

FIVE NAVY SULLIVANS MISSING

OPA Freezes Corn Prices

ACTS TO HALT INCREASES ON CASH MARKETS

Wickard Approves Action by Byrnes, Director of Stabilization.

CEILING IS HIGH LEVEL PREVAILING ON MONDAY

Washington, D. C.—(AP)—The office of price administration Tuesday froze corn prices on all exchanges and in every cash and local market over the country, generally at the highest levels at which sales were made Monday.

The action is designed to halt further sharp advances in the price of corn, previously uncontrolled at all levels of distribution.

It was taken upon instructions from Stabilization Director James F. Byrnes, and was approved by Secretary of Agriculture Wickard, the announcement said.

The price ceilings were established by means of a temporary 60-day freeze regulation, effective Wednesday.

Prices of corn futures contracts and prices for cash corn in the recognized cash markets were frozen at the highest level of prices prevailing Monday.

In most instances, these highs were reached Monday.

Corn prices at the small local markets were frozen at the highest level of prices in the period Jan. 8-12. In most instances these highs were reached Monday.

Plan Permanent Regulation.

Within the next 60 days, OPA said, it will issue a permanent price regulation on corn, which will continue the levels frozen by Tuesday's action, and will be based on \$1 a bushel for No. 2 yellow corn in Chicago.

In a joint statement Stabilization Director Byrnes, Secretary Wickard and J. K. Galbraith, OPA deputy administrator, said present prices for corn exceed 100 per cent of parity, taking into consideration the AAA payments made by the department of agriculture.

"Ceiling price levels set in the temporary regulation," the statement said, "will be continued in the later permanent order."

"There definitely will be no increase in the general level of corn prices."

Only seed corn, pop corn, grain sorghums, sweet corn, broom corn and local-farmer-to-farmer sales of corn were exempted from price control.

Agriculture department officials, who would not be quoted, said the freezing was designed to preserve a favorable ratio between the prices of corn on the one hand and hogs, cattle, milk, poultry and eggs on the other.

Present ratios make it profitable to feed corn to livestock and poultry.

Prices Advancing.

Officials said that corn prices have been advancing in recent weeks, due principally to a sharp expansion in the production of hogs and poultry, and to prospects that corn and other feed reserves would be reduced considerably as a result of the consequent expansion in the demand for corn.

Corn prices advanced from an average of 76 cents to 80 cents a bushel at local markets between mid-November and mid-December.

It was necessary, officials said, to bring the corn price advance to a halt because livestock, dairy and poultry products are subject to government price ceilings.

"If corn prices were allowed to go much higher," an official explained, "the margin between feed prices and livestock prices would narrow."

"The government would have to raise ceilings on livestock, dairy and poultry products in order to maintain a favorable margin, else many farmers would become discouraged and reduce their production."

"The government does not want to raise ceilings on livestock, dairy and poultry products."

Applies to Futures.

It was emphasized at OPA that the ceilings apply to all corn

Tales of Heroism Bared by Report of Hornet's Sinking

(The United Press war correspondent who wrote the following dispatch has been compelled by reasons of military security enforced by naval censorship, to suppress one of the best stories of the Pacific war since Oct. 26. On that date, he witnessed the death of the aircraft carrier Hornet, and now, with official permission, describes it.)

By CHARLES F. ARNOT
Headquarters, United States Pacific Fleet, Pearl Harbor, Jan. 12.—(UP)—A seaman, lying on the blistering deck of the crippled aircraft carrier Hornet as enemy planes shrieked down, tried to climb off his stretcher "to have another shot at the Japs."

One of his legs had been shattered, the other broken. A man with a broken back tried to refuse a surgeon's care so his buddy could be treated first.

Four men ran to throw a blazing, bone-searing incendiary bomb off the deck.

Men rammed powder into almost red hot guns with their bare hands when the automatic controls were knocked out.

Those are a few of the scores of incidents that made American heroes and American history when the 11 United States warships, whose names were made public Tuesday, were sunk in the South Pacific last fall, all fighting to the last.

I was with the fleet. I saw the hit that crippled the Hornet, and I heard at first hand the stories of officers and men in all four engagements concerned.

Japan paid a price for those ships which her navy should never forget. The score was:

Hornet—Sunk in the battle of Santa Cruz Oct. 26. Japan paid with a large aircraft carrier damaged and probably sunk, and two cruisers and three destroyers damaged by the Hornet's planes.

