

1 DEAD, 5 HURT IN SEATTLE TRAIN PLUNGE

Some Arms Workers May Miss Draft; 1,000 Defy W. L. B., Halt War Plant

Dim-out: 5:26 p. m. (Sunset) to 8:24 a. m. (Sunrise)
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"By our labors . . . we can share . . . the sacrifice with our brothers and sons who wear the uniform . . ."—President Roosevelt, November 12, 1942.

The Seattle Daily Times

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ESSENTIAL EMPLOYEES ONLY, NEW RULE—F. R.

Armed Services Ordered to Give No More Commissions to Civilians on Federal Payroll; Inequalities Told

By Associated Press.

WASHINGTON, Nov. 20.—President Roosevelt said today that a manpower program to be announced soon would provide machinery for draft deferment of essential workers in munitions plants.

The President told a press conference he did not know whether the manpower problem would be handled through administrative action, but he said probably little legislation would be required in any event.

Mr. Roosevelt said, too, that he had written the War and Navy Department secretaries directing that they accept no enlistments and grant no commissions, effective as of last Monday, to governmental employees.

This followed his instructions to heads of all governmental agencies and departments to cancel draft deferments for federal workers and to ask for no deferments except in exceptional cases.

Rush for Commissions
Mr. Roosevelt said there had been a rush Tuesday, by men who thought they were likely to be drafted, to obtain commissions.

The President said that restrictions would apply both to enlistments and commissions and that when the manpower set-up is per-

(Continued on Page 4, Column 4.)

Air Bombings Of Civilians Again Scored by Pope

LONDON, Nov. 20.—(AP)—The Vatican City radio said today that Pope Pius XII again had expressed his opposition to the bombing of civilians, in a letter to the archbishop of Genoa offering sympathy to inhabitants of the Italian city.

Pope Pius on several previous occasions has deplored the bombing of civilians, particularly attacks by German planes on English cities.

U. S. seeks ways to borrow new billions. Page 26.

Nazis Back Up Before Yank Artillery Fire in North Africa

MUNITIONS WORK ENDS IN DISPUTE OVER WAGES

By Associated Press.

CLEVELAND, Nov. 20.—Production of parts for Army equipment and lend-lease materials at the National Malleable & Steel Casting Company was at a standstill today, as a result of a work stoppage attributed to a War Labor Board referee's disapproval of wage increases.

More than 1,000 employees, members of the American Federation of Labor United Automobile Workers Union, ceased to work late yesterday as word spread through the plant that W. W. Dawson, W. L. B. referee, had recommended against pay raises sought under a cost-of-living contract clause.

Rufus Seals, local union president, said the men ignored pleas for resumption of operations, and the company informed the W. L. B. that unless it took "immediate action" a "serious strike" appears certain.

From Washington, the W. L. B.

(Continued on Page 21, Column 5.)

McKee Given Divorce His Wife Sought

LOS ANGELES, Nov. 20.—(AP)—Mark T. McKee, 54-year-old air-line and steamship executive, won a divorce today from his blond wife, Evelyn, 34, concluding a bitter trial in Superior Court.

Mrs. McKee was granted \$300 a month alimony.

Each principal had accused the other of intimacies and attorneys in final arguments emphasized that both were fighting for custody of the couple's 2-year-old child.

McKee was awarded custody of the child for nine months of the year.

Mrs. McKee filed the original divorce suit, but McKee was awarded the decree on his cross-complaint.

CAPT. FISHER PROMOTED



HE HAS A NEW SHIP—A lot of Seattle folk have been wondering what ever became of Capt. Douglas Fisher, commanding officer of the Warspite, which a year ago was at the Puget Sound Navy Yard for repairs. Well, he has been promoted to rear admiral and here is shown pacing the quarterdeck of his flagship, H. M. S. Duke of York. Admiral Fisher, who was in command of the Warspite in many battles in the Mediterranean, was widely entertained here during his ship's stay at Bremerton.—Wide World photo.

6 Marines and Sailor Dodge Japs 5 Nights, Kill Two, Find Safety

By SERGT. JAMES W. HURLBUT
Marine Corps Combat Correspondent
Distributed by The Associated Press

GUADALCANAL, Oct. 29.—(Delayed)—After five harrowing nights and four equally terrifying days spent in a jungle infested with enemy troops, five marines and a Navy pharmacist's mate staggered through our front lines to safety this morning.

Their story is one of days without food, constant contact with the enemy, our own shell fire bursting around them, and a grim battle with the jungle itself. Half starved, exhausted, dirty, cut by thorns and brambles, the six were given a royal greeting by astonished comrades.

