

HORNET SURVIVOR DESCRIBES TORPEDOES' RAIN

MINUTE MEN ARE READY TO START WAR BOND DRIVE

Goal in Each Business Is 90 Pct. Employees Allotting 10 Pct. of Pay.

Members of the payroll allotment committee of the Black Hawk county war savings staff will start soon on an effort to visit every business in Waterloo to urge its employees to buy U. S. war bonds regularly on a payroll allotment plan.

Their hope will be to get at least 90 per cent of these employees allotting at least 10 per cent of their salaries, but it is realized that in some firms this will not be possible and the "Minute Men" as committee members are called, will be glad for any participation in a regular allotment plan.

Presiding Friday night at a meeting of the Minute Men in Hotel Russell-Lamson were A. E. Randall, chairman of the county war savings staff, and Lester Roeder, chairman of the payroll allotment committee.

Response Mostly Good.

The 12 committee members reported on calls they had made to a small group of business firms in the last two weeks relative to payroll allotments, and in the main they were encouraging reports, also in some cases there were gentle rebuffs.

Roeder reported on a visit to one firm employing 25 persons where members of the committee were invited to employ themselves, after the firm management had circulated a letter to workers explaining payroll deductions for purchasing war bonds.

Completely of their own volition, Roeder said, all the workers responded after the talk by the committee members with a pledge averaging 10.5 per cent of their salaries.

Committee members and types of firms and organizations assigned to them are:

J. J. Miller, financial; George V. Louncker, automotive; G. M. Fish and Raymond Smith, retail; B. F. Butler and George Lovell, manufacturers; Lowell P. Schwinger, wholesale; R. G. Holmes, transportation; Herbert E. Vaughan, city offices; Philip K. Rausch, post office; Fred Reppas, schools; William Steely, county offices.

Lists Compiled.

Randall said that lists of all the various firms in these divisions would be compiled for the Minute Men, and other workers will be added to the committees as needed.

At the meeting Miller expressed his belief that the number of war bonds being turned in for cashing at present is not alarming, although it looks big because there are only three stations where this can be done, while there are many "aces" where bonds may be purchased.

He said he believes the dollars-and-cents value of those being turned in is inconsiderable by comparison with the amount being sold.

Few Turned In.

He said that at the Waterloo Savings bank, of which he is cashier, about "10 or a dozen" bonds are being turned in each day for cashing (most of them presumably of \$25 denomination) while sales in the bank last month totaled \$112,000.

The county war savings organization canvassed heads of firms and organizations in the city last winter asking them to offer their employees some form of payroll deduction plan for purchasing these government securities.

The present work is to extend that and, where possible, to make contacts with the employees themselves.

Community Chest Group Will Hold Meeting Tuesday

New Teacher



Engaged as girls' physical education instructor at East High, Miss Marjorie Person (above) will assume her new duties at the opening of the spring semester, Jan. 25. A graduate of Iowa State Teachers college, Miss Person has been teaching the past year at the Elkader, Ia., high school.

MARRIAGES DROP 66 PCT. HERE BUT GAIN IN NATION

Survey Shows Dan Cupid Had Big Year in Country's Bigger Centers.

Despite a 36 per cent drop in the number of marriage licenses issued in Black Hawk county during 1942, Dan Cupid did big business in the nation as a whole, as weddings reached the record high of about 1,800,000, records showed Saturday.

This was credited to the increase in marriages of men in uniform as shown in a survey of 86 cities of more than 100,000 population.

Black Hawk county's decline was generally credited to the departure of single men for duty in the services and the lack of any large military establishments near here.

West, South Gain.

The estimate for 1942 marriages was derived by the statisticians from a comparison of marriage licenses issued in the first 11 months of 1942 with those issued in the corresponding period of 1941 in 86 cities of 100,000 or more inhabitants, representing approximately one-third of the total population of the country.

The greatest gains were made in the large cities of the far western and southern areas, while those in the northeastern area, taken as a whole, actually fell behind in 1942 as compared with 1941.

In the mountain area and Pacific coast states the cities as a group showed a gain of 52 per cent over last year.

San Diego, which registered the largest gain of any of the 86 cities, had 176 per cent more marriages than in 1941.

Tacoma, another city in the same group, with a gain of 106 per cent, was runner up to San Diego. Marriages in San Francisco increased 76 per cent and in Los Angeles 35 per cent.

Reflects Prosperity.

