

TERRITORIAL MUSEUM,  
P.O. BOX 2051,  
JUNEAU,  
ALASKA.

Monday, November 24, 1952  
Daylight Today 6 Hrs. 34 Min.  
Sunrise 8:29 a.m. Sunset 3:03 p.m.  
Sunrise 8:23 a.m. Sunset 3:07 p.m.  
Temperature Yesterday  
Maximum ..... 50 Minimum ..... 34

# Anchorage Daily Times

READ BY ALASKANS EVERYWHERE

THIRTY-EIGHTH YEAR

ANCHORAGE, ALASKA, MONDAY, NOVEMBER 24, 1952

24 PAGES

# UNION BANK SOLD TO REOPENS TOMORROW

## *52 Men Missing On Flight To Elmendorf*

Radio Signal May  
Be Clue To Lost  
C-124 Globemaster

An air and sea search was  
pressed here today for a giant

**3 City Officials  
Refuse To Resign:**

Heart-Breaking Prize Winner



# 52 Men Missing On Flight

## Radio Signal May Be Clue To Lost C-124 Globemaster

An air and sea search was pressed here today for a giant C-124 Globemaster that vanished with 52 men as it neared the Alaska Coast Line South of here Saturday night.

Twenty-seven planes from Elmendorf Air Force Base and Kodiak were assigned specific search areas between Middleton Island and Elmendorf, the plane's destination on a flight from McChord Air Force Base, Wash.

Three Coast Guard surface ships also joined in scanning the stormy waters of the Alaska Gulf.

The ceiling over the search area was about 2,000 feet today. The outlook was improving.

As the military services released the names of the 52 men aboard, the list included 25 Air Force passengers in addition to a crew of 11, one Navy commander, one Marine and eight Army men.

Middleton Island, the big four-engine plane's last check-point, is about 150 miles south of the Globemaster's Anchorage-Elmendorf destination.

A weather official reported there were terrifically strong winds at the 9,000-foot level at which the plane was flying Saturday night. Gusts might have been strong enough, if they caught hold of the C-124, to drive it against one of the mountains that mark the route.

If the weather closes in on the C-124 search area, the planes were to switch to the Anchorage-Kodiak route, to the west, where a C-119 vanished a week ago with 20 men aboard.

A faint radio signal yesterday was a possible clue in the case but search leaders did not put much confidence in it.

The C-124's apparent disaster was the latest in a series of Air Force transport crashes.

The SOS was so dim no bearing could be taken. But authorities at Elmendorf Air Force Base said the signal on the international distress frequency of 500 kilocycles might have come from "Gibson Girl" radio transmitters attached to the C-124's rubber liferafts.

They cautioned, however, against undue optimism, pointing out that the signal was not picked up again and past experience in Alaska aerial tragedies has shown that mysterious radio transmissions are

(Continued on Page 18)

## 3 City Officials Refuse To Resign; Demand Hearing

### Globemaster Passenger List Released

WASHINGTON (AP)—The Air Force today listed 25 of its personnel who were passengers aboard the Globemaster plane missing over Alaska. Names of six other missing Air Force personnel were held back pending notification of next of kin.

The announced list:

Basic Airman Isaac W. Anderson Sr., Tampa, Fla.

A/2C Verne C. Budahn, Arlington, Minn.

Capt. William N. Coombs, Detroit, Mich.

A/2C Thomas J. Condon, Waukesha, Wis.

Capt. Delbert D. Draskey, Chicago.

A/2C Carroll R. Dyer, Salisbury, Vt.

Capt. Jerome H. Goebel, Chicago.

A/1C Marion E. Houton, Sylacauga, Ala.

Lt. Jack R. Leaford Jr., Oakland, Calif.

A/2C Dan F. McMann, Marinette, Wis.

A/3C Lloyd L. Matthews, Union, Miss.

A/2C Edmon W. Mize Jr., Rossville, Ga.

Col. Noel E. Hoblit, Pasadena, Calif.

2nd Lt. Robert E. Moon, Evanston, Ill.

A/1C Sterling E. Newsome, Herne, Tex.

S/Sgt. James H. Ray Jr., Worthington, Pa.

1st Lt. Donald A. Sheda, Berwyn, Ill.

