

FISHING TRIPS BY PLANE ARE NEXT IN LINE

Anglers Enjoy Air Tour:
Good Catches Made in
Blue River.

BY LEFTY LEE
Times Fishing Editor

O. Stewart Imhoff, president of the Marion County Fish and Game Protective Association; his brother, Robert F. Imhoff; Jack Shinnemann of the department of conservation; a former chief game warden, James Flynn; Carl White of the Fletcher American bank; Cecil Flynn, from the Em-Roe company, and Floyd Wright of the Gus Habich company, sportsmen who always are in favor of any move that will better fishing and hunting for all, became air minded Sunday and made two trips over the city in a seven-passenger ship piloted by Charles Cox, superintendent of the municipal airport.

This party would think of the streams, and at their request, Cox flew over Eagle creek to Zionsville and back, and then followed White river to Noblesville.

The plane had just been overhauled so Cox drifted along at a mere 100 miles an hour and did not fly higher than 3,000 feet. All members of the party enjoyed the trip, so do not be surprised if you hear about a fishing trip by plane one of these days.

Blue river was good to Walter Roeder, Charley Riden and Emil De Luse Sunday, their catch numbered twenty-two bass, of an average weight of one and one-half pounds. These three boys love to whip the streams, so they returned all but five to the water. De Luse, an expert with the fly rod, still is wondering what happened to one of his flies. At the strike he thought he missed Mr. Bass, but on his next fling discovered that the fish took the fly with him.

The catfish keep growing bigger all the time. Fishing in Shaver lake, eight miles north of Monticello, Clem Watson of 1824 Woodlawn avenue, caught a thirty-pound mud-cat. The fish measured thirty-eight inches.

Watson also caught five channel cats, the largest five pounds. The big one was caught with a spinner, as the bait, and the channels taken with worms. Watson also says the bass were hitting a black plug hard after dark.

Here is a chance for two anglers who want to make a trip to Big Winnie lake at Eyl, Minn. For two weeks, Walter S. Gordon from engine house No. 6, wants two other fishermen to make the trip with him leaving Indianapolis Aug. 15 and returning by Sept. 1. Gordon can be reached at RI-3529.

Dad still is the boss in the Oaks family when it comes to bringing back the fish. Harry Oaks Sr. and Junior Oaks took nine dandy small mouth bass from the reservoir at Milan last week with a red and white Wilson Blue river spinner. The total weight of the nine bass was 17 pounds, Dad Oaks taking six and Junior three.

Audrey Dunham of the Dunham Lock Company, North and Illinois streets, certainly can set a kick out of her favorite summer sport. On a recent trip to Lake Maxinkuckee with Sergeant Bill Kurrach, Dunham took three small-mouth bass, the largest weighing three pounds. Some dandy bluegill also were taken. The story gets interesting when he tells about the big carp that broke his line just as he was about to bring it into the boat. The fish that gets away never grows smaller, but Dunham really is serious when he says it would weigh at least twenty-five pounds.

Carl Vehling will be whipping the fly rod in Liz when he hits West-lake again, as the first time he tossed this lure out Sunday, Mr. Bass greeted it. This bait also has produced some nice crappie for "Lefty."

The rain sent a flock of anglers out to try their luck and the fish would have responded if that high northeast wind had died down.

Andy Broshiers still is trying for bass No. 1 casting. Broshiers spends all his spare time with a rod and plug and claims he can hit a thirty-inch target four out of five times, and also can toss the plug 150 feet. With the ability to do this, it should not be long before we hear of a limit catch from this angler.

HITCH-HIKER IS INJURED
Seattle Youth Hurlled Through the
Windshield of Automobile.

Wallace Mace, 21, hitchhiking from Philadelphia to his home in Seattle, was injured Monday night in an automobile accident near Cumberland.