"The sizable increases in marriages in the cities of the western states undoubtedly reflect the prosperity being enjoyed," the statisticians point out, "as a result of the rapid development of defense industries which have attracted large numbers from rural areas and other cities."

Also, the presence of great naval and military training stations around San Diego is a factor in that city's striking increase in marriages.

"A 33 per cent increase in marriages was recorded for the group of cities in the south Atlantic and central states. Florida cities ranked particularly high, with Tampa having a gain of nearly 80 per cent, Jacksonville 70 per cent and Miami, 50 per cent. The increase in San Antonio amounted to 73 per cent.

Capital Rises, Too.

"The very appreciable gains for the cities in the southern states may be attributed, in some degree, to the concentration of men in training for military and naval services in this area," the statisticians explain, and add: "Marriage licenses issued in Washington, D. C., were 46 per cent greater than a year ago. Baltimore, now a large center for shipbuilding and the manufacture of airplanes, went ahead in marriages by 25 per cent."

In the west north central section, a gain of 15 per cent was made by the cities as a group. Wichita registered a gain of 39 per cent, but by 15 per cent in Duluth and by 27 per cent in Des Moines.

Of the cities in the east north central states, only Detroit, Fort Wayne and South Bend, issued more marriage licenses in 1942 than in 1941.

In Chicago, the second largest city in the country, there were 4.8 fewer licenses issued than in 1941.

TWO MORE HOMES HERE WITH FIVE SONS IN SERVICE

Three Taylor Boys in Africa; One of Dickinsons Is Captive of Italy.

There were at least two families in Waterloo Saturday that had some idea of what a heavy blow Mr. and Mrs. Thomas F. Sullivan, 98 Adams street, have suffered in the loss of their five sons, reported officially by the navy department as missing.

Mr. and Mrs. Ralph Taylor, 317 Utica street, will have five sons in the army, said they understood how the Sullivans must feel.

And, in Casebeer Heights, Mr. and Mrs. R. C. Dickinson—with four sons already in the fight and a fifth boy scheduled for induction Jan. 22—had good reason to understand, too.

Listed as Prisoner.

The Dickinsons, who a week ago learned their son, Pvt. Elmer E. Dickinson, was "missing" somewhere in northwest Africa, learned Saturday he was now listed as a prisoner of the Italians.

Three of the Taylor's five sons serving Uncle Sam are stationed in Africa, while the other two are within the United States. Lee, 29, and Robert, 24, have both been in Africa for a year, while a third son, Eugene, 26, has recently arrived there.

In this country, Lloyd, 19, is with the parachute troops at Fort Benning, Ga., and Lyle, 21, the last son to enlist, three months ago, is now at Camp McQuaide, Watsonville, Cal.

All five sons enlisted and are privates in the army.

Left with Guard Unit.

Before going to Africa, Pvt. Elmer Dickinson was an infantryman in Ireland and a member of a national guard company which left here in February, 1941, for training at Camp Claiborne, La.

Now in service with Elmer are Ernest, 25, who answered a recent call of the east Waterloo draft board and whose whereabouts are unknown; Pvt. Lowell, 26, a clerk in a chaplain's office at Fort Riley, Kan., and Clyde, navy aviation mechanic somewhere in the Pacific.

One Now Under Call.

The one expected to go soon is Cecil, 29, who has been summoned by the Cedar Falls draft board for a call Jan. 22. If he is accepted after examinations, he will be the fifth son in service.

The Dickinsons have two other sons, Earl, 30, of 1023 Walker street, who is married and has two children, and Glenn, 13, at home.

Job Office Gets First Call for Women Workers

Result of a heavy drain on the nation's manpower, the first recruiting call for women in industry has been received by the Waterloo office of the United States Employment service of the War Manpower commission, it was announced Saturday.

A definite need for laborers, assemblers, fabricators, and machine operators is noted in the current openings for women workers, released by Leif Schreiner, manager of the local office.

The age limit, in many cases, has been raised to include women from 18 to 50 years old.

In addition to openings in factories and ordnance plants, there are available positions in administrative office work with the war manpower commission in Washington, D. C., as well as an imperative need for typists and stenographers.

Detailed information concerning current openings may be obtained at the U. S. employment service office, First National bank building.

Veterans' Claim Officer to Hold Interviews Here

Edward E. Blegield of Des Moines, national rehabilitation officer of the disabled American veterans of the world war, will be in Waterloo Jan. 25 to interview disabled veterans of world war I and world war II, it was announced Saturday by William E. Silver of King-Marshall post, No. 11.

