

DUCE HOLDS BACK, PUZZLING ALLIES

Italy Believed to Be Waiting Hitler's 'Go' Signal; Churchill Hints Indirectly of Help From America Eventually.

(Continued from Page One)

in the devastated French port and thereby held up the Nazi blow at Paris or London.

The final victory in the Battle of Flanders now has released the Nazi invaders for the new lightning blow which Adolf Hitler has predicted will be a "knockout."

The meeting today of Mussolini and his Council of Ministers failed to throw any light on the time of Italy's entry into the war, but it emphasized that the Fascist nation now was fully prepared to strike on a moment's notice. The Council approved several war decrees providing for strict war-time discipline in all war industries.

Indications were, assuming Mussolini has agreed to enter the war when Hitler says "go," that Hitler is in no immediate hurry for Italy to enter. Mussolini's position has much the same effect as if he were a belligerent, because it keeps heavy forces of French troops away from the Western Front and immobile on guard along the Alps and the Mediterranean.

Speculate on Duce's Course

Paris and London are speculating on several courses Mussolini may take. They believe it not impossible that before entering the war, he will present his demands on France in ultimate form, asking for Tunisia, Nice, Corsica, Gibraltar, French Somaliland and the Suez Canal.

If the demands are refused, Italy might enter the war simultaneously with a furious German drive on Paris and a new aerial blitzkrieg. Any such Italian proposal almost certainly would be rejected and Hitler's hopes of getting a separate peace with France balked.

The idea, widely held earlier, that Mussolini would venture into the Balkans is now regarded as less likely because of possible complications involving Turkey and Russia.

He might attack in North Africa or Egypt—at least one Italian paper already has spoken of Egypt as the next battleground—but there again Turkey enters into the picture. There is also a strong mixed Allied Army in the Near East to be overcome.

Use of Italy's Air Force Hinted

It has been suggested that the Italian air force might be used to join the Germans in systematic bombing of industrial southern France. However, such important northern Italian industrial cities as Milan and Turin are within easy bombing of the French naval base at Toulon and would have to be protected.

If Italy attacks France directly, it might be in conjunction with a German drive through or around Switzerland and up the Lombardy plains to the Alpine passes.

However, Italy's role is still a matter of speculation.

It may be that Mussolini would prefer to get what he wants and share in the spoils of the war without fighting, if he can. Therefore, the question of his entrance may be delayed until the outcome of the impending German drive on Paris becomes almost apparent.

That might take weeks, during which Mussolini would continue his role of keeping the French on the defensive in the southeast. Then, if Hitler finds he cannot whip the French alone, he might be expected to call on Mussolini to come in.

Nazis Capture Dunkirk

(Continued from Page One)

down in air battles and 300 to 400 were destroyed on the ground. It was admitted that nine German planes were missing.

The Germans were able to render French anti-aircraft fire ineffectual and through co-ordinated high altitude and low altitude attacks upon air fields and factories "to achieve most effective hits," the communiqué said.

It added: "Numerous fires and explosions were observed." The communiqué said that Allied fighters and bombing attacks on west and southwest Germany "continued with the usual insignificant success."

Earlier reports had said that eight persons were killed when an

Allied airplane raided Allach, a suburb of Munich, at 2 a. m.

The raid was on a Bavarian motor works factory and a single Allied plane was believed to have dropped bombs, one of which struck the factory and the other of which fell to the ground without exploding.

(In New York the National Broadcasting Co. and the Columbia Broadcasting System heard a British broadcast asserting that last night German planes made a three-hour raid in the La Havre region. The report said that high explosive bombs were used and although details were not available it was understood that a number of private houses were hit.)

IN INDIANAPOLIS

Here Is the Traffic Record

DEATHS TO DATE

County City Total

1939 19 21 40

1940 11 32 43

June 3, 1940

Injured 12 Arrests 27

Dead 0 Accidents 45

MONDAY TRAFFIC COURT

Violations Cases Conv. Fines

Speeding 10 10 \$61

Reckless driving 7 6 27

Failure to stop at 2 2 3

through street 2 2 3

Disobeying traffic 3 3 6

signals 3 3 6

Drunken driving 1 0 0

All others 16 16 11

Totals 39 37 \$108

MEETINGS TODAY

Rotary Club, Clavett Hotel, noon.

Y. M. C. A. Club, Y. M. C. A. noon.

Alpha Tau Omega, Board of Trade, noon.

Gamma Club, Spink-Arm Hotel, noon.

Knickerbocker Club, Hotel Lincoln, noon.

University Club, Columbia Club, noon.

Knights of Columbus, K. of C. clubhouse, noon.

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Today's War Moves

Bombing of Paris Indicates Air Tactics Overrated

By J. W. T. MASON

United Press War Expert

Germany's air raid on Paris has demonstrated that modern air defense of cities now far exceeds the offensive bombing power of air-planes, compared with the results of the last war.

Anticipated devastating effects of air raids on civilians have not been sustained by the attack on Paris, which gives the first reliable large-scale data for analysis since the beginning of the war.