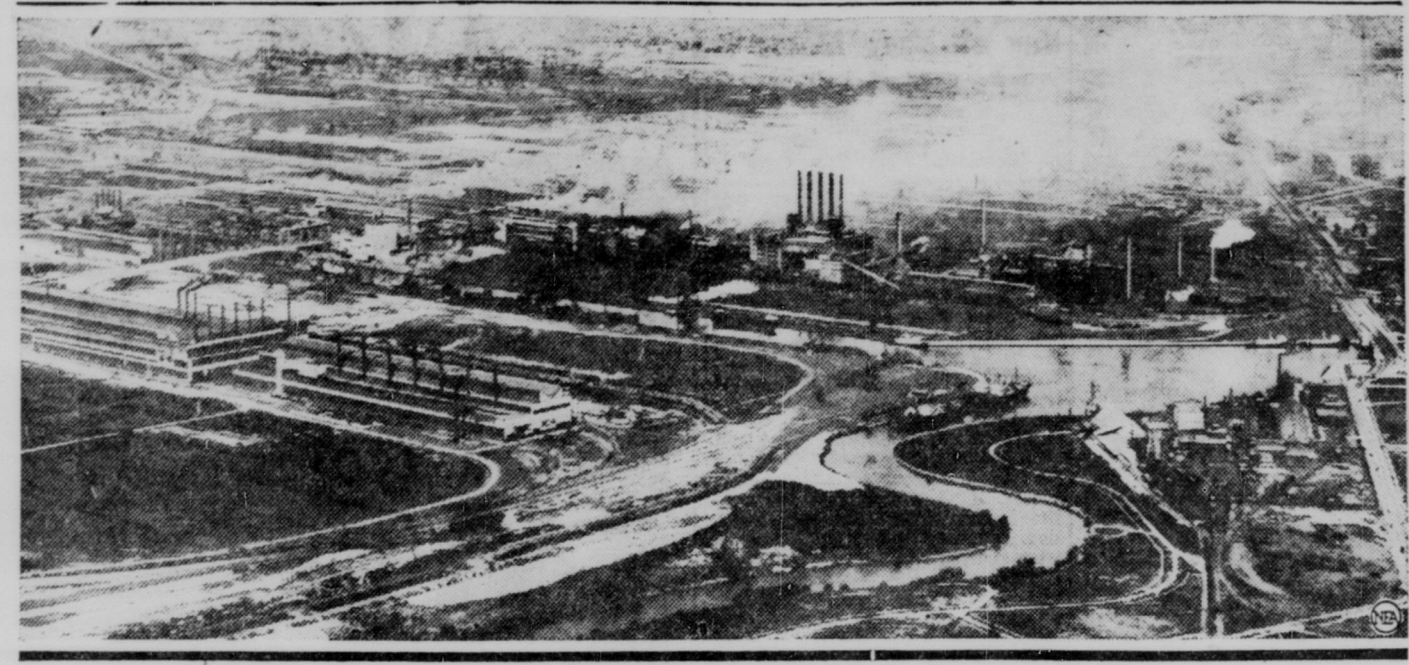
Riding with a motorist, Mace told police that all he remembers is a crash. He was hurled through the windshield and was picked up later by another motorist and taken to city hospital. He was treated for an injured elbow.

Gone, but Not Forgotten
Automobiles reported to police as stolen belong to:
W. R. Trail, Woodbury, Tenn. Chevrolet coupe, 480 Tenn. from Woodbury, Tenn.
C. E. Zinn, 648 E. Wayne avenue, Chevrolet coupe, 114-272, from rear of 3308 College avenue.
Forest Summa, 1555 Broadway, Ford roadster, 49-067, from 2200 Bellefontaine street.
Earl Miller, 834 South Illinois street, Chevrolet coupe, 94-283, from Wilkins and Meridian street.
Edgar Hoffman, 218 South Kerstone avenue, Graham Paige sedan, from in front of 718 South Kerstone avenue.
Dr. Gracoe, Rushville, Dodge coupe, 311-012, from near Rushville.
Fred Fitch, 140 E. King avenue, Chevrolet sedan, from DuWayne street and Massachusetts avenue.

BACK HOME AGAIN
Stolen automobiles recovered by police belong to:
W. O. Weber, 341 Lake City, Utah Buick sedan, found in town of 150 King avenue.
Z. Reason, Pendleton, Chevrolet sedan, found at Daisy and Raymond streets, battery stolen.
H. E. Kruger, Franklin, Chevrolet sedan, found at 330 North Patterson street.
Willard Willoughby, 600 South West street, Chrysler coupe, found at West and Washington streets.
Arthur Bush, 733 Union street, Chevrolet sedan, found in rear of 123 East Sixteenth street.

