

# Vagabond

FROM INDIANA

ERNE PYLE

HAWTHORNE, Cal., Jan. 9.—The greatest all-around athlete the world has ever known is today, at 48, just about as well off as the average husky longshoreman.

Jim Thorpe is the man. He hasn't anything, except a nice family and enough bit work in the movies to get by from week to week.

Thorpe was the Indian who was the sensation of the 1912 Olympic games. It was the King of Sweden

who first termed him the world's greatest all-around athlete.

Thorpe was an active athlete from 1908 to 1929—more than a fifth of a century. In 1929 he rode out to Los Angeles on C. C. Pyle's "Bunion Derby" as master of ceremonies.

The Bunion Derby promoter left him stranded here, and he has been here ever since. He says Pyle still owes him money.

For the past seven years he has been doing bit work in the movies. He plays the part of Indian chiefs, and of athletic coaches. On a good streak, he'll make as much as \$300 or \$400 a month, but the whole year doesn't consist of good streaks.

Thorpe's last athletic endeavor was in 1933, when he managed and played with a touring professional ball team. He didn't get all his pay from that, either.

He has quit taking regular exercise. His weight is up to 225 now, and it should be around 190. He has a stomach. But he's still a fine figure of a man.

Thorpe was out in the back yard burning trash when I got there.

## He's Sauk and Fox

THORPE is a Sauk and Fox from Oklahoma. He says he's about five-eighths Indian. He has an Indian face, but speaks without an accent. "But he's still a fine figure of a man.

"Indians aren't good actors anyway. An actor has to exaggerate. It's against an Indian's nature to exaggerate or be emotional."

In his off time, he reads magazines or fishes. His house is a couple of miles from the ocean, and he drives down and fishes off the pier. Once in a while he goes coon hunting at night, all by himself.

## Thinks Ohio Beautiful State

THINKS Ohio is the most beautiful state in the Union. He reads some of the sports news in the papers, but doesn't follow it religiously. He goes to football games occasionally, but gets disgusted with the way they play and the way officials favor one side over the other.

Thorpe would like a football coaching job somewhere. "When I was young," he says, "I wanted to be an electrician. But in school I got into athletics, and decided I wanted to be a coach. But I was so good in so many sports I just kept on playing, instead of coaching. Now I think it's about time I started using my brains."

Thorpe was wealthy once. He made big money in his professional days. At one time he was worth \$100,000 and owned three homes. "But you know how it is," he says. "Easy come, easy go. Thought it would last forever, I guess." He isn't gloomy about it. Just matter-of-fact.

## Mrs. Roosevelt's Day

By ELEANOR ROOSEVELT

WASHINGTON, Friday, I saw Katharine Cornell last night for the second time in "The Wingless Victory." And it is, of course, a more finished performance than when I saw it down here for the first time. The entire cast is exceptionally good. I have, of course, heard criticisms of the play.

In fact, some people behind me kept murmuring: "Why should she choose such a play?" I wanted to turn around and say: "Because it requires some perfectly superb acting." She is perfectly remarkable in the second and third acts.

I had a nice girl with me who is studying for the stage and when the curtain went down for the last time she was dissolved in tears. And even I, hardened old play-goer that I am, was stirred more deeply than I had been the first time.

For sheer cruelty, our old Puritan ancestors can hardly be beaten, but I regret to say I think in spite of the years that have passed, we are still capable of subtle types of cruelty. Many of Maxwell Anderson's lines are just as applicable today as they were in the Salem of the 1800s.

I cannot imagine anyone will come out from that theater feeling that he has wasted his time. They may not find so much tragedy palatable, but life isn't always palatable and it sometimes thrusts tragedy upon us just when we want to be amused.

I intended to fly back from New York this morning, but there was so much rain that the airlines told me that I would not be able to leave on the 10:30 plane so I sat huddled on the 8:10 train, and found myself sitting opposite my cousin, Archie Roosevelt, who was coming down to be one of the honorary pallbearers at Admiral Gleaves' funeral.

We were late and both of us hurried, so he came back to the White House with me. I turned him over to the usher to have his wants attended to, while I dashed upstairs and made rather hurried preparations for luncheon with Mrs. Wallace, wife of the Secretary of Agriculture, picked up my personal mail and rushed out again to the waiting car. I kept the ladies waiting and had to apologize, but they were very understanding and we had a delightful luncheon. Mrs. Wallace is a sweet and charming hostess.