Blegield will confer with disabled veterans seeking compensation throughout the day at Memorial hall.

Women Laborers Start Work in I. C. Rail Shops



Credit Mrs. John Gilbertson, 322 Ankeny street, as being the first woman "laborer" at the Illinois Central railroad shops in Waterloo. She is pictured above as she was "brushing up" one of the coaches used by the departing contingent of Waves Saturday, following their indoctrination at Cedar Falls. Mrs. Gilbertson brings parts to mechanics at the shops, and keeps the electrical and air-brake shop departments clean.

By FLORIE ANN RUEBUSH
Courier Staff Writer

Women's place, so they say—in world war II—is on the home front. But here or on the fighting front, Mrs. Charlotte Gilbertson, 322 Ankeny street, has ideas all her own.

She believes in jumping the gun, rolling up her sleeves, and tackling a healthy-sized man's job in no small way.

To Mrs. Gilbertson goes the distinction of being the first woman classified as a "laborer" at the Illinois Central railroad shops in Waterloo.

Up until a week ago Mrs. Gilbertson was employed in the frozen food department of the west side National food market. Not satisfied with the routine duties of a store job, she longed to fill a gap created by men leaving for the armed services.

So She Did Something.

So she decided to do something about it. She set out to find a factory or war plant job. Filing several applications, she had a "hunch" on the way home she said, that women would soon be employed at the I. C. shops. Mrs. Gilbertson applied for a job. A week later she was called to take a physical examination and on Jan. 11 she started to work.

Donning overalls, railroad cap, and goggles to protect her eyes from any flying particles, she took her place along with mechanics at the I. C. shops. Here she may be seen daily, rushing thru the shops, supplying machine parts for mechanics as the need arises.

Her Duties Numerous.

But supplying parts from the storeroom isn't the only service this diminutive bit of femininity performs. She has a multitude of duties, all essential to the smooth running order of the shops. For instance, there are supplies to be ticketed; the electrical and air-brake shop departments are to be kept clean; and when that "feminine touch" is needed in brushing up special outgoing coaches for the Waves, Mrs. Gilbertson is right on the job.

There is nothing laborious about it, as far as she is concerned. She has always had a hankering for detail work in busy environment and filling this job is something more of a hobby, she says.

"The men are grand to work with and the most co-operative," the first railroad "labores" in Waterloo will tell you. "It is far from being dull, because it is something different."

Eats Lunch With Husband.

On duty from 7 a. m. to 3 p. m., she works amid the noise and confusion of the whirring shop where engines are being repaired. At noon hour, out comes the lunch box and side by side she eats with her husband, John Gilbertson, who has been employed as a shopman at the I. C. for more than 12 years.

When the shop whistle blows, Mrs. Gilbertson drops her mechanic-helper's attire and assumes the role of homemaker. There is the evening meal to prepare and that alone is no small task with three hungry folk to feed. Their 16-year-old son, John Charles, is a sophomore student at East High.

Whether or not he will follow in his parents' footsteps and answer the lure of the railroad remains to be seen.

From Railroad "Line."

It is only natural, however, that his mother turned to railroad work for she comes from a family of railroad people. Her father, Luther Waggy, of Minnesota, is a retired Milwaukee railroad employe, and her uncle, the late Alvin Waggy, better known as "Sam" Waggy of Waterloo, was in the employ of the Illinois Central for 40 years.

SULLIVANS GIVEN TWO TRIBUTES IN CONGRESS RECORD

Made by Gillette, Gwynne; Rath Flag Will Bear Five Gold Stars.

This nation's congress yesterday had paid tribute to the heroic spirit of the T. F. Sullivan family, of 98 Adams street, whose five sons, reported missing in action, were sacrificed for the survival of their country.

In Washington, D. C., both Senator Guy M. Gillette (D) and Representative John G. Gwynne (R) have placed statements in the Congressional Record regarding the boys, George Thomas, 28; Francis Henry, 27; Joseph Eugene, 24; Madison Abel, 23, and Albert Leo, 20, sons of Mr. and Mrs. Thomas F. Sullivan.

"The loss of any American serviceman in this war," Gillette said in his statement, "is a heavy loss to the nation and particularly a bitter sorrow to his family, and, of course, is worthy of a place in the Congressional Record by reference, but such a procedure would be impracticable."

