

Hoosiers in Washington—  
**WILLKIE, WILLIS, HILLIS TICKET CAPITAL TOPIC**

Utility Leader Upsets Press Prognosticators With Off-record Talk.

By DANIEL M. KIDNEY  
Times Staff Writer

WASHINGTON, June 15.—Willkie, Willis and Hillis!

Hoosier Republicans here seem to like the sound of that ticket. The Democrats do not care much for it. Senator Sherman Minton doesn't like it at all.

He was an early backer of the favorite son idea, but that was when Paul V. McNutt was a candidate for the Democratic Presidential nomination.

The Senator, who will be up for re-election, knows and respects Wendell L. Willkie's ability. His only objection to him as a favorite son is that he will be on what Senator Minton would call "the wrong ticket."

That there is some likelihood of that happening is the growing opinion here. Although the Press Gallery prognosticators are picking Taft and Dewey as the probable combination at the present time, Mr. Willkie made a considerable upset in these predictions through his dramatic appearance and forceful off-record talk at the National Press Club this week.

**Willkie Offers Contrast**

The word "dramatic" used in connection with the President of the Commonwealth and Southern Corporation doesn't mean the same thing as when applied to Federal Security Administration.

The former Indiana Governor is dramatic in the customary sense. He always is fashionably dressed and his "tail, tan and terrace" appearance is set off with a shock of silver hair.

Mr. Willkie is dramatic in appearance for exactly opposite reasons. Because for a fellow who holds a \$75,000 job as head man of a billion-dollar corporation, he looks surprisingly like an ordinary guy from Elwood, Ind., his birthplace.

The Washington heat emphasized the New York City Hoosier's countrylike appearance. His tousled hair and rumpled suit seemed proper proof of his contention that his candidacy is like Topsy and "jest grown."

But back of this facade is one of the sharpest trader minds in America—as his speech well demonstrated.

**Has Ready Answer**

This well-managed plainness of the Willkie campaign was exemplified in his ready answer to a gallery questioner who asked: "Why did you leave the Democratic Party?"

Mr. Willkie believes that in the historical sense in which Thomas Jefferson preached economy in government and "that government is best which governs least" he is a Democrat—that these are the things which the Republican Party stands for now.

Another example of the fact that the Willkie forces are retaining all the informality of an Indiana barn dance was the announcement that Mr. Willkie at the luncheon that he had selected Rep. Charles A. Halleck (R. Ind.) to present his name at the Republican National Convention.

Although this had been talked about somewhat, he only got the final assurance from Rep. Halleck as they walked into the dining room arm in arm.

Usually such weighty matters require long distance phone calls and the checking of opinions from all the so-called "wise-acres" in the party. At least that is what the old school politicians seem to think. But the outstanding thing about Mr. Willkie and his boom is that it is entirely unimpeded by any of these old school ties.

Hitler's victories have been too much for Rep. Louis Lusk (D. Ind.). The usually pacific author of the war referendum amendment made a fiery speech in the House this week. Urging passage of the defense appropriations, he said: "We have seen this military juggernaut extend the light of freedom in those democratic, God-respecting countries, and as we have looked upon this appalling panorama, beginning with wholesale death and destruction and ending with subjugation of the free world, in our souls has made itself felt and we have said with determination and high resolve: "This must not happen here!"

Rep. Forest A. Harness (R. Ind.) has announced that he is going to establish an academic board in his district to assist him in selecting candidates for the Coast Guard Academy and the Diplomatic Service.

The board is to consist of five members—two educators, one business man and one each from the army and navy. Aid of the county and city school superintendents and high school principals also will be enlisted, Rep. Harness explained.

"I want to make it clear to every interested young man in the Fifth District that he may compete on an equal basis with those appointments, regardless of his station in life or his political affiliations," Rep. Harness said.

"Candidates will be selected strictly on the ability which they demonstrate to this academic board."

Harriet Elliott, Dean of Women at the University of North Carolina, who was summoned to Washington by President Roosevelt to take charge of consumer protection on the new National Defense Advisory Commission, took her first college degree at Hanover College, Hanover, Ind. Later she received a Masters Degree from Columbia University.

