

BRITISH LET FLY, NAZI SHIPS SINK

Fleet Comes Out of Arctic Darkness to Help Convoy Bound for Russia; German Craft Goes Into A Wild Stampede.

By CLINTON B. CONGER
United States Navy war correspondent with the British home fleet
(Distributed by the United Press)

NORTHERN BRITISH NAVAL BASE, Jan. 7 (Delayed).—The British naval force which raced out of the Arctic darkness to aid a Russian-bound convoy under attack by German warships caught one Nazi ship squarely with its first salvo and stampeded the remainder, it was revealed today.

When the battle was over, one German destroyer had been sunk and a cruiser had been badly crippled.

(The admiralty announced in London that one destroyer of the convoy's escort—the flotilla leader *Achates*, 1350-tonnes—was sunk, and another, the *Onslow*, was damaged. No ship of the battle force that went to the aid of the convoy was sunk. The convoy continued on to Murmansk, arriving without the loss of a single cargo boat, the admiralty said.)

The British force has returned to harbor intact and the admiral in command, along with the commanding officer of the formation's flagship, told the full story of the engagement.

Germans Lured Out

The German ships had been lured out of their Norwegian hideouts by a convoy en route to North Russia and launched their attack east of Bear Island off the northern tip of Norway.

Galant British destroyers of the close escort were holding off the attackers when the main British naval force streaked out of the darkness, catching one enemy vessel with the first salvo.

Splendid marksmanship was the miracle of the ensuing engagement, which was fought during the "twilight" mid-day period which, with 21 hours of darkness, makes up the Arctic "day."

Top German Marksmen

German marksmanship was very good—our was best!"

The same conditions made positive identification of the German units engaged impossible, but British officers feel almost certain, judging from the silhouettes, that one ship was the 10,000-ton heavy cruiser Admiral Hipper and the other probably the 10,000-ton pocket battleship *Lutzow* or possibly the 6000-ton cruiser *Nurnberg*.

(An admiralty communiqué on the engagement said that the German force was believed to include a pocket battleship and a cruiser.)

The enemy force also included destroyers of the Narvik or Maas type.

The story of the battle, or that part of it which can now be told, begins with the lighting of gun flashes in the Arctic gloom at 8:40 a.m. Dec. 31.

We Score Hits

Let the captain of the flagship tell the story of what followed:

"We had all the advantages of dawn light to the south silhouetting the Germans. Finally we made out on each bow two ships which were larger than destroyers. We knew they couldn't be ours."

"At 11:28 a.m. at about 11,000 yards, we opened fire on a very large ship. We hit it with the first salvo and could see flashes amidships. We were closing fast and in a matter of minutes the range was down to 8000 yards. Already we had scored hits with up to five salvos."

"We could see that he was turning to the east, so we also turned because we didn't want him to get back to the convoy. But as we turned we saw an enemy destroyer 6000 yards ahead, so we steered straight for him."

"We let fly with the forward main armament and again we hit with the first salvo. I asked permission to ram, which the admiral gave me, but we hit him so badly—it was a pitiful sight—that we slipped around his stern instead, pumping four-inch and pompon shells from secondary armament into him as we passed. The rest of the formation confirmed that we left him in a sinking condition with his bow in the air."

Destroyer in Way

"If the destroyer hadn't been in the way, I would have sunk the cruiser or he would have sunk me," the admiral said.

By now, the German heavy ships had opened to 14,000 yards and turned westwards for home. The possibility of a torpedo attack by two German destroyers on the port

ADDS TO DRAFT DEFERRED LIST

Selective Service Names 34 Occupations in Bulletins.

WASHINGTON, Jan. 9 (U.P.)—The selective service bureau announced today that it has advised local boards of 34 essential occupations in repair and hand trade services, including automobile mechanics and electricians, in which registrants may be deferred as "necessary" men.

The bureau also transmitted lists of 30 essential occupations in health and welfare services and 15 in technical, scientific and management services, as certified by the war manpower commission.

It was pointed out that these three lists were in addition to others previously certified by WMC and do not constitute an overall listing of essential services.

Such lists serve only as guides to local boards. The selective service act prohibits blanket deferrals. Local boards must determine that an individual registrant is a necessary man in a particular occupation.

Lists Occupations

The occupational bulletin on repair and hand trade services covers "repair of vehicles such as bicycles, motorcycles, automobiles, buses, trucks, tires, typewriters and business machines; elevators, radios, refrigerators, clocks, harnesses, tools, stoves, pneumatic tube systems, power laundry equipment, scientific, commercial and industrial weighing machines, farm equipment and of other industrial and scientific equipment; blacksmithing, armature rewinding; locksmith, repair of roofing, electric, gas and plumbing installations in domestic commercial and industrial buildings."