Cruisers Atlanta and Juneau, destroyers Laffey, Cushing, Monssen and Barton—Japan paid with one battleship, three heavy and two light cruisers and five destroyers sunk.

Destroyers Preston, Walker and Benham—Japan paid with one battleship, three large cruisers and one destroyer sunk.

Cruiser Northampton—Japan paid with nine ships which tried to land men and supplies on Guadalcanal island.

Japan lost at least 25 warships, possibly a big carrier and at least 125 planes for our 11 ships and an unspecified number of planes.

The ships which we sank carried to their deaths thousands of Japanese troops and seamen. The actions staved off two big attempts to recapture Guadalcanal.

From a battleship which alone shot down 32 planes I watched the battle of Santa Cruz Oct. 26 in which the Hornet was the victim of a mad aerial attack.

Our destroyers sank the Hornet after two Japanese attacks had riddled her with bombs.

After my observation post I saw the Japanese planes shriek down. The Hornet had sent out its planes to bomb a Japanese task force 100-odd miles to the north.

They heavily damaged at least two cruisers and three destroyers in addition to planting four to six 1,000 pound bombs on a new aircraft carrier of the Zuikaku class, 17,000 tons or larger.

It was a raging furnace when they left it.

But the Japanese were sending wave upon wave of dive bombers and torpedo planes against the Hornet.

American fighter planes and the anti-aircraft guns shot down many of them, but the remainder dived on thru a hell of fire.

Our ship was several thousand yards from the Hornet. It was 9:55 a.m.

Singly, in pairs, in threes and fours, at least 40 Japanese planes hurtled down on the Hornet, coming out of the sun thru low scattered clouds.

They were almost on the ship

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NAZI RETREAT MAY RUN INTO RUSSIAN TRAP

German Withdrawal from Some Sectors Close to Becoming Rout.

REDS DRIVING TOWARD ARMAVIR, VOROSHILOVSK

Moscow.—(UP)—Red army troops drove from two directions Tuesday on Armavir and Voroshilovsk, German defense points northwest of Georgievsk, and front dispatches reported the axis retreat was becoming a rout in some sectors of the Caucasus.

Maj. Gen. Ivan Krichenko's Cossacks raced 13 miles up the Caucasus railroad from the town of Mineralnyye Vody during the night.

They were within 100 miles of Armavir a strategic town on the railroad and on the Rostov-Makach Kaia oil line which parallels it.

Voroshilovsk, the other German point immediately threatened, is 42 miles east of Armavir.

Other soviet forces were driving down from the Kalmyk steppes and had advanced to Konstantinovskaya, 34 miles northeast of Voroshilovsk.

These two columns threatened to cut off the enemy troops retreating from the Georgievsk-Mineralnyye Vody-Pyatigorsk region captured Monday by the Russians.

"Serious" Dietmar Says.

(Axis sources refused to admit the loss of the Georgievsk railroad center.

(Radio Vichy said German reports asserted that "particularly violent" fighting was in progress near Georgievsk and Pyatigorsk.

Gen. Kurt Dietmar, one of Germany's leading military critics, admitted in a Berlin broadcast, however, that the Russians had broken thru axis lines on the southern front and that the situation had become serious.

"The Russian offensive has made no inconsiderable penetrations," he said. "There is need for more German troops in Russia."

Front reports said the Georgievsk area was taken only after particularly heavy fighting along the rail lines leading to the junction.

The newspaper Pravda said the Russians attacked all the centers of resistance from various directions and surrounded them.

Before taking Georgievsk, Mineralnyye Vody, Pyatigorsk, Zheleznovodsk and Kislovodsk, the major point surrounding the junction, the soviet troops had to oppose the Germans along railroads, highways, and streams and drive the enemy from heights in the area.

Find Officers in Bed.

The collapse of the German garrisons came so suddenly, Pravda said, that at one point a soviet tank unit caught four German regimental leaders in bed.

While the Red army developed its offensive toward the Armavir-Voroshilovsk area, two other Russian columns menaced Salsk, 100 miles southeast of Rostov and 95 miles north of Voroshilovsk.

One force advanced on the city from the northeast and the other from the east. Both were reported last within 30 miles of Salsk.

In the Georgievsk area, infantry moved in fast behind Krichenko's Cossacks to mop up pocketed axis troops and collect rich war spoils.

