

BRITISH BEAT OFF 3 BOMBER WAVES; GERMANY RAIDED

Berlin, Munich, Northern Italy and French Ports Are Targets; Press Warns London To Expect Intensified Attacks.

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ratio of German losses to two and one-half to one, compared with four and five to one earlier.

In the week ended Saturday night the Germans were credited with a loss of 298 planes and 700 men compared with 128 planes and 110 men for the British. Saturday totals were placed at 85 German planes, 37 British planes with 25 British pilots safe. The Sunday figures were 25 German planes, 15 British planes, nine pilots safe.

Prime Minister Winston Churchill praised the action of British airmen in returning to England with their bomb loads when they are prevented by weather or other factors from dropping them on their targets and contrasted this with the German attack on the Seaside resort at Ramsgate where he said the Germans had destroyed 1000 homes and shops in an indiscriminate attack.

Children on Torpedoed Ship Safe

The torpedoing of a British ship on which 820 children were being taken to Canada was revealed. None of the children was lost. Reports said that they took to the life-boats singing "Roll Out the Barrel" and "Oh Johnny." They were said to be eager to start again for Canada.

Berlin disclaimed any knowledge of the affair.

In Rumania there were indications that the Transylvania dispute between Rumania and Hungary might not be settled peacefully despite the Axis award of half the region to Hungary. Bucharest reported that Hungarian troops, who were to have occupied the ceded territory in two weeks, had marched across the border today. It was reported at Cluj, the capital of Transylvania, that nine Rumanian gendarmes were killed or wounded by the advancing Hungarians and that Rumanian troops were marching up "to keep order."

The Axis Powers warned Rumania to quiet her populace, and troops were posted on all the street corners of Bucharest and Cluj. Transylvanian peasants, almost in revolt, were awaiting the return of their leader, Jules Maniu, who is protesting the transfer.

The German High Command claimed a submarine had sunk two British destroyers in the North Sea.

Will Second Year of Battle See Determination of War?

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Britain Military experts regard an invasion from French bases as extremely difficult if not impossible for the Axis. They have captured British Somaliland.

Military experts believe that the Fascist offensive in Africa will be on several fronts (and may include a move against Greece) and will be co-ordinated with the most intense phase of German attack on Great Britain. In addition to the Libyan front, Italian forces would be expected to move against the Anglo-Egyptian Sudan in a drive around Egypt to Ethiopia and to advance further into British Kenya Colony, a rich field to the south.

The British port of Aden, opposite Somaliland, presumably would be a prime Fascist objective (especially for air attack) not only because of its strategic importance along the sea way to Suez, but because it would give Mussolini a toehold in Asia and further his dream of becoming protector of Islam.

Success or failure of the war program of the Axis Powers both in Europe and in Africa will depend on the ability of the British to hold their ground until they can counter-attack (especially in the air) in great force and until the effects of naval blockade pinch the Nazi-Fascist war machine, probably a year hence.

British Raid Damage Disputed

British counter-bombardment so far has been steady but on a small scale compared to the German mass attacks on Britain. Its effectiveness is disputed, but British officials insist that German supplies have been vastly reduced and that synthetic gasoline production in the Reich has been cut 40 per cent. When and if these British attacks on Germany and Italy, as well as in Libya, increase in range and intensity the real struggle to seize the offensive will be underway.

The struggle in the coming year will not be confined to present military fields. Diplomatic and economic battlefield (which are potential military fronts) already extend over all of Europe.

The British are closely watching the French Government at Vichy for signs of a declaration of war against Britain and many Britons believe that the Axis Powers will make every effort to force Spain into the conflict if a big-time offensive is launched against Gibraltar.

Greece already has felt the threat of Italian invasion from Albania. If the Fascists seek to seize vital Greek naval bases Britain almost certainly will be fighting in the Aegean Sea and attempting to bring into effect the British-Turkish mutual aid pact in the eastern Mediterranean.

320 CHILDREN ON SHIP SAVED

Sing 'Oh Johnny' as Boats Are Lowered Into Rough Waves of Sea.

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acid fumes of cordite shells failed to frighten the children.

"We expected pandemonium," said C. H. Hendley, a schoolteacher in charge of the children. "But the children behaved magnificently. They donned their life belts, which were ready at their bedside, and conformed strictly with the training which they had practiced faithfully since the ship had sailed."

"They behaved like seamen, even the smallest of them," said the ship captain. The youngest was a six-weeks-old Dutch child.

When the captain decided to abandon ship, the children boarded the boats in perfect order without a scream or sob. They seemed to regard their experience as an adventure, it was said.

They began singing "Roll Out the Barrel" and "Oh Johnny" as the lifeboats into which they had stepped were lowered from the davits to the sea.

Seasick? Just Sing Louder

The sea was rough and many of the children became sea-sick. The others, it was said, only increased the volume of their singing.

It was not long before rescue ships were standing by. The older children clambered up rope ladders. The younger ones were hauled up by ropes in improvised slings and hammocks.

Crew members of the rescue ships gathered whatever clothes they could and tried to provide some comforts for the destitute children. One ship was only for a crew of 14 but it rescued 180 children and managed to feed them until it reached port.