FORD SCOFFS AT FEAR OF FUTURE

Opportunity Greater Today Than Ever Before, He Says



More than a mile long, stupendous units of Ford's River Rouge plant crouch by the River Rouge—the industrial age in flower.

Unworried by the chaotic state of world affairs, Henry Ford at 70 looks ahead eagerly, being increased opportunities, a new conception of money, revolutionary changes in the relation of capital and labor. His views are given in the Times readers today in the second of three intensely interesting articles by Willis Thornton, NEA Service writer, based on an interview with the motor genius.

BY WILLIS THORNTON
NEA Service Writer

DETROIT, July 25.—Henry Ford, 70 years old next Sunday, and a "rugged individualist" if there ever was one, has no more fear of the future than the most ardent young enthusiast in President Roosevelt's brain trust.

Changing times, an uncharted future, the beginning of a new era, abandonment of the gold standard, a new deal for capital and labor—these worry him not at all. The suggestion that many people are confused and shaken by an unstable present and an uncertain future brought a quick reaction from Ford.

"Afraid?" he asks. "What are they afraid of?"

He dropped the foot he had propped against the edge of a desk in an office in his Dearborn plant and leaned eagerly forward in his chair.

"What is anybody afraid of? Of course, we now are at the end of an era," he went on. "But what is there about that to be afraid of? There is a place in the world for everybody. That's basic under any system."

"Why, the changes that are taking place make today even better a time of opportunity. Opportunity is always the same, except that it becomes more numerous."

"This talk about the end of individualism is nonsense. You'll notice that only the strongest kind of individualists talk that way. There will always be opportunity for the individualist."

"SOME things are being destroyed today, but there are some things that ought to be destroyed. The wrecker and the builder both have their place. Sometimes it takes a wrecker to make a place where the builder can build. But there is a place for everybody in any scheme of things we might adopt."

Many people are worried, I suggested, because of the world-wide confusion over money.

"Suppose we come to an entirely new conception of money, and of banking? Something all new, without any connection with gold?"

"What of it?" Ford's quiet voice became more emphatic. "What of it? Nine-tenths of all business is carried on by check, anyway, and what is a check? The credit of somebody who has produced something! I've no objection to letting anybody who wants gold, have it. The rest of us can get along without it."

It became clear that Ford regards money not as a solid something to be put away in a sock, but as a mere tool.

The wife in question has more money and leisure than are altogether good for her. She is devoted to her husband and she is fastidious enough to abstain from the customary money-business of her set; but she just naturally has more time on her hands than she can use, and when she encounters a soft-spoken young poet she drifts, very casually, into an adventure.

Unfortunately, it is often a lot easier to drift into an adventure of this kind than it is to drift out of it again, and our young wife is not long in making this discovery. Her poet turns out to be a cunning rogue; he sponges on her for money, hoards the love letters she sends him and at last, when she wants to break things off, uses them to blackmail her.

The wife, consequently, finds herself in an utterly impossible situation. Being a young lady of spirit, she does what other young ladies of spirit have done before—uses a revolver to settle things.

touched, hoarded, handled, but as a sort of life-blood flowing through productive industry.

I recalled how the net worth of the Ford Motor Company had dropped more than \$57,000,000 last year. Money Ford had had, and which was gone.

I ASKED how it felt to lose \$57,000,000 in a year. His unusual view of money came immediately to the surface.

"We didn't lose a cent," he said quietly. "We just spent that much more than we took in. The money wasn't lost. It was spent, in wages, in material, in useful work. It's still in productive use somewhere in the country. That's not losing money!"

Signs of the upturn that is quickening throughout the industrial world were discussed. Ford agreed that they appear most promising.

"But even if industry gets back to normal production again," I asked, "suppose it is unable to reabsorb a great many of the people it once had jobs for? What will become of them?"

"Industry never has been able to absorb all the people who wanted to absorb it," Ford shot back. "It is a fallacy to assume that industry can, or should, support all or most of the people. The purpose of industry is to work for the people, not to have all the people working for it."

"Yet because industry has caused so many people to leave their homes and find themselves stranded in the city, it is up to industry to help them solve their problem."

"I AM doing this by decentralizing . . . spreading small industries throughout the country, so that people may have a double security. One in the land, another in their jobs. People are leaving the cities to go back to the land. The tidal wave that swept them there is receding."