## New Books

### PUBLIC LIBRARY PRESENTS

WHEN, at the beginning of the World War, the Austrians marched against the Serbs, the little girls in the school at Belgrade were hastened out of the city and taken for safety to the monastery of St. Roman.

Ten-year-old Desa, who "could ride a horse, fire a pistol, milk cows, dig potatoes, sow and harvest, cook, take care of babies," the central figure of BALKAN MONASTERY (Stokes), by Stephen Graham. The children, sometimes mistreated, later neglected, and finally left to starve, or else to beg and steal their food, were not all so well as Desa to take care of themselves. Left alone at the monastery when the Bulgarians advanced into the country, they called forth a great measure of concern from the Bulgarian priest, and he found them homes of sorts among Bulgarian families.

Some of the children were not heard of again. Perhaps, half wild and weak as they were, they died. Young Desa, of tougher fiber, at length made her way back to the monastery; and the last part of the book tells of her reunion with her father and brother.

INTIMATE details from the lives of four women, representing as many generations in the upper class English family of Wrothman, from the theme of FAIR COMPANY, by Doris Leslie (Macmillan). Reconstructed from old letters and diaries by a descendant of the family, the resulting novel is a vitalized panoramic view of England from the Regency to 1934.

Such familiar personages as Byron, Shelley, the Godwins, Queen Victoria and Albert, Lady Caroline Lamb, Napoleon, Wellington, Bismarck, and finally "George the Beloved," pass vividly before the reader's eyes. Gay social functions and frivolous pastimes of the upper classes contrasted with pitiful conditions in the lower classes, the Manchester riots in which a radical member of the family lost an eye, hunger strikes among women suffragettes causing two Wrothmans to be thrown into jail, the Crimean war with Great Aunt Sabrina as a nurse, and finally the days preceding and immediately following the great war, intermingling to furnish the background against which these women of the House of Wroth live, love, and die.

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## Second Section

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## BUILDING TRENCHES IN THE SKIES

### Foreign Planes Could Run Circles Around U.S. Ships, Williams Says

(Last of a Series)

By MAJOR AL WILLIAMS  
Times Special Writer

EUROPE builds airplanes to fight—America builds them to fly passengers and express.

We are not prepared for the new kind of war. And when that war comes it will catch us flat-footed.

To begin with, this is an exceedingly trying story to write, because many of the air power comparisons are discreditable to the United States and shocking to the sense of national pride. But I carefully inspected the war wings of Europe, country by country, and I know—as an airmen who has flown in the military service—that ours haven't yet begun to sprout. I made it a cold-blooded business of looking at the equipment and programs, and we just don't stack up.

It's a story of motors. For war strength three specific types of motors are needed: we have one of those types. The air-cooled radial engine is used by our transport ships and by our military planes. It's all we have.

The two other types are the liquid-cooled engine for streamlined planes, the only real defense against invasion by bombers, and the Diesel engine, the power plant for long-range bombers and the engine of future commercial aviation as well.

We had no tried and proved aircraft engine when we went into the World War. A major conflict today would find us facing the same condition. We are five years behind Europe in the matter of having anything like a full quota of aircraft engine types for our air defense. And this is 10 times more serious than merely lacking airplanes.

Some years back America side-tracked everything but the big, blunt air-cooled radials which stand out like a sore thumb in streamlined ships. Into discard went the liquid-cooled engine, so admirably adapted to streamline designs.

AMERICA has spent millions trying to reduce air resistance as it persists with radial motors, and has accomplished much. But even so, our ships are unable to compete with the performance of the streamlined, liquid-cooled Rolls Royce, the Italian "Flat," the French "Hispano-Suiza" or "Lorraine," or the new German "BMW" motors. None of our fighting ships of any classification is able to do an honest 300 miles an hour. The European fighters clip merrily along at 370 with a full quota of ammunition and bombs tucked aboard.

Even more woefully, America hasn't even envisioned—much less made plans to utilize the Diesel engine. Twenty per cent more economical in point of fuel consumption than the gasoline engine, the Diesel can fly 20 per cent faster than the liquid-cooled engine. That makes it the ideal engine for the bomber, which must fly long distances and drop its bombs.

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This quite possibly is attributable to the fact that the United States has a coordinated air defense program. Lacking this we have no Secretary of State for Air, whose job would be to provide the right kind of an air defense.