Capt. John E. Ponikvar, husband of Mrs. John E. Ponikvar, Elmendorf Air Force Base, Alaska.

Col. Eugene Smith, Wilmington, Del.

A/2C Thomas C. Thigpen, Piquette, Miss.

(Continued on Page 18)

Three city department heads, asked Saturday for their resignations after an executive council meeting, today "decided not to comply with the request."

Instead, they have asked an immediate public hearing in order to "acquaint the citizens of Anchorage with all the facts of the case."

This was included in a communication to City Manager George Shannon signed by the three city officials: Marion Pendergrass, comptroller; Bill Connolly, telephone superintendent; and Mason LaZelle, electrical superintendent.

City Manager Shannon had "no comment" today on the action. He indicated he might have an announcement tomorrow regarding the public hearing.

Basis for asking resignations was over-expenditures in two departments totalling \$486,000. Pendergrass was considered equally responsible in that he did not keep them properly informed on the status of their budget accounts.

LaZelle's department was said to have spent \$164,000 more than authorized. This amount went to extend electric line to Anchor Homes.

A total of \$322,000 was found to have been committed over budget expenditures.

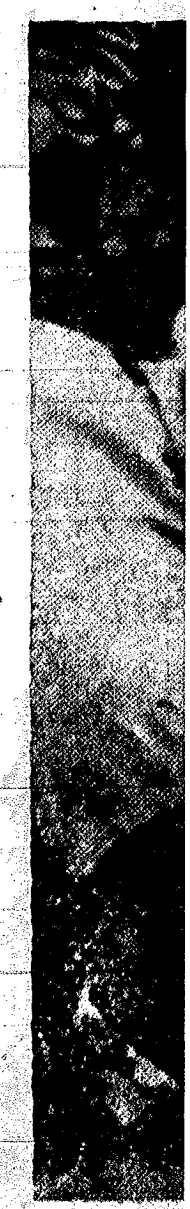
Shannon was instructed by councilmen to ask for the resignations following an executive session Friday night.

Each of the department heads released statements today in addition to the public hearing request submitted to Shannon. All three reported for work and continued operations according to schedule.

Statements from them indicated that there is not yet an over-expenditure in the telephone department; that the over-expenditure in the electrical department was known in September when the budget was revised; and that the comptroller had repeatedly advised the council of the status of the departments' budgets.

The three department heads learned of the council's decision through the papers. Later, they were notified by Shannon. They felt this was "unfair."

Answering the charges,



The tender picture above serving as prize in P

## Alaska Route Seattle To Tie

SEATTLE to Seattle's developing "pute over foremen," A chairman of Committee.

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## C-124 Passenger List Released

(Continued from Page 1)

Capt. Walter P. Tribble, Champaign, Ill.  
 Capt. Robert W. Turnbull, Belleville, Ill.  
 T/Sgt. Leonard G. Under, Gerald, Miss.  
 S/Sgt. R. D. Van Fossen, Greenbrier, Ark.  
 A/2C B. F. White, Fordyce, Ark.

**WASHINGTON (AP)**—The Pentagon today released the names of eight Army personnel and one Marine aboard the Globemaster missing transport.

Army personnel:  
 Lt. Col. S. Singleton, husband of Mrs. Winifred J. Singleton, Los Angeles.  
 2nd Lt. Reginald Bule, son of Mrs. Grace Wiles, Pensacola, Fla.  
 Pvt. Robert D. Card, husband of Mrs. Patsy A. Card, Hapeville, Ga.  
 Pvt. Leonard A. Kittle, husband of Mrs. Sandra S. Kittle, Caney, Kan.  
 Pvt. James Green, husband of Mrs. Vera A. Green, Long Branch, N. J.

2nd Lt. Alan Berger, husband of Mrs. Janice Berger, Brooklyn, N. Y.

2nd Lt. Edwin H. Loeffler, son of Mr. and Mrs. Gustave A. Loeffler, Jr., Babylon, N. Y.

M/Sgt. Edward J. Schnore, husband of Mrs. Gertrude Schnore, Richmond, Va.

The Marine: Maj. Earl J. Stearns, husband of Mrs. Dixie A. Stearns, Quantico, Va.

