been one of the Jervis' convoy. He fled with the rest when the Jervis engaged the battleship, but returned, at the risk of being sunk to pick up the Jervis' survivors. If he hadn't the 65 men landed here would have been lost.

"THEY did so well for us, I did not want to leave them there," Capt. Olander said.

In London newspapers said that the "suicide action" of the ship would become one of the most noble chapters in British naval history. The Daily Mail predicted the Jervis would be ranked among the Navy's great fighting ships such as the Revenge, Victory, The Lion and Rawalpindi.

The stories of the Jervis' survivors completed the history of the engagement in mid-Atlantic at dusk on Nov. 5 when the 16,698-ton motor liner, Rangitiki sent an SOS, saying she was being shelled by a German pocket battleship. A few hours later, the British freighter Cornish City sent an SOS.

There was a pause for a few days, until the German High Command announced that a "surface raider" had destroyed an "entire British convoy." The British Admiralty however announced that 29 of the 38 ships of the convoy, including the Rangitiki and the Cornish City had arrived in British ports and that many of the still missing nine vessels might be safe.

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At dusk on Nov. 5, her survivors, including her senior surviving officer, said, the German battleship came boiling over the horizon, firing

## Attack on Italy's Navy Tips Power Balance, Britain Claims

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withheld pending further reconnaissance.

Two cruisers listing to starboard and surrounded by fuel oil.

Two auxiliaries lying with their sterns under water. The British apparently had given new talking points to the arguments of "airplanes vs. battleships." So far in this war, no nation has admitted the loss of a battleship to bombing planes. The Germans claimed to have sunk an unidentified British battleship with aerial bombs early in the war but the British denied it.

Stayed Close to Shore

The Italian ships were safe from surface attacks behind coastal batteries, but not from the air. Every time a British scouting ship or plane sighted them, they sped for the protection of coastal batteries.

In ordering the aerial attack, Cunningham tested a new theory as well as the old one of Nelson's, that forces never in any war had air forces been sent exclusively into major battle against ships of the line.

British fliers faced not only the concentrated fire of shore batteries, but a tremendous wall of fire from the warships' pom-poms, machine guns, and high-angle ship's cannon.

Targets Anchored

They attacked, however, in the same spirit that the destroyer Cossack "went in and got" the German prison ship Albatross in a Norwegian fjord last winter, and the Exeter, Ajax and Achilles "got" the German pocket battleship Graf Spee off Montevideo, Uruguay.

The battle of Taranto was in striking contrast, British authorities said, to an Italian attack on the British fleet July 9. An Italian bombing squadron intercepted the British ships within sight of Calabria and dropped hundreds of bombs at them, but according to British, didn't hit one.

The British fleet was under steam and able to maneuver freely,

whereas the Italian ships at Taranto were anchored. Otherwise the circumstances were similar.

There already was discussion here as to what effect the battle of Taranto would have on future sea strategy, especially since Britain now faces an intense submarine and air bombing offensive off the Irish Coast.

Superior at Sea Again

Italy retains a formidable cruiser, destroyer and submarine force, but Taranto appeared to have accomplished in one blow what British naval construction, including five battleships of the George V class, might have taken months to do—restored "allied" superiority over the Axis powers in battle fleets which was lost with the collapse of France.

Taranto Bay is inside the heel of the Italian boot. The Royal Air Force headquarters in Greece previously had reported raids and reconnaissance flights over Taranto and an Italian communique had admitted that "a warship" was damaged at Taranto Monday night.

Battleships of the Conte Di Cavour class are the Conte Di Cavour, the Giulio Cesare, the Caio Duilio and the Andrea Doria.

Churchill Lauds Admiral

The Conte Di Cavour and the Giulio Cesare were built in 1911 and were reconstructed from 1933 to 1937.

The Caio Duilio and the Andrea Doria were commissioned in 1913 and reconstructed from 1937-1939. All are of 23,622 tons. The Cavour and Cesare are armed with 10 12-inch guns, 12 five-inch guns, 36 machine guns and anti-aircraft guns.

The Duilio and Doria were similarly armed except that they have more machine gun and anti-aircraft guns. Each ship carries four planes and two catapults. A ship of this class, the Leonardo Da Vinci, blew up in a collision on Aug. 2, 1916.

"I feel sure the House will regard the results as highly satisfactory," Churchill said, "and as reflecting the greatest credit on the Admiralty and Admiral Sir Andrew Cunningham and the whole Mediterranean fleet and upon all pilots of the fleet air arm who like their brothers of the Royal Air Force, continue to render to their country service of the highest order."

Mood Is Cheerful

"The spirit of the Royal Navy, as shown in this heroic attack, also was exemplified in the foreshadowing heroic action fought by the captain and officers and the ship's company of H. M. S. Jervis Bay in the Atlantic in giving battle against overwhelming odds in order to protect a merchant convoy they were escorting, thus securing the escape of by far the greater part of the convoy."

When Churchill entered Commons, carrying two or three sheets of paper, he obviously was in a most cheerful mood. Amidst cheers he said: "I have some news for the House. It is good news. I feel it my duty to bring this glorious episode (cheers) to the immediate notice of the House."

