

# 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, Abukir and Malata, and the Fascist spokesman Virgilio 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 Casaky 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 Germans 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 mainland.

A communiqué 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

## IN INDIANAPOLIS

### Here Is the Traffic Record

County City Total  
1939 ..... 36 44 80  
1940 ..... 43 78 121

Nov. 12—

Injured ..... 12 Accidents ..... 16

Dead ..... 3 Arrests ..... 25

TUESDAY TRAFFIC COURT Cases Convic-Fines  
Violations ..... 12 Accidents ..... 16  
Speeding ..... 11 \$53  
Reckless driving ..... 3 1  
Failure to stop at through street ..... 1 1  
Disobeying traffic signal ..... 4 4  
Drunk 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 forum, I. A. C., 7:30 p. m.

Indiana League of Life Underwriters, Claypool Hotel, noon.

Indiana Canners Association, Claypool Hotel, 10 a. m.

Metropolitan Life Insurance Co., Claypool Hotel, all day.

Hotel Washington, 12:15 p. m.

Auto Accessories and Petroleum Products Group, Hotel Washington, 12:15 p. m.

Indiana State Speakers' Bureau, Hotel Washington, 6:30 p. m.

Alpha Phi Omega, Hotel Washington, 8 p. m.

Bookbinders Union No. 55, Hotel Sevier, 7:30 p. m.

Exchange Club, Hotel Sevier, 6:30 p. m.

Indianapolis Business Alley Proprietors, Hotel Sevier, 6:30 p. m.

Indiana Independent Business Association, Hotel Sevier, 8 p. m.

Indiana Estate Board, Hotel Washington, noon.

Adventist Club of Indianapolis, Indiana State Athletic Club, noon.

Sigma Chi, St. Peter's Stratford Hotel, Restaurant, Murat Temple, noon.

Country Club, Hotel Sevier, noon.

Sportsmen's Arms Hotel, noon.

Indianapolis Camera Club, 110 E. 9th St., 8 p. m.

Delta Theta Pi, Canary Cottage, noon.

Lambda Chi, Alumnae Association, Hotel Washington, noon.

Indianapolis Motor Transportation Club, Inc., Fox's Steak House, noon.

North Christian Mission Crusade, Manufacturers building, Fair Grounds, all day.

Indiana Farm Bureau, Inc., Tomlinson Hall, all day.

National Association of Cost Accountants, business equipment show, Murat Temple, all day.

### MARRIAGE LICENSES

(These lists are from "Dies' records in the County Court House. The Times is not responsible for errors in names and addresses.)

Frank McLucas, 22, of 2515 James, Frank Fletcher, 16, of 2515 James, Winfield C. Smith, 23, of 1203 N. Temple, car.

# Captain of 'Suicide Ship' Goes Down Bellowing Orders

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

**A** N 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 by attacking and fighting she permitted at least 20 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 from her decks and in her super-structure, 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 to stern to bellow into the boat.

One man, the senior captain of the Swedish freighter, which 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.

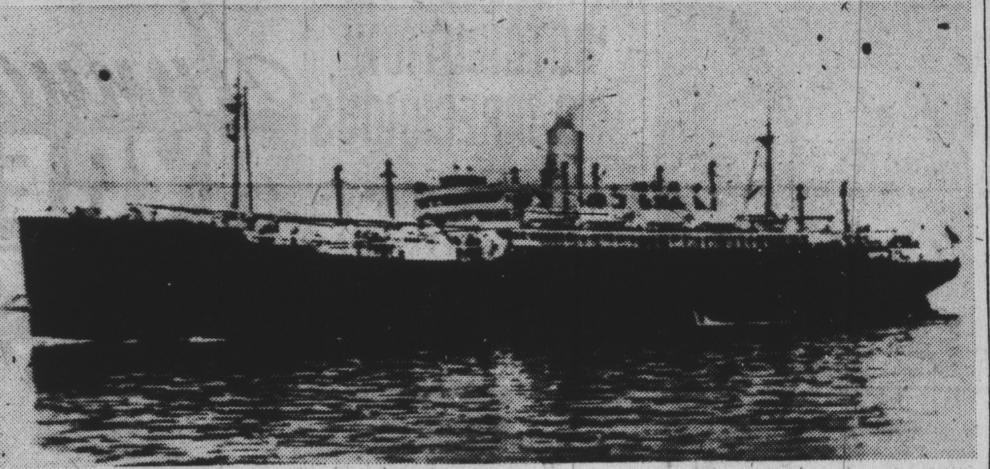
In London newspapers said that the "suicide action" of the ship would become one of the most noble chapters in British naval history. The Daily Mail predicted the Jervis would be ranked among the Navy's great fighting ships such as the Revenge, Victory, the Lion and Royal Oak.

