

## REDS PUSH INTO WHITE RUSSIA

By Associated Press.

Russia's triumphant armies reached White Russia today, striking into the German-held republic bordering old Poland.

The Russians also reported their submarines in the Arctic had sunk seven German ships, five transports, a tanker and a trawler.

Soviet front-line dispatches said that Russian ski troops, dashing across heavy snow, had penetrated German lines into White Russia.

The locale of the penetration was not given, but Russian forces sweeping down from the Valtai Hills northwest of Moscow were known to have reached the White Russian border, more than two weeks ago.

White Russia lies west of Smolensk, key German base on the Dnieper River 230 miles west of Moscow.

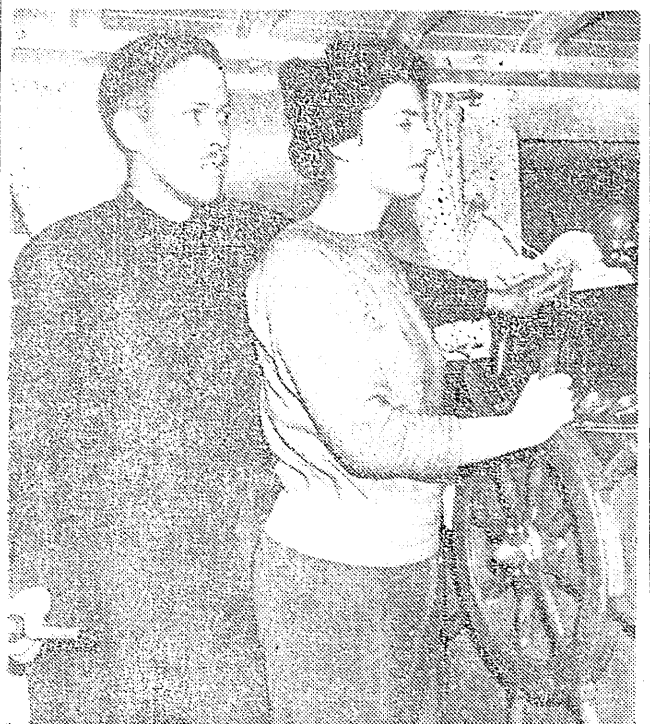
The Great Soviet break-through might easily jeopardize the whole German north flank around Leningrad.

Russians reported the death of more than 2,400 Germans and continued Soviet army advances on the mainland front, while Russian marines captured a strongly fortified hill overlooking Sevastopol, the major port of the Crimea.

A German infantry battalion was dispersed in the Sevastopol operation, the Soviet government newspaper Izvestia said. This action was reported at a time when German air squadrons are active in the Kerch area, on the eastern end of the Black Sea Peninsula, evidently to hamper Russian efforts to reorganize for a new offensive.

Axis advances to Bern, Switzerland, said the first contingent of Russian workers to be used in the Nazi exploitation of Europe's labor resources—miners from the Ukraine—had arrived in Germany Tuesday.

## Couple Take Home-Built Boat To Alaska on Honeymoon



MR. AND MRS. HARRY HOWELL IN HONEYMOON HOME  
Back in Seattle from Alaska in ship they finished themselves

A few days after Harry Howell, Seattle electrical engineer, met Ruth Livingstone, 29 years old, a University of Washington student, he took her down to Lake Union to look at his pride and joy, a half-completed 44-foot cruiser named "Aries."

A little while after that he said, "Let's get married and take a cruise to Alaska for our honeymoon."

Miss Livingstone thought it was a fine idea.

That was two years ago. Howell and two friends had been working on the boat—a double-ended motor-sailor type—for two years already. He bought out the friends' interest in the ship and prepared to finish the work in a hurry.

Not So Easy to Finish

But finishing the boat wasn't as simple as it might have seemed. There were fixtures to make, an engine to buy and install, plumbing, lights and other equipment to put in place and masts to be stepped.

