

HOPE ABANDONED FOR SINGAPORE

British Defenders Are Falling Back as Huge Flights of Jap Planes Dive-Bomb and Machine-Gun Them —At Their Leisure.

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near the causeway from Johore Bahru and the railroad line leading to Singapore City.

(Japanese broadcasts claimed they were within eight miles of Singapore City, in the vicinity of Panjang on the railroad. That would indicate a junction had been made by the two main Japanese invasion forces and that they held the northern section of the island.)

(A London military commentator, admitting that the government had no information of Japanese claims that the causeway between Singapore and the mainland had been repaired, said that it was conceivable the breach had been closed by Japanese engineers. The commentator made the admission when asked about Japanese reports that enemy troops were pouring across the causeway in which the British had blown a great break.)

Rumble Grows Louder

As the Japanese guns foretold the new attempt to land troops during the night, the ringing notes of the bugles, sounding the alarm sent Imperial reinforcements to battle positions to meet an attack which, it was taken for granted, would be even more ferocious than that which had driven back the defense forces steadily all day yesterday despite their attempts to take the offensive.

Throughout the long night, the portentous rumble of the artillery grew steadily louder in the ears of the helpless hundreds of thousands of civilians in the city, and in mid-morning the chatter of machine-gun fire became audible in the extreme western suburbs.

Shells Fall in Outskirts

As the ground troops came to close grips in the late forenoon, the artillery fire diminished somewhat. It burst into a roar intermittently as Japanese gunners on the Johore shore picked new targets. The white puffs of anti-aircraft shells dotted the blue sky around a huge billow of smoke, resembling

CAUSE OF BLAZE IN LINER SOUGHT

Sabotage Not Entirely Ruled Out; Disorder Among Workers Denied.

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disorders among workmen, and that the ship could not be salvaged.

"The Navy supports no such contention," a spokesman said.

Five officials who helped direct the long battle to save the world's second largest vessel from the fury of a five-alarm fire, estimated that loss might amount to \$5,000,000 a minor matter to naval officers, who were more concerned about the time lost in conversion of the 83,000-ton liner.

During the night thousands of tons of water had been poured into the vessel. The fire was extinguished, except for a few smoldering portions in remote portions of its great interior, but the weight of the water left the liner topheavy on the incoming tide.

Twelve hours after the blaze started, the Normandie rolled gently away from her dock early today until her port side rested on the silty bottom.

Fire Blazes Again

Immediately fire blazed again from the seared interior of her super-structure, but it was extinguished in 40 minutes.

The weary hundreds of naval and municipal fire-fighters who had battled to save her since yesterday afternoon, left her to the salvage engineers.

The vessel was a sad sight as dawn revealed her crippled hull, one-third of her super-structure and bridge under water and her giant stacks and her masts a few feet above the ice-choker pier.

But there was some good news to allay the disaster of the accidental fire which raged in her decks for three hours uncontrolled yesterday afternoon.

Hulk Interior Sealed

One of her former French officers said that undoubtedly she could be righted and repaired—and with a speed that would surprise the layman.

Rear Admiral Adolphus Andrews, commandant of the Third Naval District, said that there was no possibility of the fire having been set by saboteurs.

Naval censorship prohibited a too-detailed account of the damage, but it was permissible to say that the fire damage was entirely confined to the three upper decks, that the interior of her hull had been sealed by her water-tight doors and bulkheads and remained dry even while she was partly under water, that she remained structurally intact, both above and below the main deck.

Rear Admiral Andrews left the scene at 3:30 a. m., after losing a dramatic and heart-rending battle to keep the 80,000-ton bulk upright.

U. S. SEEKS GROUND AT JEFFERSONVILLE

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lawyers with offices at 1356 Consolidated Building.

Members of the first board of directors of the company, according to the articles, are Mr. Miller, Mr. Bredell, Mr. Kinnally, Mrs. Alma E. Theobald, a stenographer in the law office, and Harry D. Winnie, a business associate of Mr. Miller who is in the mining business in Kentucky.

Mr. Miller declined to comment on the condemnation proceedings.

According to the articles, the Howard Shipyard Properties, Inc., was incorporated "to build, construct, assemble, manufacture ships, boats and barges of every nature and kind." The new corporation was to begin business, the articles stated, with a capital of \$500.

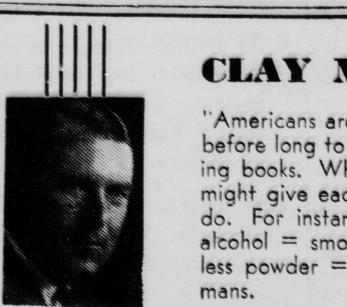
B. Howard Caughran, U. S. district attorney, said he was unaware that the Howard Shipyard and Dock Co. was under lease to Howard Shipyard Properties, Inc., and that the latter firm had not been made a defendant in the condemnation suit. He said he would check into the matter.

The 107-year-old Howard Shipyard and Dock Co., inoperative at present, is one of the oldest shipyards in the country and adjoins the Jefferson Boat and Machine Co. builders of submarine chasers for the Government.

Mr. Caughran said he understood the addition ground was needed by the Government in order to expand its shipbuilding program at Jeffersonville.