Cavalry, tanks, armored cars and motorized infantry captured the key towns of an entire Caucasus railroad system, reaching from the foothills toward the Kalmyk steppes, in a day of big gains Monday.

On the Don river front the Red army pressed steadily down the Stalingrad-Tikhoretsk railroad toward the junction city of Salsk, 100 miles southeast of Rostov, and pushed westward toward Shakhty, 47 miles north of Rostov.

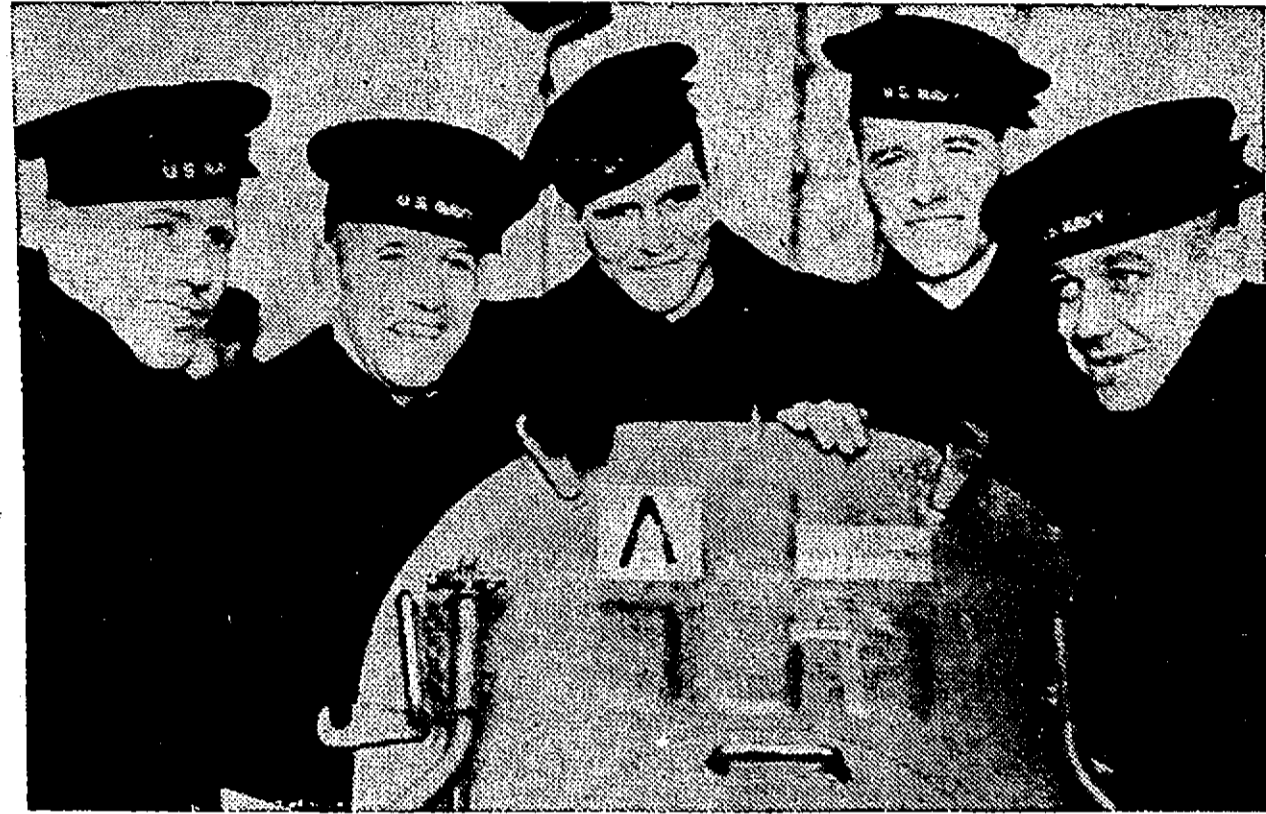
Take Rail Stations.

All stations on the railroad system keyed at Georgievsk, 275 miles southeast of Rostov, had fallen to the Russians within the last 24 hours.

Now Russians were driving

(Continued on page 2, column 4)

Happy When They Joined Cruiser



These were happy days for the five Sullivan brothers of Waterloo, shown above just after they had been placed in the crew of the cruiser Juneau when it was commissioned last February. Left to right, they are Joseph, Francis, Albert, Madison and George. They are sons of Mr. and Mrs. Thomas F. Sullivan, 98 Adams street. The Juneau was sunk last Nov. 14 in a Solomons battle, and the five Sullivans were officially reported missing Tuesday.