If the Germans can do no better in future air operations against civilians than they accomplished in their assault on Paris, the expected terrorizing effect of air bombing against civilian centers will have to be written down as fiction.

The Germans have been credited with perfecting blitzkrieg tactics to a degree far exceeding the efficiency of the last war, but the offensive against Paris shows no basis for any such claim.

In the Paris raid, between 200 and 250 planes are said to have

participated, the largest carrying one ton of explosives each.

A conservative estimate would give 200 planes actively engaged with an average of one-half ton of bombs each, or a total of 100 tons of explosives dropped on Paris and the suburbs. Yet, the French casualties were only 45 dead and 149 wounded.

The total casualties thus equals less than one for each German plane, a trivial number when compared with the German accomplishment in the last war.

During the whole of the World War German aviators dropped a total of only 74 tons of bombs over England. Yet the casualties were 887 killed and 2083 wounded.

That is to say, if 100 tons be accepted as the probable amount of bombs dropped during the Paris raid, it represents 25 per cent more than the explosives dropped on England in the World War.

A great blast of anti-aircraft fire was struck among the hundreds who sought safety.

It was asserted that the five schools and one hospital hit made up 16 per cent of the total of buildings damaged.

A single German plane was seen flying direct over the United Press offices, surrounded by dozens of bursts from anti-aircraft shells, but no air raid alarm was sounded and no bombs were dropped.

The plane was at about 25,000 feet altitude.

Workers at dawn began demolishing dangerously overhanging parts of damaged buildings.

An official survey brought the statement that only one bomb in each 14 dropped in Paris and one in each 11 dropped in the suburbs was effective.

At least 40 bombs fell in the Seine, it was asserted.

A United Press survey showed that no bombs had struck any of the city's favorite tourist attractions such as the Louvre, Versailles Palace or the Arc de Triomphe.

Greatest damage was done in the most densely populated suburbs. In one suburban street, each house in a row of 12 had been set afire by incendiary bombs, and apparently one bomb had struck each house.

Nazis Aimed at Main Roads

There was no exodus from the city, and roads to the country were almost deserted throughout the night.

The largest German bombs identified were of 220 pounds. Of these, the biggest German bombs were able to carry one ton each. There were a few 110-pound bombs, but most were smaller, including 11-pound incendiary bombs.

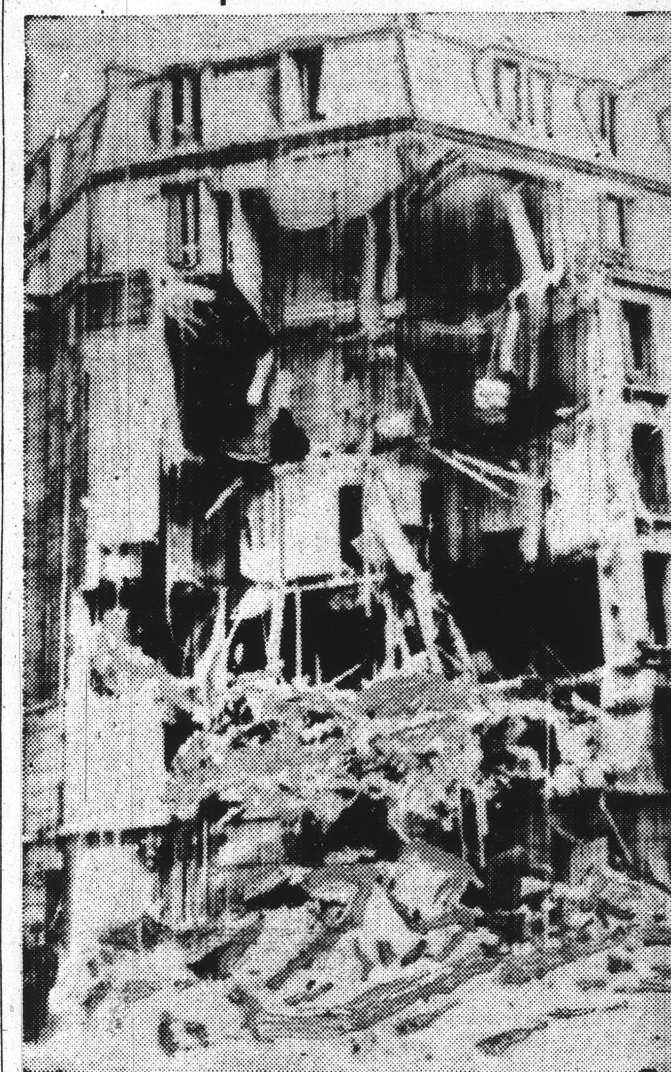
The War Office spokesman said that the Germans apparently sought to destroy main roads, war factories, railroads and air fields. But the air defense of the capital area attained an all-time record intensity and almost a curtain of fire obliged the Germans to drop their bombs haphazardly, the spokesman said, and that was the reason for civilian deaths.

Funerals of air raid victims started this morning and will continue tomorrow.

