

MOSLEMS TO RING

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group of Arabs occupied a synagogue and raised a Moslem flag over it. Jewish fighters drove the Arabs from the synagogue.

As bullets ricocheted through the twisting streets British troops blocked the six gates to the section halting the panicked flight of both Arab and Jewish residents of the walled area.

A Christian cleric said the fighting assumed "full scale battle proportions." The firing also spread to the Jaffa gate section outside the walls.

Arab informants inside the walls said police and troops moved in to rescue an Arab

family trapped in a bombed building near the synagogue.

In normal times the walled area has a population of approximately 2,000 Arabs; 2,500 Jews and 4,000 others of mixed nationality — mostly Armenians and Greeks.

Communal fighting was particularly bitter in Haifa a port city in Northern Palestine. Five Arabs died and 30 were injured when a bomb said to have been tossed from a Jewish car wrecked a Lebanese bus and a taxi following it on Kingsway Road. A military sentry shot and killed another Arab near the internment camp at Latrum.

A British sentry at a military hospital in Haifa was fired upon by four Jews. The sentry returned the fire, killing one of the attackers, an official announced.

ouncement said. There were three explosions in Haifa, one in a British Army ammunition dump.

Arabs reported six bombs from a Jewish truck were thrown into an Arab coffeehouse in Yazar, a village on the Jaffa-Jerusalem highway, injuring several Arabs. Yazar Arabs later fired on a Jewish milk truck killing the driver.

The bodies of six more Arabs were found in an orange grove bordering the bloody Hatikvah quarter of Tel Aviv, where an Arab-Jewish gun battle raged Monday night. The Tel Aviv-Jaffa borderland area was reported quiet.

WIRE MEN

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would be announced early next week.

The 50,000 employes have decided to go on strike because of Western Union's persistent refusal to grant a 15 cents an hour wage increase, Swann said.

The employes are members of three AFL union—Swann's TEU, the Commercial Telegraphers Union, and the Telegraphic Workers Union. Named to the national strike committee with Swann were Adolph Brungs, national president of the CTU's Western Union division, and W. Lee Cooney, general president of the TWU.

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COUNCIL

(Continued From Page One)

but that the right-hand front door was found open by the first person to get to the car, D. J. Gurganus, of Castle Hayne Road, the driver of the tanker.

The two young men who were killed died instantly when the wheels of the loaded tanker passed over them after they were thrown from the car, according to the reports.

In her testimony before the jury Miss Gause said that when she revived immediately after the accident Council was in the front seat of the car, "but how he got there, I don't know." She said that when she climbed out of the back seat she found "Floyd passed out, but he revived and jumped out of the car and went and knelt down by Reece."

Under cross examination she said that she was Council's "date" on the night of the accident and that he "acted like he hadn't been drinking." He was charged with reckless operation leading to death and operating under the influence by the investigating officers, who told the jury that Council had admitted "taking a couple of drinks around 8:30" and drinking "four or five or six bottles of beer later."

Gurganus told the jury that he stopped his truck, which he was driving northeast on Cowan street and preparing to turn north into Fourth, at the intersection when he saw the other car coming over the railroad bridge north on Fourth.

He said that the Ford pulled to the right and slowed down to a stop or practically a stop at the right hand curb, and that he started to drive on into Fourth street. Then the car started again at a rapid rate of speed and swerved to the left, then back to the right and finally back to the left before striking the left front of his truck on the east side of the center line of Fourth street, he related.

He said that the impact threw his front wheels out of line and made it impossible for him to use his brakes without crashing into a store building on Fourth and that he pulled the truck back to the right to avoid the building and a possible fire, since he was loaded with 40,000 gallons of kerosene. He said that the gear the truck was in would have prevented his going more than five miles an hour at the time.

Miss Gause later denied that the truck had stopped prior to the accident and said that the tanker was traveling at a "pretty good speed."

Gurganus said that he found Miss Gause sitting on the edge of the right-hand front seat and Council slumped in the front seat with his head against her knee when he was able to get to the car. The right front door was open, he said.

After being out considering the case for 25 minutes, the members of the jury asked to see the car before reaching their verdict, which was returned at 11:30 p. m.

It was brought out that Council, after spending the night of the accident in jail here following treatment at James Walker Memorial hospital, is now in the Naval hospital at Camp Lejeune, where they plan to keep him three or four weeks for treatment.

The defense for Council, led

by Attorney W. K. Rhodes, Jr., brought out the fact that there were no bruises found on Council's body from his lip, which was cut, to his knees, which were bruised. They said if he had been driving and the steering wheel of the car crushed as it was, he would have suffered chest injuries, or at least bruises.

A Naval lieutenant, who told of Council, an MMM 1-c, stationed aboard the PC 776 here, being at Camp Lejeune, said that officials at the camp had told him that Council told them that he was riding in the back seat.

The police officers said that Council told them at the hospital here after the wreck, that the last he remembered, he was driving the car.

Miss Gause said that she, the two sailors and Reece had been "just driving around" from the time she got off work at 1 a. m. at the Carolina Drive-In until the accident. They had turned around at the Ideal Grill and headed back toward her home at the time of the collision, she said.

Leroy Hooks, 1123 North Fourth street, who said he was the first person at the scene of the accident, arriving there two minutes after the crash, caused a brief uproar at the hearing last night by saying that there were three men on the ground, in addition to one in the front seat, when he arrived. He said, "We put two men in the ambulance, excusing the two who were dead."

Ambulance Driver Richard Andrews was called and refuted Hooks testimony, saying that only one man, Council, was carried to the hospital.

POLICE JEEP

kept strikers scattered. However, and no rioting on a scale which has marked strikes in other Italian cities was reported.

Nearly 500,000 workers failed to show up at their jobs, but as the day wore on it became increasingly evident that the transportation tie-up was partly responsible.

ARMY C-47

(Continued From Page One)

radio directional towers which send out aviation beams.

A representative of the 468th Air Force base unit at the airport said the unit was expecting a plane carrying 13 soldiers.

In Atlanta, the CAA reported it was informed the plane is an Army C-47 transport, but that it did not know how many persons were aboard. However, the Commercial Appeal said it had learned from Army personnel at El Paso that the ship was en route from that base to Aber-

deen, Md., with 20 persons aboard.

The Atlanta CAA reported there was a ceiling of 1,700 feet at 7:30 p. m., shortly after the

crash. Early reports gave no indicated cause for the tragedy.

One hundred generals were either killed, wounded, or captured during World War II.

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