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Geographical location places the United States in an enviable position. To the east and west are oceans, and on the north and south are friendly neighbors. These factors have induced us to exhibit indifference toward our air defense and to concentrate on commercial aviation. Rival air power in cramped Europe spurs military development.

The Germans recently flew a twin-engined transport, equipped with Diesel from Dessa, Germany, to Bathurst, Africa—a distance of 3625 miles—at a speed of 181 miles per hour, nonstop.

The hourly consumption of fuel was about 40 gallons of low grade oil—about half the volume of fuel which would have been consumed by gasoline.

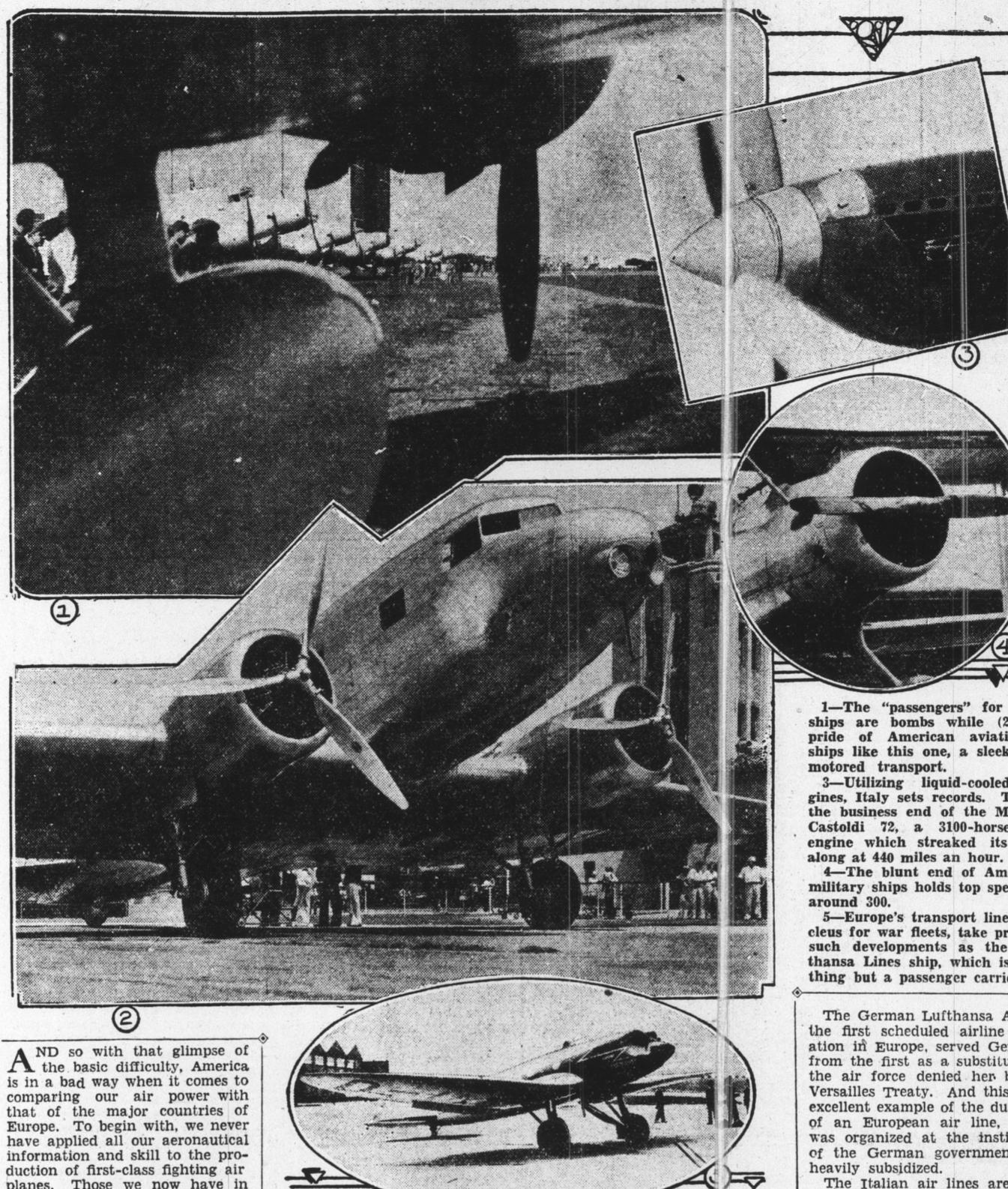
Designers and sponsors of the aircraft Diesel, the German Junkers Co., has made a real engine of them. Just to be sure I wasn't dreaming, I got permission to handle the throttle of a Diesel in the Junkers factory, and its performance surpassed anything I had seen before.