The Navy identified Commander A. J. Seeboth of Fairbanks, Alaska, as one of the passengers aboard the Globemaster.

The Navy said Seeboth's wife lives at Hut No. 11, Illinois St., Fairbanks.

**McCHORD AIR FORCE BASE, Wash. (AP)**—Names of 11 crewmen of a C-124 Globemaster missing near Anchorage, were released last night by McChord Air Force Base authorities.

Crew members were listed as:  
 Capt. Kenneth J. Duvall, 37, Globemaster commander, Vallejo, Calif., whose wife, Josephine R., lives at Tacoma.

Capt. Alger M. Cheney, 32, first pilot, Lubec, Me., whose wife, Elaine, lives at Tacoma.

First Lt. William I. Turner, navigator; China Grove, N. C.

T/Sgt. Engolf W. Hagen, engineer; Roseau, Minn.

Airman Second Class Conrad N. Sprague, second engineer, Sequim, Wash., wife, Dorothy Jean, Tacoma.

S/Sgt. Eugene R. Costley, second engineer; Elmira, N. Y.

Airman 3/C Robert A. Owen,

## Fire Levels Mt. View Home

The three-room log home of Mr. and Mrs. Glen Green of 603 Lane Street, Mountain View, was gutted by fire Saturday afternoon. None of the family was at home at the time.

Three trucks from the Artesian Village station answered the call and a truck from the Alaska Railroad responded at 5:25 p.m.

The fire, of unknown origin, caused major damage in the kitchen and living room of the house. The Greens were building an addition to the house, which was almost finished.

Residents of a trailer, about 10 feet from the house, removed their belongings from the trailer and firemen played hoses on the vehicle to keep flames from igniting it.

The trailer was blistered but saved. Neighbors shoveled snow on it until the military firemen arrived.

There was no damage estimate placed on the home, which was partially covered by insurance.

## Union Bank Reopens Tomorrow

(Continued from Page 1)

...nient receiver this morning attracted scores of persons who were obviously depositors as well as Union Bank employees and other interested individuals.

A chorus of moans greeted the court's announcement that the room would have to be cleared to permit a conference which, but for the number of conferees, would have taken place in chambers.

During the entire conference the spectators who had been barred milled about in the corridors of the federal building and were on hand when the doors of the court reopened and the decision was announced.

radio operator, Starke, Fla.

Airman 3/C Marion L. Scott, radio operator, Lebanon, Ind.

Airman 1/C George M. Ingram, load master; Pontotoc, Miss.

Airman 3/C James R. Kimball, flight attendant; Taos, N.M.

Airman 3/C Wayne D. Jackson, flight attendant; Downing, Mo.

Ken Johnson saves you money on all forms of insurance. Fire—Automobile—Casualty. adv.

## THREE CITY OFFICERS REFUSE TO RESIGN

(Continued from Page 1)

growth it would be necessary to plan 10 years ahead.

"However, the city council saw fit to cut my plan in half, making it a two-year plan instead. . .

"I asked for a million and a half, and we received \$825,000. The \$825,000 was to carry us through 1951 and 1952, and I have made many attempts trying to get a decision on the financing for 1953 and 1954 and have been stalled."

Connolly referred to the council meeting Friday night, saying he "had no idea that I should be fighting for my job. Instead, I was trying to get across to the council that we have committed ourselves to serve not only Anchorage but the three utility districts as well."

"If we can not live up to our commitments outside the city. . . these people have a right to know so that they may make other plans. They can get telephone service from the same source they get most of their power. The RTA (Rural Telephone Association) is very anxious to move in these areas with telephone service."

The superintendent said he could stay within the budget by cancelling orders for 1953.

"However," he continued "most of our materials must clear through the National Production Authority and only firm orders go on the manufacturer's production list and it takes months after the orders are placed to get material."

He referred to the proposed direct dialing between the city and military exchanges with one directory, and one information in order to facilitate operator toll dialing.

Connolly explained that "I want to make it clear that the accounting and budgeting is a function of the city hall and I can authorize nothing outside of the budget, not even overtime. All work orders and material orders must go across the city manager's desk for his signature."

He concluded by saying "I feel like I have just received a dishonorable discharge for performing beyond the call of duty."