The bulletin on health and welfare services covers "offices of physicians, surgeons, dentists, oculists, osteopaths, mortuary services, pediatrists and veterinarians; medical and dental laboratories; hospitals, nursing services; institutional care; auxiliary civilian welfare services to the armed forces; welfare services to war workers and their families."

The bulletin on technical, scientific and management services covers "the supplying of technical, scientific and management services to establishments engaged in war production; union-management negotiating services, and publication of technical and scientific books and journals."

PENSION GROUP TO MEET

Old-age pension group 7 will meet at 7:30 p.m. Monday in the former Sahara Grotto building, 521 E. 13th st. The Rev. R. M. Dodrill is leader.

GAMING RAID NETS 43 IN SOUTH BEND

SOUTH BEND, Ind., Jan. 9 (U.P.)—Forty-three persons, some of them described by police as "prominent citizens," were charged today with frequenting a gaming house.

They were arrested Thursday night in one of the city's biggest gambling raids. Charges were filed in city court and arraignment for the defendants, 15 of them women, was set for next Thursday.

Louis Curi was accused of being the operator of the gambling establishment.

U. S. Employing 4073 in Government Agencies Here

(Continued from Page One)

field men who reside outside the capital city.

And the survey did not include the small army of volunteer workers who do the necessary jobs in rationing, bond sales and other government enterprises.

War Units Centralized

A PRETTY sizable part of the opposition to federal agencies is directed at the emergency set-ups which include the war production board, the office of price administration, the division of central administrative services, handles these fiscal matters for the war agencies of the entire state.

For the so-called line agencies, those which are older than the war, there is no such central point of information. The only way to find out employment and payroll situations in general is to check each office and do your own adding—if you can get the figures.

This is doubtful because federal employees have been on the pan a good deal lately, and they're becoming self conscious, some of them resentful. There are plenty of helpful, friendly folks who will tell you how many persons work in a given office, but as for payrolls, more than half suggested the information be obtained from Washington, Cleveland, Chicago or Louisville—not a very practical undertaking for the average inquisitive citizen.

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FDR Will Nominate Flynn For Mission in Australia

WASHINGTON, Jan. 9 (U.P.)—Early senate confirmation of President Roosevelt's appointment of Edward J. Flynn, Democratic national committee chairman, as his personal ambassador to Australia was expected today.

A change of posts for the Democratic chieftain has been rumored for some time—along with a report that Postmaster General Frank C. Walker will take over his old spot.

Reports that Flynn's resignation was impending have circulated ever since the Democratic reverses in the November elections, when Republicans made substantial gains in both the house and senate.

There were charges in some Democratic quarters that the campaign had been mishandled, and a few senators, at least, are expected to bring up again when his nomination is received. Republicans, on the other hand, undoubtedly will go back to the old charges against Flynn that he used WPA labor in paving the driveway of his home with paving blocks belonging to the city—charges on which a New York grand jury refused to take action.

Flynn told reporters that his nomination would be submitted to the senate Monday. He believed he would have a roving assignment in the Southwest Pacific; said he planned to leave for his post early next month and that he will submit his resignation as party chairman to a meeting of the national committee here on Jan. 18. Friends here said he decided to quit for reasons of health.

There is little doubt that Walker

has the inside track to succeed him, although it is equally clear that he is reluctant to accept the job.

I appointed, Walker would retain his cabinet post which pays \$12,500 a year, and presumably would receive \$25,000 additional as national chairman.

Whoever gets the job faces an arduous task—a job of overcoming a Republican resurgence that picked up nine senate and 44 house seats in the last election. They are organizing under their new chairman, Harrison Spangler of Iowa, for a drive for the presidency in 1944.

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Name Plane for Crosby

Second Lieut. Hank Chovanec of Fayetteville, Tex., piloted a Liber-

ator which carried a 1000-pounder.

One of his bombs made a direct

hit on a transport and another

scored a near-miss. He then ran

into a zero fighter. Tali gunner

Al Kish of Detroit riddled it

and it dived into the sea in flames.

Lieut. Everett Wood of Trinidad, Cal., piloted a Liberator which also

bagged a zero. Wood and his navi-

gator, Lieut. Hamilton C. Chisholm

of Minneapolis, are pals of Bing

Crosby.

They call their bomber "Crosby's

Curse." It bagged a flock of zeros

in a running fight. Staff Sgt. Jack

Edwards of Houston, Tex., who han-

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A flying fortress piloted by Capt.

Pat Thornton of Montgomery, Ala., with co-pilot Lieut. Dale

Kauffman of Canton, O., and

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