**RAILROAD AIDS HOBO**

WHITEFISH, Mont., June 14 (U. P.).—Good Samaritan instincts went into operation when a pneumonia-ridden hobo stumbled into a track walker's shack along the Great Northern Railway. The track walker stopped an incoming train, the train crew called the feverish man into a mail car and he was rushed to a hospital at Priest River, Ida.

**How Safe Are We?**

**Navy Weak in Ships' Armor, And Planes**

(Fourth of a Series)  
By CHARLES T. LUCEY and LEE G. MILLER  
Times Staff Writers

WASHINGTON, June 15.

—Though the possibility of a quick, two-ocean attack on the United States is conceded by our admirals, the Navy today has an Atlantic

squadron built around three ancient battleships that could be outshot and outrun by modern enemy cruisers one-third their size.

These battleships—the Arkansas, New York and Texas—mount 12-inch and 14-inch guns, yet they could be battered helplessly by the 8-inch guns of smaller, newer vessels. The enemy cruisers could stand off and use the battleships as targets. The big ships could not reply for lack of range.

All these superdreadnaughts have obsolete anti-aircraft batteries and insufficient elevation of turret guns. Two have obsolete propelling machinery.

Most of the Navy's first-line battleships are in better condition, yet even the newest among those now at sea—the West Virginia, needs some overhauling.

**Concede Weaknesses**

The difficulty of keeping up with the desperate naval armament pace of other nations and of meeting new offensive weapons is indicated in a comment by Secretary of the Navy Charles Edison.

The new 35,000-ton battleships, North Carolina and Washington, are still more than a year from completion, and yet, according to Mr. Edison, if he were building battleships today he would not build similar ships. It is costing about \$70,000,000 and the North Carolina and the Washington to the battle line.

Naval men believe that despite deficiencies the U. S. Navy could give an excellent account of itself in any engagement, but they concede serious weaknesses.

**Air Force Weak**

As to the Navy's air force, it is almost completely without equipment shown by the European war to be vitally necessary, such as armor protection for pilots, and self-sealing gasoline tanks. Officials



U. S. Navy planes flying in close formation during recent maneuvers.

make an outside claim of 2100 planes, but many are four and five years old. Probably fewer than 1000, according to members of Congress who talked to the admirals in star-chamber sessions, are really first-class fighters—and this even before the Navy began turning planes back to the factory for sale to the Allies.

Congress is lifting the authorization on naval planes from 6000 to 10,000; the goal for July 1, 1941 is 4000 planes on hand.

Training of naval aviators is to be stepped up from 150 to 500 a month, but it will take two or three years to reach this top figure. It will be four years before the Navy could have the pilots necessary for a major war—a long time in a blitzkrieg world. With a vast plane-buying program, the machines could be obsolete before the Navy had men to fly them. There are only 500 Navy training planes today and the need is for several times this number.

**Vast Sums Soon Available**

Each of our six airplane carriers has four plane squadrons—one of fighters, two of scout bombers, one of torpedo bombers. Battleships and cruisers carry three or four planes for scouting and controlling long-range gunfire. There are 20 long-range patrol bombing squadrons operating from harbors; the Marine Corps has nine squadrons and there are additional air units at shore establishments.

The Navy will soon have vast new sums to meet deficiencies. Here are some weak spots to be overcome:

1. To meet new dangers from bombing attacks ships must be given heavier and better armor plate; as

projectiles gain in penetration armor must gain in resistance.

2. There is a "tremendous number of obsolete vessels"—the words of Chairman David Walsh of the Senate Naval Affairs Committee—to be replaced.

**Magnetic Mine Protection**

3. Older battleships, in addition to previously cited faults, lack modern fire control to direct aim of big guns.

4. Two of our six aircraft carriers need modernization.

5. There must be protection against magnetic mines.

6. A majority of existing small seaplane tenders are basically unsuited for the duties required of them.

7. Cruisers need both fire-control equipment and additional anti-aircraft batteries.

8. The Navy is getting a few new auxiliaries, but most of the auxiliary fleet—tenders and the like which must follow the battle line—is old and deficient.