Week-ends and evenings Howell and his bride-to-be worked aboard the boat, armed with paint brushes, monkey wrenches and screw drivers.

Last November 6, Howell and Miss Livingstone straightened from the task of checking the boat's fuel and water tanks and looked into each other's eyes.

"The linoleum isn't down yet," said Miss Livingstone.

There'll Be a War Soon

"Let's go anyway," said Howell. "She's ready for sea and there's going to be a war pretty soon."

The next afternoon, at 4 o'clock, the couple was married in Justice of the Peace William Hoar's court. At 6—they couldn't go out any sooner because the Fremont Bridge tender wouldn't raise the span until traffic died down—they were on their way to Alaska.

They were back in Seattle today at a Lake Union mooring, full of stories of the way snow-covered Alaskan coastal mountains looked from the black waters of the Inside Passage; of riding out storms in hidden coves and their pride in the way their boat rode out the northern seas.

The honeymoon, they said, was all they ever dreamed it might be, though they took it in the winter instead of the summer. And now that they're home they've solved the rent problem, too. They're going to live on the boat.

Townsend Officer to Speak

Baxter G. Rankine, western regional director of the Townsend Club movement, will be guest speaker at a conference in Seattle Sunday of all Townsend Clubs in the First Congressional District. The meeting is to be in the Townsend Hall, 2013 Fourth Ave., at 2 o'clock in the afternoon.

## NAZIS RISKED BIG PART OF NAVY

By Associated Press.

Germany risked two-thirds of her known capital ship strength in running the Strait of Dover gantlet.

In addition to the 26,000-ton twin battleships Gneisenau and Scharnhorst, which fled with the 10,000-ton cruiser Prinz Eugen from their off-bombed French coast refuge at Brest, the Germans also have the 33,000-ton battleship Von Tirpitz, Soviet planes were reported to have damaged the Von Tirpitz at Danzig last November 6.

The Von Tirpitz is a sister-ship of the Bismarck, destroyed by British naval and air units after she had sunk the British battle-cruiser Hood last May.

Two additional battleships were under construction when the war began. Their status is unknown.

Whether one of these was the "new German battleship" pictured in German newspapers last August 18, or whether the captions published at that time referred to the Von Tirpitz, was never officially made clear.

The Germans also have two pocket-battleships, actually 10,000-ton cruisers, the Luetzow and the Admiral Scheer.

The heavy cruiser Prinz Eugen is one of four such vessels in the German fleet.

In addition, the Germans have the following units, according to Jane's Fighting Ships, British naval manual:

Two aircraft carriers, four cruisers (four more building), 11 destroyers (others building), 12 torpedo-boats (four more building) and an undetermined number of submarines.

British and United States naval policy precludes any estimate of the number of German submarines sunk.

Jane's recapitulation of German losses prior to the Bismarck sinking shows:

One battleship, four cruisers, 14 destroyers, two torpedo-boats, two minesweepers and eight trawlers.

Price-Objecting Hoarder Will Lose Her Sugar

LOS ANGELES, Friday, Feb. 13.—(AP)—Some woman in the San Francisco Bay region is going to find out just how unlucky Friday, the 13th, can be.

Frank E. Marsh, executive officer of the Office of Price Administration in San Francisco, says he received a letter in which the woman complained indignantly that she had to pay \$1.50 more for a 50-pound sack of sugar than she had the week before for another 50 pounds.

"The lady is right. Something should be done. But I imagine she will be even more indignant," Marsh said, "when our inspectors visit her home and take the sugar away."

Ex-Seattle Youth Is Wounded in Far East

Eugene Frank Smith, 23-year-old Navy sailor and former Ballard High School pupil, has been wounded and hospitalized in the Far East, the Navy Department yesterday notified his parents, Mr. and Mrs. James A. Smith, 5815 Seventh Ave. N. W.

Smith joined the Navy five years ago. He was in Seattle a little more than a year ago.