"But as they go, they take with them not only the same abilities they had when they came to the cities, but new abilities acquired there. They are better trained, better thinkers."

"As industry decentralizes, which we already have begun to do, people will find a new way of combining native abilities brought from the country with new skills learned in the cities. Then they won't go around demanding that somebody give them a job."

"They will make their own jobs. They will be free of the pay roll habit. Just because a man is off the pay roll, he needn't be out of a job."

With the government now seeking to enforce as part of the "New Deal" minimum wage codes in all leading industries, any conversation with Ford naturally must turn to his own pioneering along minimum wage lines.

Many have seen a prophetic touch in the "revolutionary" stroke of a few years ago when Ford adopted a \$5 minimum wage.

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in his plants, and later raised this to \$6 and \$7.

But Ford disclaims the role of prophet, and gives a simple, concrete example of how minimum wages affected his own workers.

"I DID it because it was good business," he explained. "It is just as good business today as it was then, good business for everybody."

"There have been times when high wages at the Ford plant simply enabled our workers to go out and buy the cars of some other maker who perhaps was paying poor wages, while his workers couldn't afford to buy either his car or ours."

"That is the sort of thing that can't happen under the industrial recovery act. Good minimum wages all around will mean good business for everybody. And I think the government intends to make it stick."

You can't pin labels on Henry Ford. But he is at least a little bit of a technocrat. He doesn't believe in technocracy as a ruling caste system or as a plan of government, but "they had one idea, at least," he admits. "The idea of production for use. That is absolutely sound."

"A business ought to make money, yes, but not for the sake of money. To put back into expanding, building up, research, and the safeguarding of the business itself."

FORD retains an evident lifetime respect for the skilled mechanic, his love for machinery and those who design it.

"The best work today," he explains with enthusiasm, "is being done on the machinery to make the machinery to make goods. Those are the fellows, the leaders, who are showing the real skill these days."

But aren't those very men by their ingenuity and skill the ones who are cutting down the opportunity to work, the number of jobs and creating technological unemployment? Ford shook his head emphatically.

"So-called technological unemployment is largely a myth," he said. "There are more men at work building automobiles than there ever were carriage-makers. There are more typists writing letters today than there were writing them by hand before the typewriter was invented."

There are more men at sea in steamships than there ever were



Henry Ford

under sail. Those inventions enabled more people to use transportation, more letters to be written, more commerce to be carried at sea. Eventually there is a net gain."

Thus hopefully Henry Ford speaks at 70, after thirty years in the very vortex of industrial competition. They are the words of a man who has done much to change the world, and who has an evident eagerness to do still more.

Next—What Ford has done in the past, and how he looks on the changes he has been a big factor in accomplishing.

WEDDING BELLS SAVE OFFENDER

Traffic Law Violator Wins
Freedom in Court
on 'Alibi.'

Since his only other "offense" was committed when he got married, Joe Mills, who says he's 16 and 18, and lives in Rockport, won

a point in municipal court four Monday.

Mills was scheduled to appear Monday morning before Judge William H. Sheaffer on charges of failure to stop at a boulevard and failure to have a driver's license.

The court session waxed and waned, and Mills didn't appear. After court closed, he rushed up to Herb Spencer, assistant city attorney.

"I couldn't get here Monday morning on time," he said. "I was getting married."

"No fooling?" Spencer queried. "That's right," Mills said. "Here's the license."

And there it was. Spencer summoned him into

court Monday afternoon, and Mills told Sheaffer he was 16, although he previously told police he was 18.

Mills repeated his story to the court.

"This is the first offense you ever committed—that is, outside of getting married?" Spencer asked.

"That's right," Mills laughed.

"If that's the case, then, judgment is withheld," Sheaffer said.

Falls Off Truck; Killed
By United Press
CRAWFORDSVILLE, Ind., July 25.—A telephone wire which swept Marion Lough, 22, Darlington, from a truckload of straw, caused his death here Monday.

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Brothers Die in Swimming Hole
By United Press
HAMMOND, Ind., July 25.—Amos
Pickett, 12, and his younger brother
Victor were drowned near here Mon-
day as Amos sought to rescue the
latter in a swimming hole. Fire-
men tried to resuscitate the two.

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