Get 4 Zeros in Solomons

Washington, D. C.—(UP)—U. S. planes in an air battle in the Solomons shot down four Japanese Zero fighters bringing enemy aircraft losses in the Solomon campaign to 680, the navy announced Tuesday.

The action took place Monday (island time) between Santa Isabel and New Georgia islands northwest of Guadalcanal when 12 Zeros attacked a force of Douglas Dauntless dive bombers escorted by Grumman Wildcat fighters.

In addition to the four Zeros shot down, two others were "possibly destroyed," the navy said.

One Wildcat fighter failed to return.

A force of fighter escorted Martin medium bombers attacked Japanese positions at Munda on New Georgia (the same day, the navy said, but clouds prevented accurate bombing and made observation of results difficult.

Allied Bombers Blast at Naples, Axis Supply Port

London.—(UP)—Allied bombers, maintaining a thundering, two-way air offensive against the axis in the Mediterranean, struck again at Naples, one of the principal ports from which supplies and reinforcements are shipped to the Germans and Italians in Tunisia, in daylight Monday; it was announced Tuesday.

The bombers were believed to have included American Flying Fortress and Liberators.

A Messerschmitt 109, one of Germany's best fighting planes, was shot down as it tried to intercept.

Fighters and bombers of the Middle Eastern command also blasted axis bases and transport in Tunisia.

OK's Campaign to Replace USO, "Chest" Drives

Washington, D. C.—(AP)—President Roosevelt approved Tuesday a plan for two major money-raising campaigns for relief activities this year, one in the spring by the American Red Cross and the other in October for "a national war fund."

The latter will replace the various individual campaigns for the United Service Organizations, community chest and council, those of certain state war chest organizations and the drive of major foreign relief agencies.

The formula for the two campaigns was presented in a report of the war relief control board of which Joseph E. Davies, former ambassador to Russia and to Belgium, is chairman.

DRIED BOONE COUNTY EGGS AID WAR EFFORT

Boone, Ia.—(UP)—Boone county eggs, in dried form, are being sent to all parts of the world.

In recent months half a million dozen eggs have been put thru the dehydrating process here and shipped in 5-ounce packages.

Large quantities of them are being taken by the army, navy and Air Corps.

A pound of dried eggs equals 3 dozen fresh eggs.

Webb Dies of Heart Attack

Chicago.—(UP)—William J. (Billy) Webb, veteran coach of the Chicago White Sox, died of a heart attack Tuesday while en route to work at Comiskey park.

Webb was an executive in the Comiskey organization.

He was stricken in his automobile a short distance from the park.

Webb was 46. He had been connected with professional baseball as a player, manager, coach and scout since 1916.

During his playing days Webb was with Duluth, Birmingham, Pittsburgh, Akron, Newark, Buffalo and Toronto.

He managed clubs at Buffalo, Birmingham and Galveston before joining the White Sox organization in 1935.

Webb was survived by his widow, Frances, and one son, Billy, jr.

Webb, in discharging his duties as manager of the White Sox farm clubs, frequently visited in Waterloo over the last three years while the Chicago club owned and operated the Waterloo White Hawks of the Three-I league. A former coach with the major league club, he assumed his farm club connections the same year in which Waterloo became affiliated with the Comiskey organization.

Webb was last here in September when he assisted Manager Johnny Mostil in cleaning up the club's business affairs at the close of the season.

Webb was a director of the Waterloo baseball club.

American Plane Sinks Submarine

London.—(AP)—Credit for the destruction of an axis submarine in the Bay of Eilat was given Tuesday to the crew of an American air force Liberator bomber piloted by First Lieut. Walter Thorne of Marietta, O. Praise for accurate placement of the depth charges dropped by the plane went to First Lieut. Irving T. Colburn, of Chicago.

U. S. Tax Revenue in Iowa Doubled

Des Moines.—(INS)—Iowa internal revenue collections in 1942 more than doubled the figure of 1941. E. H. Birmingham, collector for the state, said Tuesday.

He reported revenue from the various sources contributing to federal government reached \$78,894,102.78 during the 1942 calendar year.

That compared with \$38,131,674.99 in 1941, he said.