## German Ships Escape British While 600 Planes Battle

(Continued From Page One.)

services within sight of the English coast "cannot be explained away by oratory."

The German battleships raced through the narrow Strait of Dover at 28 to 30 knots, their top speed, an authoritative source said today. Later this was lowered to 18 to 20 knots, fast enough to bring them to Helgoland before noon today.

This authority said no British surface ships were lost, contradicting the Berlin communiqué and report that one British destroyer was sunk and another set afire. He said the action was completely over and the three big German ships were safely at their destination.

The German warships left Brest at dusk Wednesday evening but were not sighted by the British until 11 a. m. the following day, about three hours of daylight.

When the British destroyers finally went into action, an informant said, they raced through the Germans' destroyer screen at top speed to launch torpedoes at the Scharnhorst and Gneisenau.

These assaults were delivered at "very short range" in a last desperate attempt to halt the enemy ships traveling at 30 knots.

From Brest to Helgoland is approximately 700 miles. Apparently the ships had made nearly half this distance when they first were engaged at 11 a. m. yesterday. For five hours planes were in constant action over the enemy fleet.

Protection From Sky

By now the Scharnhorst, Gneisenau and Prinz Eugen probably have reached the security of Helgoland and Bight, racing home at 20 knots ahead of the slower ships which guarded them through the channel.

It was from the sky, however, that the German warships' greatest protection came, not only from concealing snow and fog but, perhaps even more, from swarms of Nazi fighter planes, shuttling out in relays from the French coast to keep protection constantly over them.

The first word of the German warships' dash came from two Spitfires on reconnaissance. They eluded 12 Messerschmitts to race home and spread the alarm.

Quickly, a flight of torpedo planes guarded by 50 fighters was sent toward the French coast, and from then on the British sped out their own air forces to the attack.

Germany won, for she shook loose the three ships which had lain in refuge at Brest for months as stationary targets for the R. A. F.'s bombs. Her cost was 18 fighter planes and the warships were damaged by bomb, shell or torpedo—how gravely remains to be learned.

The British failed because they lost 42 planes and suffered some casualties in their destroyers without bottling the long, narrow Channel and delivering a blow in home waters which would have been their greatest naval triumph of the war.

But the full story still is to be told of the great land, sea and air battle, which started after the German warships nosed out of the Nazi-occupied French harbor at the western mouth of the Channel and headed eastward toward the Dover Strait, the open water of the North Sea and the safety of a home port.

The Admiralty-Air Ministry communiqué said today:

"When last sighted, the enemy had become separated and were making for ports in the Helgoland Bight."

"Further reports from our forces are awaited."

Evidently having waited cautiously for a day when snow and sleet shrouded the Strait, the Nazis were ready yesterday to take their great risk in daylight, giving their great ships the protection also of naval forces and air fighters supplied in relays from the French coast.

Everything in Fight

From the time they were met by British air and then naval units until they scattered at the east end of the Channel, a furious battle was waged with everything on both sides from little minesweepers to the great battleships on opposite shores.

It was a battle fought in misty confusion, under leaden skies which often blotted out the fierce duel of big and little ships, wave-skimming torpedo planes and wheeling, diving bombers and fighters.

Although the shores of France are visible in clear weather from the English cliffs across the Dover Strait, the joint communiqué said the weather was so thick the enemy ships were not once spotted from this shore.

It said the Bomber Command reported hits on all three of the fleeing Nazi warships.

At least six torpedo hits were believed to have been scored, but there was no indication of their effectiveness.

One, air-launched, was credited to a Swordfish plane—one of a fleet of torpedo planes of which six were lost—and three more to Beaufort torpedo-bombers. The others were sent scudding through the murk from torpedo tubes of a destroyer and a motor torpedo boat.

