

8 PLAYERS CARD 68 IN FIRST ROUND OF MIAMI OPEN GOLF

Byron Nelson, National Open Champion Among Group to Take Lead with 2 Under Par Score in \$10,000 Event

By Associated Press
 MIAMI, Dec. 14—The nation's crack professional golfers slaughtered par today as they started on the long winter tournament trail in the opening round of the Miami \$10,000 open. Eight players, led by national champion Byron Nelson, completed the round two under par with scores of 68, while 14 sharp shooters returned cards of 69. Nelson also took a two stroke lead from Henry Picard in the competition for the Harry Vardon trophy, awarded to the player who scores the most points in tournament play during the year. Nelson led Picard by five points when this competition started, and the leader of these two in the Miami tournament, final event of the year, will win the award.

Wilford Wehrle, Chicago, led the amateurs with 69. Scores of the leading 20 players:

- At 68
- Nelson 34-34
- Guldahl 35-33
- Hines 36-32
- Metz 35-33
- Horne 36-32
- Art Clark 36-32
- Heafner 36-32
- Snead 36-32
- At 69
- Wood 34-35
- Dudley 32-37
- M. Turnesa 36-33
- M. O'Connor 36-33
- McHale 34-35
- Harrison 34-35
- Moore 36-33
- Wehrle 36-33
- Runyan 34-35
- R. Hutchinson 34-35
- Hogan 36-33
- Stahl 34-35
- Shute 34-35
- J. Turnesa 34-35
- At 70
- Picard 35-35

WHAT TO DO AND SEE

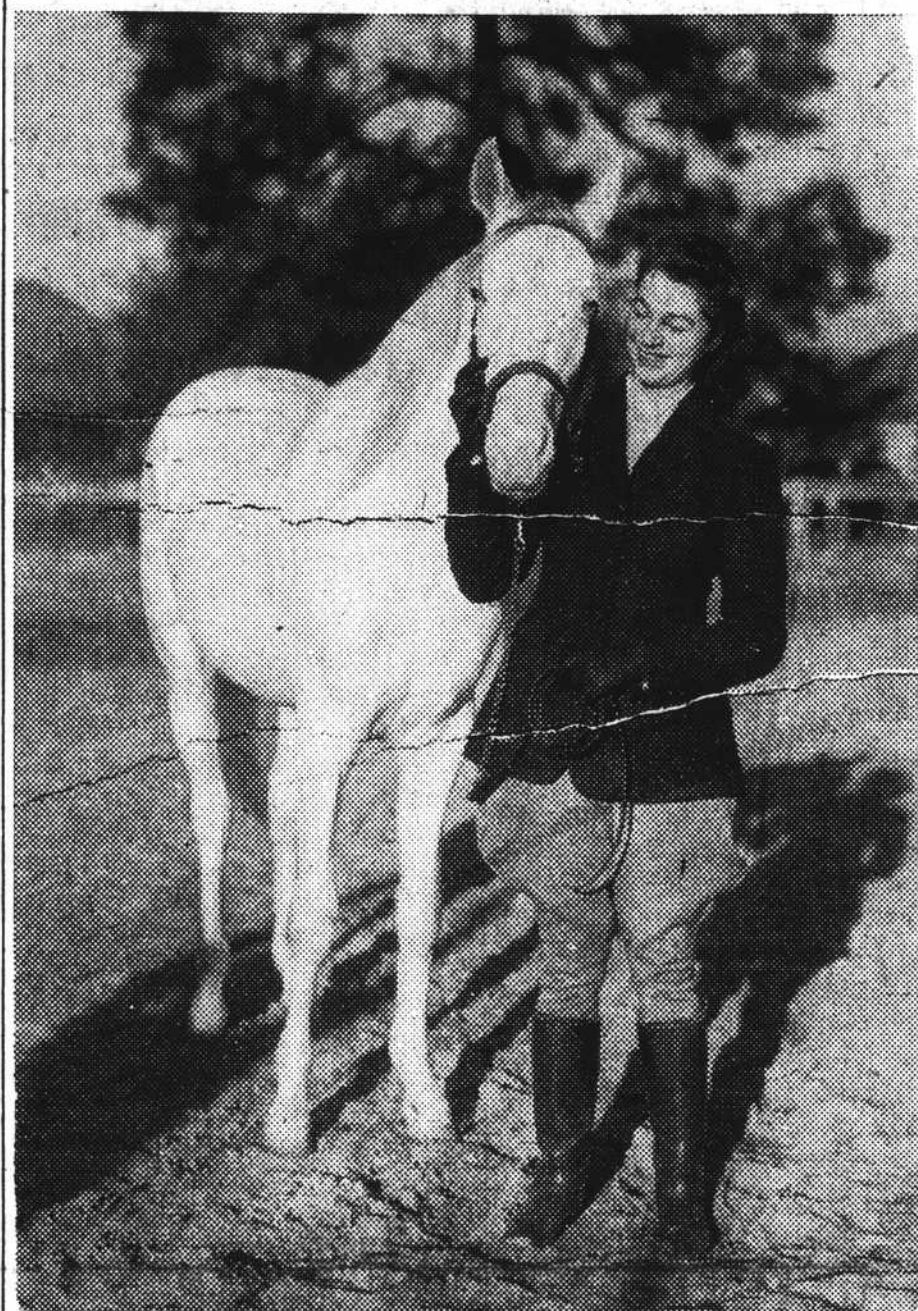
- Today**
- AT THE THEATRES**
- Pinehurst -
 - Tonight at 8:30, **matinee at 3:00**, "Nick Carter, Master Detective," with Walter Pidgeon and Rita Johnson.
 - Southern Pines -
 - Tonight and tomorrow night, **matinee tomorrow at 3:00**, "Ninotchka," starring Greta Garbo.
 - Aberdeen Theatre -
 - Tonight at 7:15 and 9:15 "The Private Lives of Elizabeth and Essex."