Largest single source of revenue was the individual income tax, which leaped from \$9,380,417.10 in 1941 to \$31,657,445.68 in 1942.

Corporation income tax moved from \$11,470,021.11 in 1941, when it had been the largest single revenue source, to \$19,637,197.27 in 1942.

Federal insurance contributions were listed as totaling \$7,851,217.55 in 1942, up from 1941's \$6,987,942.50.

Dean of Women from Iowa Finds Life in W A C Satisfying

Leavenworth, Kan.—(AP)—First Officer Mary S. Bell of the WAACS, ready to return to Omaha, heard an army officer's suggestion that she fly.

"In an army plane? How much would it cost?"

Officers, she was informed, don't have to pay.

"Goodie, goodie! This isn't the way it was when I was dean of women at Coe college in Cedar Rapids, Ia."

Breaking the news to Mr. and Mrs. Sullivan, their daughter Genevieve, 25, and to Mrs. Albert Sullivan Monday, while here on her secret mission, was Lieut. Comdr. Truman Jones, officer in charge of the Iowa recruiting office of the navy at Des Moines.

Accompanying him here were a medical corps lieutenant commander and a chief petty officer, also from the Des Moines navy office.

Official confirmation from Rear Admiral Jacobs followed hours later.

Cling to Slim Hope.

At their home here, Mrs. Sullivan, 49, on her daughter and Albert's wife Tuesday chink to what they considered "slim hope" that the five brothers would be found, safe.

"All we can do is hope, now," the mother said. "Maybe they'll all

BROTHERS ON SHIP JUNEAU LOST NOV. 14

Solomons Area Battle Casualty Lists Include Waterloo Quintet, 20 to 29.

DISPATCHES SAY SHIP "EXPLODED, SANK FAST"

By J. L. (DIXIE) SMITH
Courier Staff Writer

Waterloo's five fighting Sullivan brothers Tuesday were officially listed by the U. S. navy department as "missing in action" after sinking of the cruiser Juneau during sea battles in the Solomon island area during November.

Sons of Mr. and Mrs. Thomas F. Sullivan, 98 Adams street, the five boys, 20 to 29 years old, had enlisted in the naval service here Dec. 28, 1941.

They boarded the U.S.S. Juneau, new \$13,000,000 light cruiser, at its commissioning in Brooklyn, N. Y., in mid-February last year—all five with the same ship at their own insistence.

On "Missing" List.

To be carried on the navy's "missing" list until evidence of their true fate has been uncovered, the five brothers included:

George Thomas, 29, gunner's mate, second class.

Francis Henry, 26, Coxswain.

Joseph Eugene, 23, seaman, second class.

Madison Abel, 22, seaman, second class.

Albert Leo, 20, seaman, second class.

Of the five, only one, Albert, was married. He is the father of a 21-month-old son, Jimmy, now with his mother and grandparents at 98 Adams.

The navy department's telegram of condolence to the parents Tuesday gave no details of the Juneau's loss, listed as of Nov. 14.

Admiral Sends Message.

Sent by Rear Admiral Randall High naval personnel officials at Washington, D. C., told the Courier by long distance telephone Tuesday noon:

"Loss of the five Sullivan brothers ranks as the greatest single blow suffered by any one family since Pearl Harbor and, probably, in American naval history.

"In peacetime, the navy has allowed brothers to serve together but in wartime it has been navy policy to separate members of the same family."

"Presence of the five Sullivans aboard the U.S.S. Juneau was at the insistence of the brothers themselves and in contradiction to the repeated recommendations of the ship's executive officer.

"Serving together had been one condition of their enlistment."

Jacobs, chief of naval personnel at Arlington, Va., the message read:

"It is with deepest regret that the navy department confirms the report that your five gallant sons—George Thomas, Francis Henry, Albert Leo, Joseph Eugene and Madison Abel—are missing as the result of enemy action on Nov. 14 in the service of their country and in the performance of duty.

"They will be carried in the missing status pending evidence as to their true fate.

"The officer in charge of the U. S. recruiting station at Des Moines, Ia., acting as the emissary of the navy department, has been requested to convey this sad news to you personally and he reports that he has accomplished this mission.

Sympathy Extended.

"The navy department extends sincerest sympathy to you in your great sorrow and to the many young friends of your sons who share your grief.—Rear Admiral Randall Jacobs, chief of naval personnel."

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Sold Right Away!
This ad brought several calls and an immediate sale.

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