War Leaders Face Fall

One question Britons were sure to ask their war leaders was how the Scharnhorst, Gneisenau and Prinz Eugen could put to sea in trim for a perilous challenge to Britain's sea might, after having sailed through more than 100 air attacks on Brest, of which they presumably were the specific targets of 66. The last was Wednesday—just a day before they sailed forth.

Authoritative sources pointed out that they were small targets in a large space and that the harbor of Brest was singularly defenseless against aerial torpedo attacks which caused such havoc to the Italian fleet at Taranto.

There has been doubt among informed observers for some time that the ships ever had been critically damaged and some experts even questioned whether the attacks were worth their cost.

Another likely question was why Hitler took such great chances to get the ships out of Brest. The consensus was that he hoped to use the hard-hitting surface ships on the Atlantic supply lanes along with the U-boats to strike heavily at both Britain and the United States.

The second possibility, that the three warships are to be taken circuitously to the Mediterranean for an expected major drive there, also was given some credence.

A third possibility was that Germany is projecting an invasion attempt against Britain, but this was viewed as less plausible than the others. The Air Ministry News Service said the first flight of fighter-escorted British torpedo bombers quickly was followed into the battle by fresh waves of fighters and bombers, including Hurricanes, and from 11 a. m. to 4 p. m. fighters were in constant action over the enemy ships.

Ships Breaks in Two

Pilots of one squadron, which escorted torpedo bombers, reported that one of the battleships, striking one of the battleships, Three torpedo hits were reported by a Beaufort squadron.

While R. A. F. Spitfires tangled with the Nazi fighter planes, the Hurricanes swept down almost to sea level to attack escort vessels.

Two pilots scored direct hits with 250-pound bombs on a 500-ton ship, which broke in two and sank immediately. A smaller ship was left enveloped in smoke and flame.

An extremely low flying plane, in which it rarely was possible to see more than half a mile, the Beauforts dropped torpedoes in quick succession, aimed at the large ships in the convoy.

The news service account said that, in order to get a clear run for the torpedoes, it was necessary to drop them within a screen of destroyers which put up a formidable barrage of anti-aircraft fire.

Although attacked twice by formations of 30 Messerschmitts, a Hurricane bomber squadron with Spitfire escort fought through the convoy.

A Spitfire pilot, attacked simultaneously by three Nazi fighters, sent a cannon burst into the nearest enemy plane, then saw it crash into its neighbor and both fall into the sea.

A strong force of fighters was encountered over the convoy, but the tactics of the German pilots, said the news service, were to draw the British fighters over to the coast rather than to engage them in combat.

(See Page 18 for communiqué.)

Insolent Challenge

Arouses British Public

LONDON, Friday, Feb. 13.—(AP)—Germany's audacity in parading three of her most valuable ships of war past Britain's tightly-guarded coast shocked these islands today.

There was instant clamor to know how a second-rate navy could do that against His Majesty's sea guardians and the press began shouting for scalp.

Not only the blow to Britain's air and naval prestige, in which the Empire's pride is highest, but also the consequences disturbed the British.

With the British fleet involved in the Mediterranean and Far Pacific, the Germans now have earned an opportunity to join the three powerful ships to their other battle forces and, possibly, heavily weight the scales of naval power in the Atlantic.

Much censure fell on the air branch—the R. A. F. and the Fleet Air Arm—for it was a virtual umbrella of air protection stemming out in relays from German bases on the French coast which saw the flotilla safely through the Channel, a centuries-old symbol of the British Isles' invulnerability.

"British sea power has received the most insolent challenge made against it for years," declared The Evening Standard.

"No German fleet ever sailed through the Straits of the Channel in the last war. Indeed, no enemy fleet has dared to do it for more than a century. The sea was ours."

It hurled a fistful of "whys" at the R. A. F. and the Navy, asking whether the air force had wasted its money on huge bombers instead of buying torpedo planes and whether air power was effectively coordinating with the other services as it has shown to be in Japan and Germany.