"Where'd you guys come from? We thought you were dead. How'd you get back in?"

"Well, we just prayed and kept moving. And, believe me, we did a lot of praying."

The speaker was young Pfc. Richard E. Hollinger, of York, Pa., acclaimed the hero of the saga by his five fellow wanderers—Homer H. Berry, pharmacist's mate second class, Roanoke Rapids, N. C.; Pvt. Cecil A. Bazzell, Thomaston, Ga.; Pvt. George E. Sailey, Mineral, Va.; Pvt. Edward C. Rothman, Hartford, Conn.; and Pvt. Matthew C. Constantino, Rochester, N. Y.

The six were members of a 46-man platoon on outpost duty in No Man's Land beyond our positions on the night of October 23, when the Japanese forces attacked

to the west of our positions in an attempt to recapture our air field. When the Japs moved up into position, they swarmed around the platoon, cutting it off from our lines.

Two men were killed. Thirty-one men—including ten wounded—got back to our main body during the night. The six who came in today were among the 13 previously listed.

(Continued on Page 20, Column 6.)

DEFIANCE OF O. P. A. 'GAS' CURB GROWS IN CONGRESS

By United Press.

WASHINGTON, Nov. 20.—Western congressmen today threatened to try to curb the Office of Price Administration's power to ration gasoline in certain areas, unless the O. P. A. agrees to postpone the December 1 deadline for nationwide rationing.

A 15-man committee, headed by Representative Hatton W. Sumners, Democrat, Texas, will seek to persuade O. P. A. officials to grant the postponement. Failing in that, it will draft legislation that would mandatorily postpone the December 1 deadline for at least 90 days.

100 Join Movement
Sumners' group was named after a meeting of about 100 congressmen, who went on record as favoring the postponement.

Representative Johnson expressed optimism and said he believed that at least 200 members of the House would support the move for the postponement. He said the committee would see William Jeffers, rubber administrator, tomorrow and might ask President Roosevelt for a conference.

Meanwhile, it was learned that

(Continued on Page 2, Column 3.)

'Disturbance' Is Reported At Jap Camp

POSTON, Ariz., Nov. 20.—(AP)—A "disturbance" occurred today at the Japanese relocation center here, Norris James, press and intelligence officer for the War Relocation Authority, announced.

James said there was no loss of life nor damage to property. He said a statement would be issued by Wade Head, director of the center, later, and that no details could be disclosed until that time.

James declared the situation was completely under control.

The Poston center, on the Colorado River in Pinal County, about 25 miles south of Parker, is occupied by approximately 20,000 Japanese evacuated from the Pacific Coast.

U. S. suit charges insurance trust in Southeast. Page 26.

OTHER WAR NEWS IN BRIEF

ALEUTIANS—The Japanese apparently have returned to Attu. American reconnaissance planes found the Nipponese have renewed air activity on the island they invaded and later abandoned. Page 21.

SOUTHWEST PACIFIC—The defeat of the Japanese fleet in the Solomons and other areas in the Southwest Pacific became ever more crushing today when it was revealed that Allied bombers had sunk another cruiser and a destroyer off New Guinea last night. American troops today were on the outskirts of Buna and expect to enter the town shortly. Meanwhile Australians paused near Gona. Page 21.

RUSSIA—Soviet troops were reported pressing hard after fleeing Germans in the Caucasus, following up a major victory that indicated possibly 45,000 Axis troops were routed in a battle lasting several days; enemy dead were counted in thousands; additional thousands of Nazi casualties were reported in three-day fighting on the Leningrad sector. Page 20.

FOE FAILS IN EFFORTS TO ELUDE TRAP

By Associated Press.

LONDON, Nov. 20.—The Germans have landed reinforced mobile artillery units, brushed the Axis in three sharp clashes yesterday, destroying about one-third of a German armored column and driving two other Nazi columns into retreat.

Allied Headquarters announced today that American and British troops, locked in the first heavy fighting in Tunisia, had driven back every German attempt to thrust out from their newly-formed lines around Tunis and Bizerte, while pro-Allied French soldiers captured small Nazi forces in Eastern Tunisia.

At the same time, Adolf Hitler's High Command acknowledged that fleeing Axis columns in Libya had abandoned Bengasi, the last escape port in North Africa east of Tripoli.

HALF OF 1,500 JAPANESE DIE IN SOLOMONS

WASHINGTON, Nov. 20.—(AP)—The Navy announced today that half of a force of 1,500 Japanese which landed east of the American positions on Guadalcanal Island in the Solomons early this month had been killed and the rest driven into the jungle.