Admiral Holds Hero's Medals

He then read the Admiralty's communique. During the demonstration in Commons there was similar cheering in the House of Lords where Lord Snell made a statement of commendation.

All London cheered the feat of Admiral Cunningham.

A Knight Commander of the Bath and holder of the Distinguished Service Order, Cunningham has all of the "brave man's dash" backed up by 42 years of active naval experience.

As a destroyer commander in the World War Cunningham won the D. S. O. at Gallipoli.

During the World War Cunningham also served with the hazardous Dover and Baltic patrols.

He is known in navy circles as a man who never loses his aplomb, even in the tightest corner.

From 1933 to 1936 Cunningham commanded destroyer flotillas at sea and in the Mediterranean and became intimately acquainted with Mediterranean waters. He also has had wide experience with big ships, including command of a battle cruiser squadron in the Mediterranean in 1937 and 1938.

## DEATHS IN LAKE Examination of County Men for Draft Started

(Continued from Page One)

18 Sailors Are Known Dead; Mercury Here May Hit 15.

(Continued from Page One)

ana 4 and Missouri, Ohio and Oklahoma 1 each.

Temperatures for Indianapolis may go as low as 15 tonight, the Weather Bureau predicted. Lowest in the last 12 hours was 21 at 8 a. m. Skies will be clear tonight and tomorrow.

Only Southern California and Florida escaped the cold which sent the mercury down to sub-zero marks in northern areas and to 50 degrees in the deep South. Belgrade, Mont., reported 15 degrees below zero.

Nation-wide damage to fruit crops was feared as the mercury dipped to near-freezing in southern areas. Readings near 38 degrees were forecast for northern Florida tomorrow, and at New Orleans the mercury was expected to stay below 55.

A cold wave was moving into Oregon from the Great Lakes region, they were expected to drop to below freezing. Rising temperatures east of the Continental Divide were forecast from Montana where the mercury hovered near the zero mark and in some cities dropped below.

Deaths caused by the windstorm that swept from the Rocky Mountains to the Eastern Seaboard mounted as workmen cleared the debris and attempted to repair damage.

Severest Cold in Years

The mercury had dropped to 2 degrees above zero at Denver, but rising temperatures and fair skies were forecast generally for Colorado and Wyoming. Salt Lake City, Utah, recorded 20 degrees, but the mercury was expected to fall another 5 degrees there.

Weathermen said the cold wave and storms were the most severe in years. Coast Guardsmen worked long hours on the Great Lakes rescuing survivors and recovering bodies of the dead from wrecked boats.

Two of the vessels which went down in Lake Michigan were the William B. Davock, a 7200-ton freighter, and the Ann Minch, 4200-ton freighter of Canadian registry.

"Twelve bodies were recovered at Ludington, Mich., where rescue workers reported several more sighted in the water. Four more, believed to be members of the Ann Minch crew, were recovered at Pentwater, Mich., about 10 miles south of Ludington.

The William B. Davock was smashed to pieces and the wreckage strewn several miles along the beach five miles south of Pentwater.

Eight Coast Guardsmen in two power surf boats set out in a "dead sea" at Pentwater this morning to remove the crew of the wood pulp carrier Novadoc, out of Ft. William, Ontario, which was in two pieces hard aground. Only two of its crew of 16 were sighted yesterday and Guardsmen said they "hadn't any idea" how many still were aboard.

A blinding snowstorm hampered Coast Guardsmen attempting to bring aid to disabled vessels, but winds abated last night and ships began moving through the heavily traveled Sault Ste. Marie docks into Lake Superior. Temperatures were below freezing.

Four ships still were missing and many were repaired on the lakes without assistance after the storm wrecked engines and driving mechanisms.

Two fishing tugs and a Coast Guard surf boat were believed to have gone down at South Haven, Mich. The fate of the tugs Indian, with five men aboard, and the Richard H., with three aboard, was not determined definitely, but Coast Guard Capt. William Fisher said he held no hope for the Richard H. He described it as a small boat with an inexperienced crew.

Two Pere Marquette car ferries, the No. 21 and the City of Flint, were driven aground at Ludington, Mich. All the passengers aboard the No. 21 were removed safely. The City of Flint was pounded by waves as it rode on the sand north of the Ludington breakwater with 16 men aboard.

Shells, apparently looking for more victims. She disappeared then, and a few hours later Capt. Olander brought his vessel back to the scene and picked them up.

"It was glorious," said the senior surviving officer. "Never will I forget the gallantry of that British captain sailing forward to meet the enemy."

The survivors thought the pocket battleship was the Admiral Scheer, sister ship of the Admiral Graf Spee which was blown up by her commander after losing a battle with three British light cruisers off the River Plate.

Capt. Olander said Capt. Feegan's action was "certain suicide," but that "it was magnificent."

could bring all his guns to bear on the battleship. Fires broke out, and the crew couldn't check them. Her decks were almost awash. From the bridge came the bawled orders of her commander: "Abandon ship."