"The urgent need is for reform at the top," said The Evening News, lumping the Battle of the Channel with the bad news from the Orient and Libya, "for the formation of a new and smaller war cabinet and a fresh and more determined grapple with our tremendous problems."

"No doubt we shall be given the usual soothing explanations, but the miscalculations have piled up too ominously to be dismissed with a flourish of words."

A grand inquest by the prime minister into the whole matter of framing and control of our war strategy is vital to us."

Some British Warships

Reported Leaving Gibraltar

BERLIN. (From German broadcasts), Friday, Feb. 13.—(AP)—D. N. B. broadcast a report today from Spain that "strong units of the British fleet arrived in Gibraltar and left in the direction of the Mediterranean, after taking fuel and provisions on board."

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SUNMIT, N. J., Friday, Feb. 13.—(AP)—Norman Roosevelt, son of the late President Theodore Roosevelt, is in Overlook Hospital for a "general check-up."

Roosevelt, who returned from abroad in June, 1941, after two years' service with British forces in Britain, Norway and the Middle East, entered the hospital Wednesday night. He is a resident of Oyster Bay, N. Y.

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## LUDWIG'S FAITH IN REICH TOLD

NEW YORK, Friday, Feb. 13.—

(AP)—Kurt Frederick Ludwig, accused by the government of being a master spy for the German Reich, was quoted by a special Federal Bureau of Investigation agent in Federal Court today as saying that "Germany is fighting a war to the death and I will never do anything to harm Germany."

The special agent, Joseph Sizoo, testified after Hans Helmut Pagel, 20 years old, one of seven persons—including a woman—on trial charged with conspiracy to violate the Espionage Act, changed his plea and admitted his guilt.

Sizoo told the Court of a long statement which he said Ludwig made over several days of questioning after his arrest near Seattle last September.

Sizoo said that the statement, which Ludwig refused to sign, reviewed Ludwig's espionage activities in the United States including the gathering of vital defense information, reports assertedly sent to German agents in Spain and Portugal describing American labor troubles and trends and other data relating to Army and Navy strength, coastal defenses and airports, both military and civil, throughout the country.

Stores in Manchester, England, are offering customers saving stamps instead of the usual small change.

Uniform Delivery Rates Are Sought

A hearing to obtain information for establishing uniform rates for retail parcel delivery in Seattle has been set for Thursday, February 19, the Department of Public Service announced today. The hearing will open at 10 o'clock in Room 401, Smith Tower.

At present each delivery service files its own schedule of rates.

Geologists trace world history back 1,500,000 years.

## COAST OUSTER OF ALIENS URGED

Two more American Legion posts in the state have adopted resolutions urging the removal of enemy aliens from coast points to concentration camps or other "effective supervision," according to the Legion's department offices in Seattle.

Spokane Post No. 9, of which Paul P. Brown is commander, has adopted a resolution specifically recommending the transfer of all Japanese aliens.

Hyder Harlow Ernest Monjay, urges the removal of all enemy aliens.

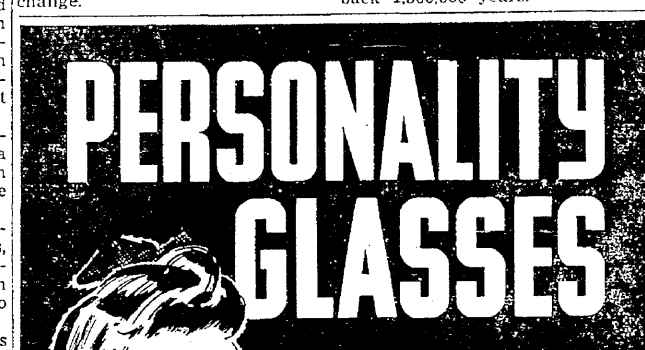
Both resolutions emphasized dangers from sabotage or "fifth-column" activities.

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Stores Also in Tacoma—Bellingham—Portland—Spokane

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