**Age and Slow Speed Handicaps**

"Age and slow speed of auxiliaries is one of the greatest deficiencies of the fleet," Admiral Harold R. Stark says. Fleet repair ships cannot provide proper maintenance for combatant vessels when operations are far from continental navy yards.

9. Protective nets for harbors and fleet anchorages are lacking.

Congress can lay billions on the defense barrelhead in the drive to prepare against threatening world conditions, but there may be serious delays ahead.

There is a bottleneck in armor for capital ships, in labor in many highly skilled crafts, in shipways in which to build certain types of ves-

sels. The Navy now is building about as fast as it can without enormous expenditures for increased facilities—which in themselves would take a long time to build. Funds for expanding the shipyards are being provided.

33-Hour Work Week  
Naval officers have estimated it may be necessary to take time off as many as 15,000 of the 45,000 shipyard workers demanded by the expansion.

There is actually in effect in Government shipyards a "net" work week of only 33 hours—and this country, the admirals point out, is racing with countries where hours worked are perhaps twice that.

Admiral Stark says the 33-hour figure is arrived at by allowing for sick leave, holidays and Saturdays. This country is building 10 naval vessels, including 8 battleships, 2 aircraft carriers, 6 light cruisers, 14 submarines, 30 destroyers, 2 destroyer tenders, 2 minesweepers, 1 repair ship, 1 submarine tender, 2 fleet tugs, 6 seaplane tenders, 1 mine layer, 16 submarine chasers and 1 minesweeper.

Great Britain is building 9 battleships, 2 aircraft carriers, 10 cruisers, 4 Japan, shrouding everything in secrecy, is believed building 8. Construction in virtually all other categories of seafarers is bulging the shipyards of the world.

Navies cannot be improvised. Wars generally are won or lost with the navies on hand at war's outbreak. Preparedness, Admiral Stark tells Congress, will not guarantee keeping us out of war, but lack of it invites war and disaster.

**Next—The guns that guard our ports.**

**U. S. MUST HAVE LEADERSHIP OF UNITY--WILLKIE**

No President Has Right to Lead Nation to War, Candidate Says.

BOSTON, June 15 (U. P.).—Wendell L. Willkie, utilities executive and candidate for the Republican Presidential nomination, said last night that no President should "lead the people to war unless and until the people insist."

"It is the attitude of the Chief Executive to prevent war if he can possibly do so," Mr. Willkie told a Republican rally. "In that awful decision, he should not push Congress. Congress should push him. In a democracy only the people have a right to decide upon war. The duty of a President is to be the restraining and calming influence in all periods of crises."

"And personally, in spite of my belief that we should help the Allies in every possible way, I have been against getting into this war or any other war. And I still am."

Mr. Willkie said the United States must have a leadership "dedicated to unity rather than division."

"The question we have to answer," he said, "is this: Under what kind of government will this country recover most rapidly its economic strength and build most rapidly its military defense? Can we do this better under the New Deal or under the Republican Party?"

"In the past month, in a crisis far more serious than that which this nation faces, both Great Britain and France have changed the prime ministers who were associated with the weaknesses of the past. And in the coming Presidential campaign the American people must make the same decision."

Mr. Willkie said that in order to "make the ramparts of American industry" the nation needs a leadership "dedicated to unity rather than to division," and one which is "capable of getting things done."

"But while doing everything it could to help the Allies, this new leadership should bend its major efforts to rebuilding America. And it would begin by recognizing the shipyards of the world."

Navies cannot be improvised. Wars generally are won or lost with the navies on hand at war's outbreak. Preparedness, Admiral Stark tells Congress, will not guarantee keeping us out of war, but lack of it invites war and disaster.

**Landon Criticizes Pledge to Allies**

TOPEKA, Kas., June 15 (U. P.).—Former Governor Alf M. Landon, titular head of the Republican Party, charged last night, while preparing to leave for Philadelphia to help draft the Party's national convention platform, that President Roosevelt's pledge of our national resources to the Allies was "the way of dictatorship."

Mr. Landon leaves today for Philadelphia. His statement surprised some political observers here because previously he had approved "short of war" aid to the Allies. Col. Frank Knox, Chicago publisher, Mr. Landon's running mate on the 1936 Republican ticket, had said during a visit to Kansas City a few days ago that years would come in which this country could expect invasion, and he had warned American youths to "live hard and dangerously" in preparation for those years.