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PINEHURST VS WEST END

The third basketball game of the season will be played tonight in the local school gymnasium at 7:30 o'clock. The two squads from West End will be on hand to meet the boys and girls of our school. The two previous games played with Farm Life and High Falls were victorious for Pinehurst. West End has strong teams and tonight's game should prove very interesting and exciting.

HERE'S A GOOD WHITE HORSE



A pretty Pinehurst equestrienne and a rare horse pose together at the Pinehurst Race Track. Snow White is a yearling filly being trained at the Parshall Stable... one of the rarest of horses, in that she is the only pure white filly ever foaled in race track history. Beside the yearling is Miss Mary Webber of Detroit, who, with her parents, Mr. and Mrs. Joseph H. Webber, were recent guests at The Carolina. It is said that Snow White's 43rd dam was a famous white Arabian steed.

PINEHURST SCOREBOARD

by ROBERT E. HARLOW

Horses and Americans, written by Phil Strong and published by Frederick A. Stokes Company, Philadelphia, is one of the most comprehensive books on the subject given the public.

In the foreword Mr. Strong reports: "So that in about 300 years we have created at least two definitely American breeds of horses, the Morgan and the American saddle horse; they have been appreciative in a way not only advantageous to the horses — they multiplied the stock and were able to supply a million American mounts for the general European war of 1914-18; and in the latest year for which figures are easily available, 1937, Americans bet about \$400,000,000 on race-horses.

"The study brings up some involved incidental speculation: I have been unable to discover anything about the horse that Paul Revere rode, though it was almost certainly the contemporary New England favorite, the Yankee pacer. The white charger on which Washington gallops over miles of oil paintings and trots through others may be impressive art but has done more running on canvas than he ever did in life, as will be noted. One of the rather casual and dogmatic authorities says flatly that there are no good white horses and never were; certainly they are remarkably missing from racetracks and horse shows. Washington's favorite horse during the War of Independence was a light sorrel.

"As for military horses, if we discount some impossible legends of the old East there were probably more horses fighting in 1918 than has ever been assembled for warfare in history, and there will be still more if another war of similar proportions is ever fought. Airplanes and heavy artillery have made horses far more important in war than they have been since the Middle Ages.

"The number of sporting horses will increase steadily, of course, as the population of the country increases. It is enough to say about farm horses at this point that their decline seems to have leveled out, and that there is a very definite shortage of the animals, which is reflected in their prices. Still, the farms could mount every eighth citizen of the country today."

Horses and Americans is really a great book. To add one more observation by the author before closing the pages until another Scoreboard will reopen it, we quote again: "To avoid argument one may well concede that Peter Manning, Dan Patch, Equipoise, Lou Dillon, War Admiral, Billy Direct, Greyhound and Dean Hanover (Mr. Watt) were all the greatest race horse that ever lived."

BRITISH DESTROYER DUCHESS SINKS AFTER COLLISION; 120 LOST

Disaster Regarded As One of Heaviest Blows Dealt Britain Since War Begun

LONDON, Dec. 14—(AP)—The admiralty reported today the British destroyer Duchess had collided with another warship and sunk with an indicated loss of 120 lives.

Only three blows—all dealt by Germany—have been more disastrous to the British navy since the outbreak of the war.

They were the sinking of the battleship Courageous with a loss of 578 men, the aircraft carrier Royal Oak with 786 men and the armed merchantman Rawalpindi with 265 men.

Details of where or how the collision occurred were not given, but it was disclosed that it happened yesterday.

The admiralty said the other ship, which was not immediately identified, was undamaged.

Only one officer and 22 men were saved, it said. The Duchess was commanded by Lieut. Commander R. C. H. White.

News of the disaster came as victories against German naval power in the North Sea and South Atlantic were being marked, the latter against the German pocket battleship Graf Spee.

The Duchess was a warship of 1,375 tons in the defender class, and was completed January 24, 1933. She carried a normal complement of 145 men.