Save Water—Don't Wash

The greatest hardship was lack of water, witnesses said, but one saving feature was that the boys did not wash.

When the children landed yesterday crowds awaited them, some of the men and women weeping. Some children who had been ill before their ship was torpedoed were wrapped in blankets and taken to hospitals. Even they waved, smiled and gave the traditional British "thumbs up" sign that all was well as they were driven away in ambulances. Some girls still clutched dolls they had rescued.

The children were taken to hotels and halls and townspeople, including children as well as men and women, were soon there to offer clothing, comforts and money.

It was understood that the torpedoed ship could be saved and that the children's kits which they left aboard were undamaged.

No Ship or Children, Just Hoax, Says Nazis

BERLIN, Sept. 2 (U. P.) — Authoritative German sources today charged the British story of the sinking of a children's refugee ship was a hoax "worse than the Athens case" designed "exclusively for United States consumption."

"There probably never was any ship nor any children," they said.

WILL NEW FILM CURE HOLLYWOOD DIVORCE?

HOLLYWOOD, Sept. 2 (U. P.) — The American Institute of Family Relations looked forward today to reconciliations among many of the 60 estranged married couples it sent to view a preview of the motion picture, "I Want a Divorce."

The picture caused at a "sneak preview" at Reno, Nev., the divorce capital, recently, Mrs. Clyde Pangborn, who had sued her first husband for divorce, wept in the theater, then withdrew her complaint and telephoned her husband to fly here for her.

When a preview was scheduled Saturday night in Hollywood, Dr. Paul Popene, head of the Institute of Family Relations, suggested that every estranged couple on the institute's list view the picture. Dr. Popene plans to interview the couples and learn the results from the first attempt to use motion pictures in bringing marital peace.

THE INDIANAPOLIS TIMES

Scene of Nation's Worst Air Disaster



Here is the wreckage of the P. C. A. airliner which crashed near Loveyville, Va., Saturday, killing 25 persons, including all passengers and its crew.

60,500 National Guardsmen Called for Service Sept. 16

No Indiana Units in First Group to Start Year's Training; Other Calls Due in October, November, December.

WASHINGTON, Sept. 2 (U. P.) — War Department officials prepared today to induct 60,500 National Guardsmen from 26 states into the Army Sept. 16 for one year of training.

President Roosevelt issued the call—the first of a series that probably will bring all available members of the Guard into the Army within a few months—late yesterday under the National Guard Mobilization Law which he signed Tuesday.

The first guardsmen called for service will be the vanguard of the preparedness army of 1,200,000 soldiers planned by the high command. Under the law the guardsmen can be used for service anywhere in the United States, its territories or possessions, including the Philippines. But there was no indication any of the men called will be sent beyond the limits of continental United States.

Mr. Roosevelt announced that he plans to increase the 60,500 called for Sept. 16 to 76,689—the full

peace-time strength—by voluntary enlistment as soon as possible.

RECRUITING DRIVE LIKELY

The citizen-soldiers, many of whom have just completed intensive war games will be drawn from: New York, New Jersey, North Carolina, Tennessee, South Carolina, Georgia, Oklahoma, Arizona, New Mexico, Colorado, Washington, Idaho, Oregon, Montana, Wyoming, New Hampshire, Delaware, Illinois, Missouri, Massachusetts, Pennsylvania, California, Maine, Connecticut, Virginia and Arkansas.

The work of assembling the guardsmen will remain the job of state officials—since the guard is strictly a state militia—until the members are inducted into the Federal service. During the next two weeks guardsmen below the rank of captain will be permitted to resign, if they have dependents, or are essential to an important war industry, and state officials may recruit their organizations to full peace strength.

The 60,500 figure mentioned by Mr. Roosevelt in his mobilization proclamation refers to the maintenance strength at which the Guard has hitherto operated. An intensive recruiting drive to bring the units to the 76,689 figure is anticipated during the next two weeks.

Next Call Due Oct. 15

Mobilization of the guard units will keep abreast of the schedule previously worked out by the military authorities in their drive to man the \$10,000,000 armament program. That schedule provided:

Sept. 15—Mobilization of 55,000 or more National Guardsmen to man certain vital units including coast artillery and observation squadrons. (This plan was extended to 60,500 men under yesterday's orders.)

Oct. 15—An additional 55,000 National Guardsmen who will be supplemented—if legislation is passed in time—by 75,000 drafted trainees.

Nov. 15—65,000 to 70,000 National Guardsmen together with 65,000 conscripts who would fill out guard units called in October.

Dec. 1—40,000 guardsmen and perhaps 100,000 conscripts to fill out the November-called guard units and form new units.

Army officials anticipated little trouble in assimilating the new troops. While a full complement of mechanized equipment such as tanks was not expected at the opening of the mobilization, Gen. George C. Marshall, Army chief of staff, previously reported that the Army was ready to handle as many as 300,000 recruits by Sept. 1.

22,000 Expected to Resign

Gen. Marshall explained that resignations, clothing, quarters and rations would be available by that date. That would carry the men through the initial training period intended to harden them prior to more technical training in handling of tanks and other mechanized equipment.

