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Reopens Tomorrow

52 Men Missing On Flight To Elmendorf

Radio Signal May Be Clue To Lost C-124 Globemaster

3 City Officials Refuse To Resign:

Heart-Breaking Prize Winner
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 25 men as it neared the Alaska coast line last Saturday night.

Twenty-seven planes from Elmendorf Air Force Base and Kodiak were assigned specific search areas. Among them were twelve from 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 the search, which extended over the Bering Sea and Bering Strait, including the Bering sea. The search area was about 300 miles south of the Bering Strait.

Middleton Island, a big four hours' last known point, is about 150 miles south of the Bering Strait's anchorage-Eldorado destinations.

A weather official reported that the Bering Strait's anchorage-Eldorado was the station's destination.

A faint radio signal yesterday was possible clue in the sea but search leaders did not give 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 far no bearings could be taken and authorities at Elmendorf Air Force Base said the plane's destination was lost. Its flight path might have come from 'high speed' radar and was attached to the C-124's rubber liferaft.

They cautioned, however, against undue optimism, pointing out that the signal was not picked up again and past experience in Alaska states that few of these signals are coming in.

The three city department heads, asked Saturday for their resignations after an executive council meeting, today decided 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.

Washington, D.C. - The Air Force today listed 25 of its personnel who were passengers aboard the C-124 plane that vanished over Alaska. Names of six other missing Air Force personnel were held back pending notification of next of kin.

The list included:
- Basic Airman Isaac W. Anderson, Sr., Tampa, Fla.
- Capt. Delbert D. Draskey, Chicago.
- Capt. Jerome H. Goebel, Chicago.
- Capt. Marion E. Houton, Sycamore, Ala.
- Lt. Jack R. Leach Jr., Oakland, Calif.
- Capt. Dan F. McManus, Metzville, Wis.
- 1st Lt. Lloyd L. Matthews, Union Miss.
- 2nd Lt. Donald A. Sheda, Berwyn, Ill.
- Col. Eugene Smith, Wilmingon, Del.
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(Continued on Page 18)
C-124 Passenger List Released

(Continued from Page 1)

Capt. Walter P. Tribble, Champaign, Ill.
Capt. Donald W. Turnbull, Beverly, Ill.
T/Sgt. Leonard G. Under, Gerald, Miss.
A/2C B. F. White, Fordey, Ark.

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

Army personnel:

Capt. Donald W. Singleton, husband of Mrs. Winifred J. Singleton, Los Angeles.
2nd Lt. Reginald Bue, son of Mrs. Grace Wiles, Pensacola, Fla.
Pvt. James Green, husband of Mrs. Vera A. Green, Long Branch, N.Y.
2nd Lt. Alan Berger, husband of Mrs. Janice Berger, Brooklyn, N.Y.
2nd Lt. Edward H. Leofler, son of Mr. and Mrs. Gustav Leofler, Jr., Babylon, N.Y.

The Navy identified Commander A. J. Sebooth of Fairbanks, Alaska, and the passengers aboard the Globemaster.

The Navy said Sebooth’s wife lives at Hut No. 11, Illinois St., Fairbanks.

McCHORD AIR FORCE BASE. (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. Alger M. Cheney, 32, first pilot, Lubec, Me., whose wife, Grace, lives at Tacoma.
First Lt. William F. Turner, navigator, China Grove, N.C.
T/Sgt. Engulf W. Hagen, engineer, Roosevelt, Miss.
Airman Second Class Conrad N. Sprague, second engineer, Sequim, Wash., wife, Dorothy Jean, Tacoma.
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The three-room log home of Mr. and Mrs. George G. 6014 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 alarm and a truck from the Alaska Railroad responded at 3:25 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 were able to remove the vehicle to keep flames from igniting it.

The trailer was blighted but saved. Neighbors shoveled snow in front of it until the military firemen arrived.

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

Union Bank
Reopens Tomorrow

(Continued from Page 1)

nent. to receive this morning attached scores of persons who went into the bank as well as Union Bank employees and other interested individuals.

A chorus of moans greeted the court’s ruling and the room would have to be cleared to permit a conference which, but for the number of conferences, 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 courtroom opened 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, 1st master, Pontotoc, Miss.
Airman 3/C James R. Kibball, flight attendant, Tooele, N.M.
Airman 3/C Wayne D. Jackson, flight attendant, Downing, Mo.

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

THREE CITY OFFICIALS REFUSE TO RESIGN

The committee on finance calls attention to the fact that the city is in a very critical financial position and urges the council to consider the matter carefully.

They also 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.

Connelly explained that “I want to make it clear that the accounting and budgeting is a function of the Office of the Controller and 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 job.”

One of these is the city manager, who carries out council policies, I assume.”
52 Missing On Flight To Alaska
(Continued from Page 1)

not uncommon and have prev-

ed valuers in searches.

No trace of the Military Trans-
port Service (MATS) Globemaster,
biggest in military use and capable of carrying 200 men,
was found by 11 search planes which went out Sunday despite
the 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 3:47
p.m. PST Saturday on a
1,400-mile flight to Elmendorf
from McChord Air Force Base, near Tacoma, Wash.

The Alaska Air Command con-

firmed early today the C-124,
which began at McChord, was on a rou-
tine 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 Mc-
Chord when last heard from. It
should have reached Anchorage
46 minutes later.

Weather conditions were
reported "fair" Saturday night
but fog and light rain descen-
ded on the area Sunday to ham-
per 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. Silver-
throne, north of here, and car-
ried 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.

ARR Manager Faces Ouster
(Continued from Page 1)

regardless of politics. Therefore
Alfred 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 scien-
tists and technicians, but their
respective directors, Dr. William
E. Wright and John J. V. For-
bes, stand to lose their jobs.

This is because the law re-
quires presidential appoint-
ment 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 Bu-
reau 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 depart-
ment attorneys who are appoint-
ed without civil service status,
and various aides to top depart-
ment officials.

Elmendorf planes were out Sun-
day. Pictures were taken of re-
cent snowslides on Mt. 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.

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 66 dock fore-
men is the crux of the trou-
ble. The AFL has insisted that a
frontier employers hire men through the AFL Longshore
Union and has de-
scribed the withdrawal of men as a move to
imply the necessity of
Harry Bridges' International
Longshoremen's and Wages
housemen's Union.

AFL pickets have idled
work at many Seattle docks.

A harmony move Satur-

night ended in failure when
Weisbarth and other AFL rep-
resentatives walked out of a
settlement room, in protest
against the presence of the ILWU
director, Bill Gettins.

The AFL and Independent
Dock Foremen had been
called together by the Pict-
Maritime Association in an
effort to settle the dispu-
to Gettins said he was press
by invitation of the Indepen-
dent Foremen.

Two ships are scheduled
for Alaska tomorrow with
emergency supplies. The un-
expected delay was due to

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Alaska's Largest and Most
Modern Printing Plant
820-4th Ave. Phone 4320

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Your Fire Protection Problems

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No one extinguisher is best for all types of fires...we can
recommend the type equipment that meets your exact needs.