FORUM AUDIENCE THRILLED BY TALK OF CAPTAIN WILLIS

A tale of excitement as interesting as a Metro-Goldwyn-Mayer super thriller was unfolded at the Forum last night when Capt. Harold Bulkeley Willis told of his escape from a German prison camp. Capt. Willis had his audience sitting on the edges of their chairs and only his actual presence before them convinced his listeners that he came through the whole experience unscathed.

Captain Willis related how he joined the American Ambulance Service to go to France in 1914. Later he became a member of the Lafayette Escadrille, and was shot down behind German lines after a "dog fight" in the air. He was taken prisoner, and after 14 months spent in various prisons was finally interned at Villingen prison in the Duchy of Baden. Throughout his imprisonment, Capt. Willis planned and studied various methods of escape, earning the reputation of a dangerous prisoner by his frequent attempts to gain freedom. Consequently he was frequently moved from one prison to another.

Villigen was the first prison in which he encountered any fellow Americans, and with several others he planned an escape. This was in October of 1918. The first step in the plan was to break the circuit of the electric light system which surrounded the camp. This was done by throwing chains, made of bent nails

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URUGUAY WILL LET GRAF SPEE EFFECT REPAIRS AND SAIL

World Waits for Move by German Warship Badly Crippled by Gunfire of Attacking Battleships

BRITISH CRUISERS STAND GUARD

By the Associated Press
 A terrific wrangle concerning international law broke into the war news last night as the world awaited the next move by the German warship Admiral Graf Spee in Montevideo harbor, where it sought shelter last night after a battle with British cruisers in the South Atlantic.

At midnight Uruguay's Foreign Minister announced that the Graf Spee would be permitted to make repairs and would not be interned in the event its commander decided to make a dash for the sea.

Experts in International law pointed out that damage caused by enemy fire shall in no case be repaired.

Meantime British cruisers waited outside the harbor in the event the German ship attempted to escape.

Berlin announced that the Graf Spee had merely gone to Montevideo to bury 36 dead seamen and provide hospital treatment for wounded. The Germans claimed that the British had used mustard gas in Wednesday's battle. This was denied by the British Admiralty.

The British cruiser Exeter limped into the Rio De La Plata to a position 12 miles off Montevideo. There were reports that there were many dead and wounded aboard the Exeter.

Berlin claimed that the Graf Spee had sunk two British merchant ships just previous to the sea fight. These were the Tairoa, 7,983 tons and the Streonshall, 3,895 tons.

Accuracy of the British gunners was attested by the battered appearance of the Admiral Graf Spee, lying in anchorage in Montevideo harbor. It appeared that at least four eight-inch shells struck the German vessel, two crashing into the armored area around the bridge and two others entering near the bow and the stern. Smaller shells appeared to have battered the starboard side of the warship, but it was impossible to determine full damage from the shore.

Passengers Thrilled By Battle

MONTEVIDEO, Dec. 14—(AP)—Ringside spectators of the British-German naval battle reached the safety of Montevideo today, still unable to believe they had escaped, and some of them incoherent from their experience. They were passengers aboard the 9,975-ton French merchant ship Formose, intended prize of the German pocket battleship Admiral Graf Spee, who spent yesterday with lifebelts about their waists and eyes fixed on the lashing flames from the cannon of the contending warships.

Shaken and halting, the passengers told of taut moments as their skipper, Captain Buron, maneuvered his vessel behind a heavy smoke-screen during yesterday's battle.

The merchantman was proceeding along the Brazilian coast off Rio Grande Do Sul early yesterday, they said, when they suddenly sighted the German warship. Shaken and halting, the passengers told of taut moments as their skipper, Captain Buron, maneuvered his vessel behind a heavy smoke-screen during yesterday's battle.

Capt. Buron rang for full speed ahead as he headed for Uruguayan territorial waters and ordered crew and passengers into lifebelts. The Formose dragged along at 12 knots while the warship, her guns trained on the merchantman, ate up the distance between them at 22 knots. It was a race against time, for British cruisers were known to be in the vicinity. The Ajax was the first to arrive and began a chase of her own, trying to get the German vessel within range of her guns. The Ajax then signalled for the Achilles and Exeter and, laying a smokescreen between the Formose and the Admiral Graf Spee, made toward the shore in order to place her foe stark against the horizon. The Achilles then raced to the theatre of operations, sped past the Ajax and, also taking up a position on the land side of the Nazi warship, opened fire. Passengers said that then the Exeter boiled up and immediately bore the brunt of the German's by now desperate efforts to repulse the British thrusts.

BRITISH CASUALTIES ARE PLACED AT 2,100

LONDON, Dec. 14—(AP)—Great Britain's total casualties in the first three months of war were approximately 2,100, Prime Minister Chamberlain said today in reply to a question in the House of Commons. This figure for all British forces compared with 12,500 during the first two months of war in 1914, he said.

FIRE DAMAGE IS SLIGHT

The Pinehurst Fire Department responded to an alarm coming from Linden Road yesterday just before noon. Damage was about one shingle and a half on the roof of the Hobson Ritter house.

WEATHER

Fair, not so cold in west portion Friday. Saturday, increasing cloudiness and warmer.