LaZelle, commenting on the over-expenditure, said "all capital work orders are approved by the proper authorities before we do the work. One of these is the city manager, who carries out council policies, I assume."

He cited number of 26 per cent plant had much. "C at my request continued," and customers city's ability

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The over asserted, was increase "was known the budget time, specified for in the amount furthermost Saturday v construction a remainder of

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LaZelle the situation budget rev ingly unw the implic misused.

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Penders that were over-looks condemna

"1. Ther expenditure partment. can be car the council comptroller them of the been done."

"2. The which poss charged to used are t

# 52 Missing On Flight To Alaska

(Continued from Page 1)

not uncommon and have proved valueless in searches.

No trace of the Military Transport Service (MATS) Globemaster, biggest in military use and capable of carrying 200 men, was found by 11 search planes which went out Sunday despite bad weather.

From Middleton Island to the mainland is about 50 miles of water. Then to Anchorage the route is edged by what veteran fliers call some of the "most rugged country in the world" with glacier covered peaks of 12,000 feet or more.

The MATS Globemaster, big as a five-room house, made its last report over Middleton at 9:47 p.m. PST Saturday on a 1,400-mile flight to Elmendorf from McChord Air Force Base, near Tacoma, Wash.

The Alaska Air Command confirmed early today the C-124, based at McChord, was on a routine flight to Alaska and most of the 41 passengers were stationed in the territory.

The Globemaster was flying at 9,000 feet on schedule six hours and 17 minutes out of McChord when last heard from. It should have reached Anchorage 46 minutes later.

Weather conditions were reported "fair" Saturday night but fog and light rain descended on the area Sunday to hamper search activities.

The chain of aerial disasters to U. S. military planes began 17 days ago when a C-119 Flying Boxcar crashed into Mt. Silverthorne, north of here, and carried 19 men to their death.

On Nov. 14, another C-119 struck a Korean mountain peak, killing 44.

The next day 11 more men died in a C-46 crash in Korea, and 20 were swallowed up when a third C-119 was lost on a 250-mile flight from Anchorage to Kodiak.

A fourth C-119 cracked up Nov. 17 near Billings, Mont. Eight of the 16 men aboard perished.

The daily search for the C-119 missing on the flight to Kodiak has turned up no clues. Ten

# ARR Manager Faces Ouster

(Continued from Page 1)

regardless of politics. Therefore Albert M. Day, Conrad L. Wirth and Marion Clawson, respective directors, are deemed safe.

The Geological Survey and Bureau of Mines also are staffed almost entirely by career scientists and technicians, but their respective directors, Dr. William E. Wrather and John J. V. Forbes, stand to lose their jobs.

This is because the law requires presidential appointment of both these directors. The survey office never has become embroiled in politics, but John L. Lewis, United Mine Workers, has much to say about direction of the Bureau of Mines.

Another Alaskan office sure to change hands is the \$10,800-a-year job of secretary, as well as a host of jobs held by department attorneys who are appointed without civil service status, and various aides to top department officials.

Elmendorf planes were out Sunday. Pictures were taken of recent snowslides on Mts. Iliamna and Redoubt in the Aleutian range of the Alaska Peninsula. If the Flying Boxcar hit one of the 10,000 foot peaks, it could have become covered with snow and buried until the spring thaws.

Ken Johnson saves you money on all forms of insurance. Fire—Automobile—Casualty. adv.

# Alaska Cargo Routed To B. C.

(Continued from Page 1)

Creation of the Independent Union here by 98 dock foremen is the crux of the trouble. The AFL has insisted that waterfront employers hire foremen through the AFL Longshore Union, and has described the withdrawal of foremen as a move inspired by Harry Bridges' International Longshoremen's and Warehousemen's Union.

AFL pickets have idled work at many Seattle docks.

A harmony move Saturday night ended in failure with Weisbarth and other AFL representatives walked out of a negotiation room in protest against the presence of the ILWU regional director, Bill Gettings.

The AFL and Independent Dock Foremen had been called together by the Pacific Maritime Association in an effort to settle the dispute. Gettings said he was present by invitation of the Independent Foremen.

Two ships are scheduled to sail for Alaska tomorrow with emergency supplies. The union agreed last week to release them.

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