DOUBT SABOTAGE IN CRASH

LOS ANGELES, June 4 (U. P.).—Aviation experts sought today to determine the significance of a pair of wire-cutting pliers found in the wreckage of a Douglas DC3 plane which crashed Saturday killing four persons. They said they were inclined to doubt sabotage.

Paris Apartment Bombed



One of the more than 1000 German bombs dropped on Paris yesterday blasted a gaping hole in an apartment house. The bomb shattered six stories of the building and piled the bottom one with wreckage.

French Airmen Strike Back, Raiding Northwest Germany

(Continued)

might be already—as the Army spokesman disclosed they were—raining death on Germany.

Air force experts asserted that at least 120 German bombing planes, escorted by an equal number of Messerschmidt fighters, executed yesterday's raids in the Paris area in which five schools and a hospital were struck among other buildings, and at least 10 school children were killed.

Le Journal reported today that one German bomb scored a direct hit on a thinly-covered air raid shelter trench and killed 20 children and wounded 20 among the hundreds who sought safety.

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FIGHT TO GO ON, CHURCHILL SAYS

Hints End to Defensive War After Revealing Rescue of 335,000 in Flanders.

(Continued from Page One)

defend our island home... if necessary alone."

Munitions Hurried

British munitions are being supplied with greater rapidity than ever, there are now more powerful armed forces on the British Isles than at any time in this war or the World War and "we shall not be content with a defensive war."

But he pointed out that the French were in command and that it was decided that a big counter-offensive should be launched from the Somme River to break through the German "scythe," instead of withdrawing the troops in the north when that was possible.

This was done, he indicated, to prevent destruction of the Belgian Army, but whatever chance it had for success was lost when Leopold surrendered.

From the moment that the Sedan and Meuse defenses were pierced, in the second week of May, it became necessary for the Allies to fall back on Amiens and southward in order to attempt to rescue the armies which they had sent into Belgium upon the request of Leopold.

Allied Attack Hinted

An authoritative London source said that regardless of speculation of the scene of the next German attack it might not be necessary for Weygand, the Allied generalissimo, to wait to be attacked at all.

Meanwhile, Allied air forces raided military objectives in various parts of Germany during the night, press reports said, in vengeance for Germany's raids on Paris yesterday.

It had been understood that the Allied air forces would exact swift and stern reprisals against German cities for Adolf Hitler's raids in which five schools and a hospital were bombed.

A sudden blanketing out during the night of the Berlin, Hamburg, Stuttgart, Munich and Nuremberg broadcasting stations had caused speculation as to whether military objectives at some or all of those German cities had not been bombed by avenging Allied planes, or whether reconnaissance planes preparing data for a raid.

Britons awaited eagerly some word from the Air Ministry which would tell them that allied attacks had been started.

Plane Driven Off Coast

Aviation experts had pointed out that no official news could be expected of any raid until all allied planes had been returned and reports of results collated.

Though Britain's air force is still numerically inferior to Germany's, it is held here to be superior in quality, and since years before the war Britain's air strategy has been based on a policy of reprisal for German raids on British cities, which were taken for granted in event of war. Hence Britain has strong striking force which would retaliate for any raids on Britain, and might be used to avenge raids on France.

A single German Heinkel plane, seen off the southeast coast last night, sent anti-aircraft guns and fighter planes into action.

The plane was driven out to sea, where the sound of fire told of a British plane pursuit.

The immediate effect of the German raids on Paris was to intensify Britain's own defense preparations.

A strong military guard, with bayoneted rifles, took control of a key road near Nottingham, in the heart of the Midlands industrial area.

Big tree trunks and a caterpillar tractor were placed in the road as obstructions, along with overturned trucks, so as to reduce traffic to a single line.



War takes to the air. Cities are bombed by the French and Germans.

SLOAN INSPECTS ALLISON PLANT

Visit Follows Roosevelt's Request for Expansion Of Local Output.

(Continued from Page One)

mediate new expansion of plant facilities. The main production plant in Speedway City, which was constructed only nine months ago, already is undergoing a \$2,000,000 enlargement project.

"Set-Backs" Reported

The inspection trip also was interpreted as confirming reports of serious set-backs in the production of the 400 and 500-mile an hour liquid-cooled motors which are America's bid for military world air supremacy.

It has been reported without confirmation that little more than three motors are coming off production lines daily at a time when the Division is swamped with more than \$40,000,000 in orders from both the U. S. Army and the Allies.

At a conference in Washington yesterday the Government asked General Motors, and four other automobile manufacturers, to expand their production of engines to power the armada of fighting planes contemplated under the defense program.

Other Officials on Hand

With Mr. Sloan for the inspection were Donaldson Brown, New York, vice chairman of the board; James D. Mooney, New York, vice president in charge of overseas operations; John Thomas Smith, vice president and general counsel; Henry M. Hogan, assistant general counsel; O. E. Wilson, Detroit, executive vice president; and Albert Bradley, New York, vice president.

The party arrived by train from New York at 8:30 a. m. and was scheduled to go to Detroit, center of the Company's auto industry, tonight. While here they were the guests of Otto T. Kreusser, Allison manager.

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GENTLEMEN—We give you Tropical Washable SLACKS that are a "find" at

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