

HOPE ABANDONED FOR SINGAPORE

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

(Continued from Page One) 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

(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-guns 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 Jap shore picked new targets.

The white puffs of anti-aircraft shells dotted the blue sky around a huge billow of smoke, resembling

solid cloud banks, somewhere to the west of the city.

Japanese planes brought their activity closer to the city as the morning drew on, and I had difficulty leaving my suburban home because of the rapid succession of air raid alerts, the intensive anti-aircraft fire which sent shrapnel fragments showering into the roads and streets, and the artillery fire, the shells of which were still reaching into the outskirts.

I vacated my plaster-strewn house and took up an emergency camp in my city office building.

Army Camp Near City

The landlord said there might be a vacant flat within the next few days but it is questionable whether I will require it.

(This ominous sentence evidently referred to the possibility that Mr. Guard might be compelled to evacuate.)

On my way to town, I passed at the roadside military trucks and front-stained soldiers, breakfasting in the city outskirts.

The outskirts are more and more an Army camp, a front area camp in which the soldiers sleep under muddied transports.

Never have I seen during my years as a war correspondent a grimmer scene than last night's bombardment when out of the deep blackness blazed the explosions of the guns, and the earth quivered under the blast of shells.

On my way home last night, I was challenged by many times by sentries during my slow three-mile drive.

FRANKLIN JR. UNDER KNIFE

NEW YORK, Feb. 10 (U.P.) — Lieut. Franklin D. Roosevelt Jr. was operated on for appendicitis today at the naval hospital in Brooklyn. The hospital said his condition was "satisfactory" and that he was "resting quietly."

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CAUSE OF BLAZE IN LINER SOUGHT

Sabotage Not Entirely Ruled
Out; Disorder Among
Workers Denied.

(Continued from Page One) disorders among workmen, and that the ship could not be salvaged.

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

Fire 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 top-heavy 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 hulk, 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 tally 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

(Continued from Page One) 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 Caughan, 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. Caughan said he understood the addition ground was needed by the Government in order to expand its shipbuilding program at Jeffersonville.

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FOR TANKS DUE IN JULY
DETROIT, Feb. 10 (U.P.) — The Ford Motor Co. will be ready to begin production in 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.

CLAY MOGG says:

"Americans are going back to school before long to get their sugar rationing books. While there the teachers might give each some home work to do. For instance: Sugar = alcohol, alcohol = smokeless powder, smokeless powder = dead Japs and Germans."

... and speaking of sugar ...

You'll say, after trying a load of "HOT-SPOT," that it is the "sweetest" fuel you ever burned. Whether you have a furnace with or without a stoker or an oil burner there is "HOT-SPOT" fuel that will give you the utmost in heating satisfaction."

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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.

'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. Zeeross, 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. Zeeross 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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1

19c

Yd.

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Yd.

27c

Yd.