In a statement Mr. Landon said: "What has profoundly disturbed me has been the attitude of the President as disclosed most clearly in his Chicago statement."

"It showed a disposition to take this country to the verge of war without regard to national opinion as expressed through Congress. The President offered to the Allies 'the material resources of the nation.' He made this offer as if the material resources of the nation were his to dispose of. This is not the way of Democracy. It is the way of dictatorship—the way just taken by Mussolini."

"Our sympathies are with the Allies. We believe their defeat would be a calamity to the world, and that it would be a menace to the United States. Most of us are agreed that we should lend them all the material supplies we properly can. All of us are agreed on preparedness; on going the limit for national defense."

"But I am not ready to agree that we should go into the war and send our boys overseas for that is what going into the war would eventually mean—and I am convinced that this is the view of an overwhelming majority of the American people."

Mr. Landon said "Mr. Roosevelt could not have meant to lend his speech to the British press interpretation of bringing 'much nearer United States entry into the battle.' He knows, if the British do not, that only Congress has the authority to declare war and that Congress has not the slightest notion of declaring war. Nevertheless, his language was so emotional that it lent itself to the British interpretation. It would be cruel indeed to arouse false hopes in nations that are fighting for their existence."

**DOCTORS ELECT HOOSIER**

NEW YORK, June 15.—Dr. Raymond C. Beeler, of 4561 Park Ave., Indianapolis, has been elected chairman of the radiology division of the American Medical Association at its convention here. Dr. Beeler was accompanied to the session by his wife.

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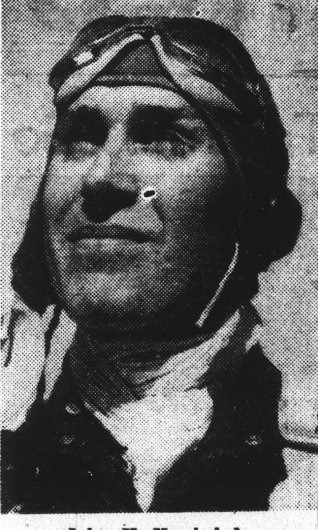
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**Win Wings**



Wilmer A. Hardesty



John H. Kunkel Jr.

Two Indianapolis youths were scheduled to be "graduated" from Randolph Field, Tex., "the West Point of the Air," this week end.

The students will be transferred to Kelly Field where they will receive advanced military aviation training before joining a bombardment, pursuit or observation squadron of the Air Corps.

They are Wilmer A. Hardesty, 2454 N. New Jersey St., and John H. Kunkel Jr., 1047 Blaine Ave.

The cadets are among 250 who will end their six-weeks training and receive their wings in the U. S. Air Corps.

**RED CROSS RELIEF FUND TOPS \$51,000**

The Indianapolis Red Cross war relief fund reached \$51,000 today.

Today's contributions included \$60.15 from employees of the Crown Paper Box Co., and \$25 each from Indianapolis Lodge B'nai B'rith, W. H. Roberts & Co., H. E. Street and Philip Adler Jr.

Gifts received yesterday included \$137 from employees of P. R. Mallory & Co., Inc.; \$100 from the Bell Telephone Club, \$50 from Mr. and Mrs. Edwin H. Forry, \$40 from the Superior Trailer Mfg. Co., \$30 from employees of the Marion County Auditor's office, \$30 from Charles F. Piel, \$25 from Thomas M. Kas-ton, and \$25 from the Kappa Kappa Gamma Alumnae Association.

Other gifts of yesterday were an anonymous contribution of \$1000; Mrs. William Ray Adams, \$500; Mrs. J. K. Lilly, \$200; the Indianapolis Star, \$150, and gifts of \$50 from John G. Rauch, Theodore B. Griffith and the C. P. Lash Paper Co. The following made contributions of \$25: Miss Lucy M. Taggart, Mrs. Gertrude T. Denny, M. L. and Gladys Watkins, J. H. Anderson, the Columbia Investment Co., the Children's Sunshine Club of Sunnyside.