France, Italy and England have purchased manufacturing rights of this particular engine, and even though they haven't put them in yet, when they do finally wake up, they'll at least be able to get in the air.

America forgot to buy its ticket.

America has no type of the next war is going to demand—and she hasn't yet begun to worry about it.

GIVE each branch—Army and Navy—5000 airplanes each, and each would be choked to stagnation. Briefly, we haven't got enough engines or ships, and wouldn't know what to do with them if we did have.



—The "passengers" for these ships are bombs while (2) the pride of American aviation is ships like this one, a sleek two-motored transport.

—Utilizing liquid-cooled engines, Italy sets records. This is the business end of the Macchi-Castoldi 72, 3100-horsepower engine which streaked its ship alone at 440 miles an hour.

—The blunt end of American military ships holds top speeds to around 300.

—Europe's transport lines, nucleus for war fleets, take pride in such developments as the Lufthansa Lines ship, which is anything but a passenger carrier.

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The German Lufthansa Airline, the first scheduled airline operation in Europe, served Germany from the first as a substitute for the air force denied her by the Versailles Treaty. And this is an excellent example of the dual role of an European air line, which was organized at the instigation of the German government and heavily subsidized.

The Italian air lines are more completely under the control of the Government. And whether they make a profit or not (and they do not) they are maintained in operation, for obvious reasons.

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In 1935, the airlines of America flew approximately eight times the distance, and more than eight times the passenger mileage of the British airlines, while our air subsidies were a little less than eight times those of Great Britain. During the same period France subsidized her airlines with about one-third the sum of money expended by the United States Government, and flew only one-tenth the miles and one-twentieth the passenger miles.

But when talk turns to air power, then it is not the time to discuss passenger lines nor point to "sheer transports."

If we happened to be flying a wing to tip the ship over on one wing and side-slip to speed. That's the way my Hawk single seater, but it's not the way I want to be flown in a commercial transport.

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ANOTHER practice of European transport lines—one I understand is the business of loading passengers into a ship which has been standing in the open for hours and when the passengers are as cold as a dove's shovel, and then taking off with only a 10-second cold to wide-open running is too fast for me, no matter who builds the engines.

After a bit of European transport flying, I quit and took to the trains.

The factors which influence and shape the destinies of air transportation are complex and involved. With the exception of Holland, these countries have only been permitted to devote a portion of their aeronautical efforts toward the purely commercial business of operating an airline.

Holland possesses little

way of an aircraft manufac-

turing industry, because the

fact that she needs little in the

way of a fighting air force. The

Airlines were, therefore, free to purchase American-built aircraft.

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Italy has a large number of aircraft manufacturers and plants where great droves of new planes are to be turned out like fury when the order comes. It's to be a race with the world at stake when the air war comes, and the factories which turn out the greatest number of the best ships are going to have a head start. There's more than a grain of irony in the fact that America, which has to show around for ideas and take of the trade.

Bombers now being built abroad

are capable of long flights—even across oceans. True, they couldn't return after a mission, but they might not care about that.

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Government is the residuary legatee of all the successes and failures of all of us.

Government must keep itself going and keep its people going, too.

Government can balance its budget only by enriching its people, not by impoverishing them.

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ONE disillusioning fact about economy. Reorganization of administrative machinery will improve its functioning. It can effect some savings. But not great ones.

Improved administration will not

reduce the interest on the public

debt which now runs up toward

one billion dollars a year.

It will not reduce the cost of national defense, which is close to another billion.

It will not reduce materially

the cost of pensions, which is more

than half a billion.

It will not get us back to the good old four billion dollar budgets of the thrifty Coolidge.

Coolidge couldn't bring back those

neat little four billion dollar budgets

now. We are asking more of the

Government than we used to.

No amount of efficient management will wipe out the cost of CCC, of social security, of stock market regulation

and a dozen other new activities

which are here to stay.

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The manufacture of blood goes on