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.

Then there was silence 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 ships might be safe.

Capt. Feegan, a British Naval officer who commanded destroyers during the World War, was called out of retirement and placed in command of the Jervis, a passenger-freight boat in the Australian trade, converted into a merchant cruiser. She was armed with naval guns of some five-inch caliber. Her sides and decks were of "egg-shell" thickness.

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



Jervis Bay . . . loses heroic battle with Nazi raider.

at the Rangitiki. Capt. Feegan ordered his ship turned out of line and it steamed directly at the battleship. Its guns blazing, its funnels belching out great clouds of smoke to screen the convoy, its radio commanding the convoy to scatter.

A great shell plunged into her superstructure, exploded, sent fragments of steel, wood, furnishings, high in the air, scattered shrapnel over her decks. But she pressed on, closing the four or five mile distance between her and the raider. A shell ploughed across her deck, showering the 18- and 20-year-old Naval recruits who manned her crew, with splinters and shrapnel. The wounded were hauled to one side and new men stepped up to man the guns and bring up ammunition.

"There was only one thought in the minds of all of us," the Jervis senior surviving officer said. "The ship must be saved."

The Jervis was rocking so under the impact of shells that she seemed to slow, but Capt. Feegan commanded more steam from the engine room and maneuvered her so he

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 rafts were found straight up in the water, and after being slid down ropes or lowered into the water, their masts bloody and wounded, holding himself up by the bridge rail, watching them.

Sixty-five men got into the boat and onto the raft. Shells still were exploding in the blazing Jervis. Within a short while her bow stood straight up in the water, and, after the ship had slipped off, she was listing heavily to the right.

"Back to the rescue!" they shouted.

# 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 toppling 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 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 plant had no Government contracts but an FBI agent was sent to Allentown to act as an observer.

In Washington, defense officials forecast that gunpowder production facilities will be more than doubled by next June, overcoming a bottleneck in the 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 Kenilworth, N. J., which was destroyed by an explosion in September, was damaged by another explosion.

The Government is considering plans for two more powder plants in addition to two now under construction at Radford, Va., and at Charlestown, Ind. The latter 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 Simmon's plant at Picatinny, N. J.

## DEATHS IN LAKE STORMS MOUNT

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

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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.

Taranto Bay is inside the heel of the Italian boot. Royal Air Force headquarters in Greece previously had reported raids and reconnaissance flights over Taranto and an Italian communiqué 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 Cao Dilio and the Andrea Doria. They 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 and 36 machine guns and anti-aircraft guns.

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 plane 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, because never in any war had air forces been sent exclusively to major battle against ships of the line.

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

### Targets Anchored

They attacked, however, in the same spirit that the destroyer Costack "went in and got" the German pocket battleship Altmark in the Norwegian fjord last winter, and the Exeter, Ajax and Achilles "got" the German pocket battleship Graf Spee at 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.

### Mood Is Cheerful

The spirit of the Royal Navy, as shown in this daring attack, also was exemplified in the fortitude and 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.

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