"Tragedy Seldom Equaled."

"Within the last few days the navy department has made public a report which for poignancy and stark tragedy has seldom been equaled.

"Five brothers of a family living in Waterloo, Ia., were serving together on the light cruiser Juneau, which was sunk. These brothers had entered the navy in a spirit of resentment over the loss of a boyhood pal who was killed in the attack on Pearl Harbor.

"They are all listed as missing in action. The navy department has stated that in all the history of the navy there is no record of such a tragedy happening to any family."

Gwynne's remarks included:

"Some time ago the people of Iowa learned with pride that from one family five brothers were in the United States navy. The Sullivan brothers enlisted Jan. 3, 1942, with the understanding that they would be allowed to serve together.

Prayer for Safety.

"All of these young men were on the cruiser Juneau, sunk in enemy action on Nov. 14, 1942, and the navy department reports them all missing in action. I am sure we all join in the prayer that a report of their safety may yet be received.

"No poor words of mine could lessen the grief that must be felt by these parents. I can only say that the sympathy of our community of this house and of the nation goes out to them. In the face of this dreadful tragedy how small the troubles of the rest of us seem!

"Let us resolve that the sacrifices of this family shall spur us on to greater efforts until the great day dawns when the war will be brought to a victorious close."

Other Mothers Write.

Numerous letters of condolence continued to pour into the Sullivan home Saturday. Among them were letters from about a dozen mothers whose sons were reported missing aboard the Juneau, upon which the Sullivans were stationed.

According to a letter received by Mrs. Sullivan from Lester Eugene Zook, a Nebraska sailor, who said he was a shipmate aboard the Juneau, George, oldest of the boys, died on a life raft and the rest of the four brothers, who were below deck, went down with the ship. Zook is now on his way from Chicago to Boston.

Representatives of two more newsreel companies, making four in all, arrived Saturday from Chicago to photograph the Sullivan family for the moving pictures.

Mr. Sullivan's brother, Joseph, of Harper's Ferry, Dubuque county, is visiting at the Sullivan home here.

Daughter to Wed Sergeant.

Mr. and Mrs. Sullivan's only surviving child, Genevieve, is announcing her engagement to Sgt. Russell Murphy of Elma, Ia., a member of the army air corps, who has been home on furlough. They plan to be married after the war is over.

J. W. Rath, president of the Rath packing company, where the five Sullivan brothers had been employed before joining the navy, has sent a letter of condolence to the parents in behalf of himself and the company. He praised the work of the boys at the plant, their heroic sacrifice and expressed sympathy to the parents.

There is a service flag at the Rath Packing company containing 1,300 blue stars, representing men from that organization in the armed forces.

In the center of this flag will be placed five gold stars in honor of the five Sullivan brothers, the letter stated.

He Was There



Howard Barnett, 31 (above), of 421 West Sixth street, was a member of the aircraft carrier Hornet's crew last Oct. 28 when it was stung by Japanese bombs and torpedoes and sunk. On a recent visit here during his survivor's leave he told his story and recorded it on a phonograph record.

Five Sons

By JOHN P. MULGREW
(John P. Mulgrew, of Dubuque, wrote this poem and sent it to Mr. and Mrs. T. F. Sullivan, whose five sailor sons have been reported missing in action. Mulgrew conducts a column in the Wisconsin, Catholic diocesan newspaper, and is a frequent contributor to the "Line of Type or Two" in the Chicago Tribune over the pen name of Jazbo of Old Dubuque.)

I noticed a piece in the paper today
Mid the news about wars and guns,
And it told of a woman who
proudly

Has given her five brave sons;
So now when I hear complaining
On how short the sugar runs,
I'll be thinking the while with a
grim little smile

Of the woman who gave five sons.

Now when I hear somebody lament
That his tires are wearing thin,
That he'll probably soon have to
give up his car,

I'm sure I shall somberly grin;
For all of these "sacrifices"
Seem like such trivial ones,
When I ponder the thought of the
pride of the lot,

That woman who gave five sons.

Now income tax seems a casual
thing,
Buying a bond seems not much,
We're getting off rather easily,
With just buying stamps and such;
But could greater glory be yours
or mine,

Or in fact be any one's,
Than doing such part must make
glow in the heart
Of that woman who gave five sons!

Navy Signs Six at Local Office

Five Volunteers Get Draft Boards' Approval.