Recent heavy War Department orders for clothing, bedding and tenting have indicated that the Army was preparing in advance for the new increments.

In addition to increasing the units to peace strength, state officials will be charged with the replacement of officers under the rank of captain and of all enlisted men who take advantage of the opportunity to resign. For the entire guard this is expected to total 22,000 men.

SEEK CLEW TO PLANE TRAGEDY

McCarran to Demand Action By Colleagues; Raps Transfer of CAA.

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continued as an independent agency this crash would not have occurred. "I will go before the Senate this week with a resolution urging a full investigation, not only of the causes of the crash but of the new Civil Aeronautics Board and its laxity in enforcing air safety regulations."

It was the first crash since transfer of the CAA, the first American air travel fatality in 17 months.

Senator McCarran said the reorganization of CAB was shot through with "chaos, confusion and political control."

Meantime five inspectors from the CAB Air Safety Board, aided by six attached to the office of the Civil Aeronautics Administrator, examined bit by bit the pieces of battered metal that once were an air luxury liner.

What happened in the 10 minutes between the time the pilot last reported his position and the blinding smash of the giant plane, loaded with gasoline, into a Virginia grass field, was conjecture.

Officials preferred the theory that the violent wind and rain storm that must have caught the plane in its furious grip was the principal cause of the accident. They discontinued reports the ship had caught fire or exploded in midair and were doubtful it could have been struck by lightning. They denied that the stewardess had dropped a note a few minutes before the crash.

It was impossible to determine, they said, whether the ship's landing gear was down, but it appeared that the landing flaps were not extended and that the throttle was wide open at the moment of impact.

Estimates of the plane's speed were between 300 and 350 miles an hour.

Watches Set Time

The nose of the ship plowed out 20-foot wide crater. Its tail snapped over like a whip and scattered luggage and wreckage for yards. Watches worn by victims set the time at 2:41 p. m. Saturday.

A blinding rain prevented removal of the bodies until 3:30 a. m. yesterday.

Daybreak revealed complete devastation. Broken shoes, hand bags, women's dresses and broken bodies were scattered over the field, which by then had been trampled under the feet of thousands of curious.

Bodies of the 25 victims including that of Senator Lunde, veteran midwestern liberal and isolationist, were carried to the tiny chapel in Union Cemetery at Leesburg, Va., 10 miles away. A squad of Federal Bureau of Investigation fingerprint experts with field equipment arrived and established identity of most of the victims present, or former government employees, from their files. One of the passengers was an FBI agent.

Views Daughter's Body

Friends and relatives were urged not to look at the bodies. Edward Carson of Pittsburgh, father of Stewardess Margaret Carson, insisted on seeing his daughter's body. He was led to one end of the chapel and officials turned back the oil-cloth covering over one of the victims. He paled and turned away.

Capt. J. H. Carmichael, PCA vice-president, said the pilot, Lowell Scroggins, was one of the line's veterans and had flown the route for the last 12 years.

He noted that this was the first fatal crash PCA has had in its entire 12 years of operation.

Harold Branch, CAB member, assigned Fred Glass, CAB attorney, to hold public hearings to start late this week or early next. Parts of the wreckage were shipped to Washington and Pittsburgh for detailed study.

"A year ago," said Senator McCarran in announcing his intention to seek a Senate inquiry, "the CAA, by its diligence, had brought about a condition in American air travel, unsurpassed anywhere in the world.

The local deaths brought the total number of persons killed in Indianapolis so far this year to 56 and the total for Marion County to 36.

"All this has been destroyed."

HURRICANE GOES SEAWARD AFTER BATTERING N. J.

All but Few New England Points Will Escape Storm's Fury.

By UNITED PRESS

A tropical hurricane which authorities had feared might repeat the devastation visited upon New England by a similar storm two years ago passed seaward about 60 miles southeast of Nantucket Island early today.

The course taken by the storm indicated that all but a few New England points would escape the high winds blowing out from the hurricane center, but emergency measures were taken from New York to the tip of Maine lest the disturbance turn back toward shore.

The disturbance, attended by winds of 30 to 57 miles-an-hour velocity, left Nantucket drenched with rain as it passed slowly on in the direction of the Bay of Fundy, to the north northeastward.

Surf Batters Nantucket

A high surf battered the Nantucket Island shore, but no serious property damage was expected and forewarned residents were reported safe in their battered homes.

Storm warnings were taken down from New Haven, Conn., to the Delaware Breakwater, but residents of the Cape Cod area were told to expect winds of about 50 miles an hour on the extreme eastern shore. Warnings were flashed to vessels in the storm's path.

The change in the hurricane's course left New Jersey the only state damaged seriously by week-end storms. There, flood waters burst dams in southern and central New Jersey, inundated large sections of five counties south and east of Camden and left three persons dead and much property damaged.

1000 Families Evacuated

Rhode Island, where damage was extremely heavy two years ago as a result of gigantic tides which swept up Narragansett Bay, reported near normal conditions. Bay waters were only an inch above their usual level, rain was light and the wind velocity was about 20 miles an hour.

Similar conditions prevailed elsewhere on the New England