Appeared as Pincers
This landing of 1,500 men was the first made by the Japanese on the American east flank in many weeks. It had the appearance of a pincers maneuver against the American-held Henderson Airfield.

The landing was effected on the night of November 12-13 and reinforcements were sent in the following night.

Today's communique referred only to the first force and said "about half of these enemy troops have since been killed and the remainder have been dispersed into the jungle."

The communique also reported two air raids on Japanese cargo vessels in the Buin area at the southeastern end of Bougainville Island at the northwestern end of the Solomons group.

In these raids 14 Japanese planes were destroyed and at least two hits were scored on the cargo ships.

The first raid was carried out by Army Flying Fortresses and was opposed by Zero fighters and float biplanes. Two Zeros and two of the biplanes were destroyed.

2 More Zeros Downed
The second raid was carried out by Army Marauders, medium bombers. They shot down two Zeros, but there was no report of the damage inflicted on the cargo ships.

(See Page 21 for other news of fighting in the Solomons area.)

Japs occupy all anchorages in North Timor. Page 4.

ENGINE, 5 CARS LEAVE RAILS NEAR CLE ELUM

Engine Killed; Limited, Behind Time, Wrecked on Dead Man's Curve; Fireman Saves Own Life

One man was killed and several injured when the Northern Pacific's eastbound North Coast Limited, roaring through the night behind schedule, jumped the tracks near Cle Elum at 12:33 o'clock this morning and rolled down a 35-foot embankment to the edge of the Yakima River. Five men were injured seriously.

The dead man is Engineer Max Moom of Yakima. Moom apparently jumped from his cab as the big locomotive left the rails. He was trapped under the second following car.

Fireman J. H. Zyburz of Seattle, 20 years old, elected to "ride it out," and escaped alive, although he suffered critical injuries.

The locomotive and the first five cars left the tracks on Dead Man's Curve, about two and one-half miles west of Cle Elum. Two coaches, a sleeper and a diner remained on the rails.

The train left Seattle at 9 o'clock last night.

It was the Limited's second section which came to grief. The first section had passed the same spot without mishap 18 minutes earlier.

Casualties, besides Moom and Zyburz, included Albert Henry Fieldhouse, 22, Seattle, a passenger; William S. Hear, 49, a chef; Ernest Fielders 47, waiter, and Russell T. Balenger, 40, waiter, all of St. Paul. The extent of their injuries was undetermined.

These were the only persons whose injuries were serious enough to require hospitalization but a number of other passengers were treated on the train for bruises, cuts and shock.

Had Fireman Zyburz not "used his head," and bound tourniquets around his injured leg, he undoubtedly would have bled to death before aid could have reached him, Dr. W. E. Smeck said today as Zyburz lay in the Roslyn-Cle Elum Hospital.

But Zyburz had praise only for "a fellow called John," who cared for the young fireman after he had been carried to the tracks from the water's edge and was waiting for an ambulance.

"It all happened in a flash," Zyburz said. "The engine suddenly started to leap. I hung on to the

(Continued on Page 4, Column 2.)

3 - Inch Shells at 15 Yards Blasted Yank Boats at Casablanca

(See Page 18 for wirephoto)

By HAROLD V. BOYLE
Associated Press Foreign Staff

WITH A UNITED STATES TASK FORCE, Casablanca, French Morocco, Nov. 15.—(Delayed)—The tragic story of the "lost squadron"—four American assault boats which ran into French destroyer fire here while they were searching for the Fedhala landing beaches—was told today by 2nd Lieut. Edward W. Wellman of New York City.

Wellman and 71 other survivors were captured by the French after the destroyer riddled the first two assault boats when she was hailed in the belief she was a United States warship.

The survivors were among the few Americans taken prisoner during three days of fighting.

There were 13 casualties in the engagement. Seventeen men in the first boat to be sunk swam three and one-half miles to safety, some without lifebelts.

Wellman, formerly employed in the advertising department of The New York Daily News, himself received minor injuries.

The men pulled away from transports in four assault boats about 3:30 a. m. November 8, the first day of the attack.

"We were supposed to land on the beaches of Fedhala," Wellman said, "but through error the assault boats headed toward Casablanca, 13 miles away, where the French fleet was quartered."

"It was not until we were in Casablanca Harbor that we realized that the fire toward which we were headed was not from oil tanks on Cape Fedhala but a French ship hit by our naval fire.

"Two of our boats drew back. The other two had drawn near

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Mail Gifts Before Dec. 1

Shipyard workers are trained for tasks at company-run schools. Page 17.