The Waterloo navy recruiting station announced Saturday the names of five selective service volunteers for navy duty and one naval enlistee.

The enlistee is Robert F. Cowell, 17, New Providence, Ia., who will enter a construction regiment.

Selective service volunteers were:

Hastings, Donald R., 19, Iowa Falls, Ia., apprentice seaman.

Hayes, George W., 36, Independence, Ia., shipfitter first class.

Nicholas, Ernest F., 19, of 1604 Jefferson street, apprentice seaman.

Semers, Harold W., 20, of 1317 West Third street, apprentice seaman.

Thomas, Henry A., Jr., 19, of 425 Conger street, apprentice seaman.

Rath and Green Will Attend Food Management Meeting

R. A. Rath, vice president of the Rath Packing company, and H. L. Green, secretary of the Waterloo Retail Grocers' & Meat Dealers' association, will attend a food management conference tomorrow in Des Moines, which is being sponsored by the U. S. food distribution administration and the office of price administration.

FOE'S FIRST WAVE MOSTLY SHOT BUT CARRIER CRIPPLED

Then Land-Based Planes Lay More Bombs; H. Barnett Saved by Destroyer.

By JULIAN F. COLBY
Courier Staff Writer

His own memories of the fiery death of the aircraft carrier Hornet, on which he was a machinist's mate first class, have been recorded by Howard Barnett, 421 West Sixth street, who made a phonograph record of his story on his recent survivor's leave here.

Hours wasting his life, who lives with her mother, Mrs. S. E. Bandfield, 421 West Sixth street, when he spoke over a phonograph microphone what he remembers of the sinking on Oct. 26 of his ship in the Santa Cruz islands.

"The first attack lasted approximately 13 minutes," his narrative relates, "and we were hit by bombs and torpedoes. This disabled the forward engine room and the ship was hardly able to get under way.

"The first group of planes did not come back again, as we had sunk most of them, and the next planes that came would be coming from land bases. We thought for a while we could get the ship under way, and we spent several hours getting ready and starting to go, but about the time we started going again, they came back with the land-based bombers.

Hit Again.

"This time we were hit by more torpedoes and bombs, and we had to give up hopes of saving the ship.

"All hands were ordered to abandon ship, and I went to the top side. The ship had a decided list. When I got to the top, I saw my only bombers come over, which were a flight of 12 two-motored bombers.

"I watched them drop their bombs, but they didn't hit us; they went off in the water.

"After that was over I went over the side and swam for a couple of hours and was picked up by a destroyer. They saved practically everyone that was in the water. The only ones killed were those killed by the force of explosions of the bombs aboard ship.

Torpedoed by Destroyer.

"We stayed around there until 10:30 at night.

"The destroyer I was on torpedoed the ship (the Hornet) and sank it, or we thought it sank, because it was afire when we left.

"Then we started back to port. That night as we were going back the Japs started dropping bombs, and we were looking for us, but didn't see us. We made our trip back safely.

"We were transferred to a cruiser before we got to port and rode in on the cruiser, after which we were transferred to a rest camp. We stayed there three days and then boarded a transport for the trip back to the States."

Leaves Father Has Died.

When Barnett, 31, finally got to Waterloo, he learned that his father, Stuart Barnett, had died in October. Also, because he had not received several letters written him by his wife, he missed her when both were, each unknown to the other, in Hollywood, Cal., shortly after he landed.

Barnett is now at Norfolk, Va., awaiting another call to navy duty, well refreshed after his survivor's leave.

He joined the navy in July, 1941, but previously had served a hitch of three years.

His wife is a dancing teacher. He managed a dance recital for navy relief benefit last June 12 in the Masonic temple, proceeds of which were nearly \$100, she said.

Workers' Hours Change Will Be Meeting Topic

Proposed staggering of hours for workers in business and professional offices of Waterloo will be discussed at a meeting of the war transportation committee at noon Wednesday in Hotel Russell-Lamson.

Clarence H. Schukel, city war transportation administrator, said Saturday a committee appointed by retail merchants, officials from the Waterloo, Cedar Falls & Northern Railway Co., and Jack Logan, superintendent of schools, had been invited, together with the executive committee of the war transportation group.

E. R. Bitterly, superintendent of the W. C. F. & N., will give a report as to when the peak traffic condition exists, Schukel said. It is hoped that staggering the working hours will distribute more evenly the traffic that is now handled by busses.

The meeting will begin with a luncheon and will be held in parlor N.