Continuing their drive on speeders on E. 38th St., deputy sheriffs arrested four drivers, three of them 19 years old and one 17.

**DRUNK DRIVER IS FINED \$780, GIVEN 180 DAYS**

Six Farm Terms Are to Be Served Concurrently; Wife Also Convicted.

(Continued from Page One)

being thrown from their automobile when it struck a culvert on Road 367, one-half mile east of Emerson Ave.

Seventeen other persons, including five youthful bicyclists, were hurt in 32 overnight traffic accidents in Indianapolis. Police and deputy sheriffs arrested 32 motorists.

Those injured in the Road 367 crash were Roger Nottingham, 23, Muncie, and Miss Betty Halstead, 26, Blountsville, Ind.

As they passed over the culvert, the left rear bumper caught on the approach edge of the bridge. As the car bounced 40 feet, the two were thrown out and slid over the road. Both were taken to Methodist Hospital.

The car struck a second culvert and overturned into a ditch. David Potts, 13, of 2516 N. Dearborn St., was bruised when his bicycle collided with the rear of a police squad car in Washington Park.

Jack Niles, 13, of 935 E. Drive, Woodruff Place, was treated at Methodist Hospital after his bicycle struck a parked truck at 10th and 8th Sts.

Ten-year-old Philip Goldstein, 2338 Kenwood Ave., was treated at City Hospital after his bicycle crashed into a pole in W. 22d St., 200 block.

**Young Woman Hurt**

Mary Moore, 18, of 1428 Marlowe Ave., was hurt slightly when her bicycle was struck by an automobile driven by E. Clifton Poole, 5818 E. New York St., at State Ave. and New York St.

Ray Stiver, 11, of 846 Edison Ave., was bruised when he rode his bicycle into the open door of an automobile parked in Broadway, 800 block.

Two-year-old Martha May Simpkins, 636 S. West St., was treated at City Hospital after she walked in the path of an automobile at Abbott and West Sts.

Four women were hurt in a collision at 52d and Pennsylvania Sts.

**Driver Faces Five Charges**

They were Mrs. Ruth May Armstrong, 5779 N. Pennsylvania, one of the drivers; Mrs. Merrill Bailey, St. Louis, the other driver; Mrs. Ethel Klein, Kirkwood, Mo., and Mrs. John E. Hart, Wakeeney, Kas. The latter two were riding with Mrs. Bailey.

Five charges were placed against Richard Norris, Pendleton, Ind., after his car struck another driven by Harry Wysong, 217 W. 35th St., at the Canal and 30th St., injuring two passengers in the latter's car. He was charged with drunkenness, reckless driving, vagrancy, driving with four persons in the front seat and failure to have a driver's license.

Continuing their drive on speeders on E. 38th St., deputy sheriffs arrested four drivers, three of them 19 years old and one 17.

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**STATE WPA IN DEFENSE PLAN**

Much of Manpower to Be Used for Program, Jennings Says.

A large part of the Indiana WPA manpower will be turned to the development of national defense resources, John K. Jennings, state WPA administrator, announced today.

The Administrator said he would confer with Col. R. Talbot, Ft. Harrison Commander, and Adj. Gen. Elmer F. Straub on the course the WPA will follow in assisting Army and National Guard units.

The announcement was foreshadowed two weeks ago by disclosures that Government officials are considering the use of the WPA as a labor battalion in which the energy of the work-relief program would be thrown squarely into defense preparations.

At present, the WPA is fulfilling a War Department project at Ft. Harrison which includes widespread improvements to grounds and buildings.

The WPA also is rushing to completion the Purdue University airport where reserve student pilots are being trained. The WPA's 1000-foot hangar, the largest in the state, is now being built at the Municipal Airport is also considered of defense significance.

The Ft. Harrison project includes reconstruction and improvement of the athletic field and boxing arena, installation of 800 feet of 12-inch sanitary sewer, road improvement, and the reconstruction of six barracks, reservation office, bachelors' residence, commissary building, stables, pump house, hospital buildings, garages and miscellaneous buildings.

Hundreds of thousands of men are being trained. The WPA's 1000-foot hangar, the largest in the state, is now being built at the Municipal Airport is also considered of defense significance.

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