FORD TANKS DUE IN JULY

DETROIT, Feb. 10 (U.P.).—The Ford Motor Co. will be ready to begin production in July on a 30-ton, all-welded M-4 tank, it was disclosed today. The new tank is two tons heavier than M-3 models currently turned out by other plants. It will carry a 75 mm. cannon.



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List Develops as Fire Sweeps Normandie's Decks



The Normandie begins to list as fireboats pour tons of water onto her blazing upper decks.

JAPS BATTER ALLIED LINES

Tremendous Power Thrown Into Thrusts Along Pacific Fronts.

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simo, there to discuss the defense of India with British officials.

Gen. Chiang's surprise visit clearly envisaged military strategy to be employed in an attempt to halt the Japanese before they smash through Burma to Rangoon and the Burma Road, cutting China's supply lifeline.

It seemed likely that Chiang hoped to arouse India's vast native population toward all out participation in the war which is rapidly swirling toward India's borders and the richest storehouse of treasure in the whole east.

More Churchill Criticism

He was conferring with the Marquess of Linlithgow and expected to talk with nationalist leaders including Mohandas K. Gandhi.

There were repercussions of the Singapore battle in London, where it was expected to reinforce the demands of critics of the Churchill government that the prime minister reorganize his cabinet. But there was no indication that Prime Minister Winston Churchill would bow to this demand.

The hand of the critics also was strengthened by the switch in the North African situation which now finds Gen. Erwin Rommel driving back toward the Egyptian frontier. R. A. F. bombers and mobile ground forces were harassing the Axis columns and apparently had slowed the advance.

Trouble Brews in Africa

Trouble was brewing, farther west in Africa at Tangier, where a still-obscure riot directed against the British caused a proclamation of martial law. An American diplomatic officer was en route from Lisbon to investigate the Tangier situation.

The British reported that three more Axis supply vessels have been blasted in the Mediterranean by a British submarine. One was sunk, one probably sunk and one damaged.

There was little new on the Russian front, where the Germans appeared to be stiffening and slowing the pace of the Soviet advance.

LOCAL SAILOR AMONG NORMANDIE INJURED

Joseph Clossin, Indianapolis sailor assigned to guard duty aboard the Normandie, was listed among those injured in the fire on the ship yesterday, according to the United Press.

Mr. Clossin is the son of Mr. and Mrs. Harry Clossin, 533 W. 30th St. His wife, Mrs. Laverne Clossin, lives at 218 S. Arlington Ave. with her sister, Mrs. Fred B. Elliott.

Neither his parents nor his wife had received any official confirmation of his injury this morning.

Mr. Clossin enlisted in the U. S. Navy before last Christmas. He is a native of Indianapolis and attended Technical High School. Married five years, he was employed at the International Harvester Co. Plant here before his enlistment.

Also listed as injured in the Normandie fire, according to the United Press dispatch, was William Averitt, 23, Greenwood, Ind.

'CINCH TO FIRE,' WRITER FOUND

PM Says Their Reporter Found Conditions on Ship Were Lax.

NEW YORK, Feb. 10 (U. P.).—The newspaper PM revealed today that on Jan. 3 one of its reporters, Edmund Scott, after a personal investigation of the water front, had written a story that would have told "any agent or crackpot firebug just how to go about setting the Normandie afire, just how easy it would be."

Because this story was "a blue print for sabotage," PM did not print it, but told Capt. Charles H. Zeerfoss, chief of the Anti-Sabotage Division of the U. S. Maritime Commission "that we had discovered sabotage of war cargoes and ships would be a cinch. That we actually had a reporter working on a U. S. ship of vital importance to the war."

'Didn't Even Ask Name'

"Capt. Zeerfoss didn't even ask the name of the ship," PM's story today continued. "He just said: 'Better get your reporter out of there before he gets shot.'"

PM yesterday published the story which Scott wrote on Jan. 3.

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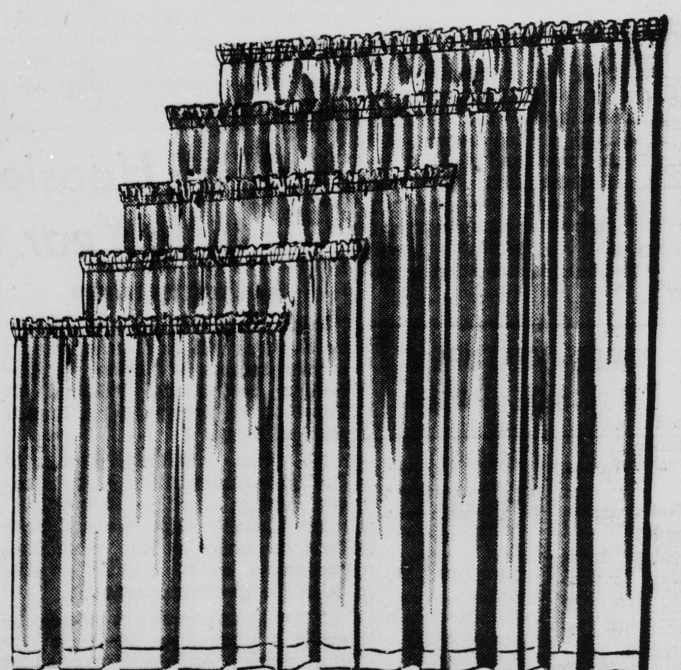
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