The crew went calmly to the lifeboat davits. But only one remained. The others had been smashed by shell fire. This one was lowered amid bursts of shrapnel. The sailors thought the battleship was firing now directly at them, hoping to prevent that one boat from being launched. Three rats were found intact and thrown over the side. Men slid down ropes or leaped into the sea, their master, bloody and wounded, holding himself up by the bridge rail, watching them.

Sixty-five men got into the boat and onto the raft. Shells started to explode in the blazing Jervis. Within a short while, her bow stood straight up in the water, and, after a pause, she plunged.

The battleship went boiling off, her guns still blazing, now hit by the fleeing ships of the convoy. The night was blackening and the men on the rafts saw her firing star shells, apparently looking for more victims. She disappeared then, and a few hours later Capt. Olander brought his vessel back to the scene and picked them up.

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## FBI REINFORCES RANKS TO MEET SABOTAGE PERIL

Dies Asks 5-Million Fund as Three Powder Blasts Are Probed.

(Continued from Page One)

ship-building yards of the Western Pipe and Steel Co., where ocean-going freighters are being built for the United States Maritime Commission. The topping crane killed two men and injured two others.

Fourteen persons were killed and at least 26 were injured in the powder plant explosions.

Six women and two men were killed in a blast at the United Railway Signal Corp. in Woodbridge, N. J. A state inspector said "this definitely was sabotage." An FBI agent was sent there as an "observer" although the plant was not working on Government contracts.

Three Die in Allentown

Three men were killed at the Allentown, Pa., plant of the Trojan Powder Co., working on contracts totaling \$200,000 for the Army and Navy. The FBI recently made a plant survey of the Trojan Co. to determine its protective facilities. Agents were sent to Allentown although plant officials said first reports indicated there was no evidence of sabotage.

Three men were killed at the Burton Powder Works of the American Cyanamid Corp., at Edinburg, Pa. This plant had no Government contracts but an FBI agent was sent to Edinburg to act as an observer.

In Washington day, defense officials forecast that gunpowder production facilities will be more than doubled by next June, overcoming a bottleneck in that phase of the rearmament program.

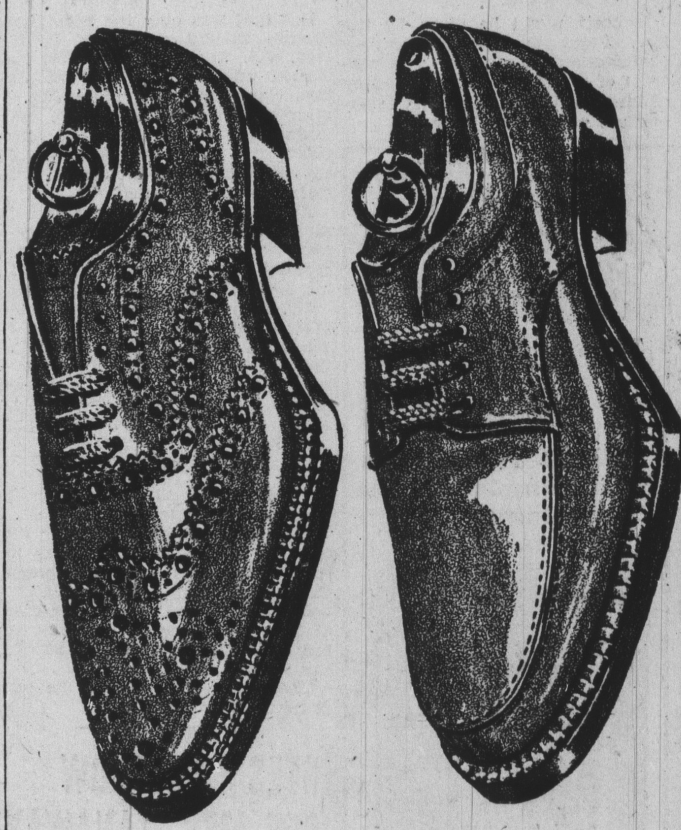
Powder supply was not affected by yesterday's explosions. The Army and Navy had orders totaling about \$200,000 with only one of the plants—the Trojan Co.

Consider More Plants

The Hercules Powder Co.'s plant at Kenil, N. J., which was destroyed by an explosion in September, slashed the nation's powder producing sources by nearly one-third.

The Government is considering plans for two more powder plants in addition to two now under construction at Radford, Va., and Charleston, Ind. The latter two will be in operation by June and are expected to have capacities greater than the two existing major producing units, the du Pont plant near Wilmington, Del., and the Army's arsenal at Picatinny, N. J.

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## Here Is the Traffic Record

Society City Total		
1939	36	44
1940	43	78

Nov. 12

Injured 12 Accidents 16

Dead 3 Arrests 25

TUESDAY TRAFFIC COURT

Cases Convicted

Violations tried tions paid

Speeding 12 11 553

Reckless driving 3 1 1

Failure to stop at

through street 1 1 1

Disobeying traffic

signal 4 4 4

Drunken driving 3 2 50

All others 51 48 22

Totals 74 67 \$130

MEETINGS TOMORROW

Consumers Institute, Wm. H. Block Co.

auditorium, 10 a. m.

Junior Chamber of Commerce, Leadership