

# WAR IN AIR COVERS 1000-MILE FRONT

British and Nazi Bombers Roam From Scotland to Berlin  
Where Plans Are Made for Evacuation  
Of Children.

(Continued from Page One)

scale to constitute a mere diversion or screen for other operations.

A terrific attack was made on the Braubekhollen benzine and oil refineries at Magdeburg. Pilots of the British bombers said the fires started by high explosive and incendiary bombs were visible for 60 miles.

## Long Range Guns Duel

Other attacks hit German emplacements on the Channel, freight yards through which German supplies moving up to the "invasion" front must move, electrical works in the Berlin area, and the Wilhelmshaven naval base.

Berlin admitted raids on the Capital and on Hanover, frequent target of British raiders.

A duel of long range guns developed across the Dover Straits. German guns replied when British guns opened a bombardment of points from Cap Gris Nez to Calais.

British shells apparently started a big fire at Calais harbor.

About 14 or 15 rounds were fired at Dover by the German guns on the French Coast, but casualties were surprisingly small.

Berlin fliers claimed that the important Rolls Royce engine works at Derby which make motors for British planes had been damaged. Other attacks were made on Edinburgh, the Firth of Forth, Middlesborough, Liverpool, Birkenhead, Aberdeen and convoys off the British shore.

Rome claimed that a torpedo from an Italian plane had hit a British battleship in the Mediterranean.

## Near East Tension Continues

The war of the air coincided with continued tension in the Near East.

The beating of an American sailor by Japanese gendarmes in Shanghai brought a protest from Admiral Thomas C. Hart, commanding the U. S. Asiatic fleet. Families of U. S. Navy officers were reported to have been instructed to stay out of the trouble zone.

Reliable informants said the sailor was beaten in an attempt to obtain information regarding the whereabouts of certain United States warships.

French Indo-China invading Japanese were said to have apologized after occupying an American office in Haiphong and tearing down a U. S. flag. It was feared that the Japanese would seize some 1000 new U. S. trucks assembled in Indo-China ready for shipment to China.

## French May Defend Hanoi

The French colonial forces were said to be drawn up in position to defend Hanoi from Japanese advances southward. Railroad bridges were reported destroyed to impede their advance. Efforts by the Japanese to arouse Indo-China against the French were reported.

The Japanese Foreign Office spokesman, Yokichiro Suma, declined to say whether under the Berlin-Rome-Tokyo pact German warships now would have use of Japanese bases.

Moves were being made by the Japanese to broaden general mobilization, reform the political structure and establish a new national political front. Reports that Japanese residents in London had been ordered home were denied.

The Japanese spokesman declined to say whether the Japanese now would negotiate an agreement with Russia.

Egypt was considering a ban on cotton shipments to Japan in retaliation for Japan's adherence to the Axis.

## IN INDIANAPOLIS

## Here Is the Traffic Record

## DEATHS TO DATE

	County City Total	Deaths
1939	24 42 66	
1940	35 62 97	
Sept. 28-29		
Injured	30 Accidents	61
Dead	0 Arrests	5
<b>SATURDAY TRAFFIC COURT</b>		
Cases Convic-Fines	Violations tried	Payments
Speeding	3 3	\$ 10
Reckless driving	1	1
Failure to stop at through street	1	1
Disobeying traffic signal	1 1	20
Drunken driving	2 1	20
All others	26 24	48
<b>Totals</b>	34 31	\$ 87

## MEETINGS TODAY

Salesmen's Club, Hotel Washington, 12:15 p. m.	
Omaha Pi Sigma Hotel, Washington.	
Indiana Coal Merchants' Association, Sevier Hotel 8 p. m.	
Fifteen Club, Board of Trade noon.	
Service Club, Claypool Hotel, noon.	
Rotary Club, 20th Street Club, 2:45 p. m.	
Washington St. 8 p. m.	
North Side Realtors, Canary Cottage, noon.	
Noelle Dame Club, Board of Trade noon.	
Indiana University Club, Columbus Club.	
Marion County Council, Parent-Teacher Association, Claypool Hotel, all day.	

## MEETINGS TOMORROW

Indiana Indoors of Photoplay, Claypool Hotel, all day.	
American Chemical Society, Sevier Hotel, noon.	
Rotary Club, Claypool Hotel, noon.	
Service Club, Claypool Hotel, noon.	
North Side Realtors, Canary Cottage, noon.	
Noelle Dame Club, Board of Trade noon.	
Indiana University Club, Columbus Club.	
Marion County Council, Parent-Teacher Association, Claypool Hotel, all day.	

## MARRIAGE LICENSES

(These lists are from official records in the County Court House. The Times is not responsible for errors in names and addresses.)

Herman L. Krebs, 21, of 727 S. Meridian, and F. Martin, 16, of 1443 S. Kervin.

Herman L. Ward, 22, R. 3, Box 63-W; Izzy Smith, 20, Beech Grove.

Francis M. Alderton, 67, Marion, Ind.; Stella E. Goble, 55, of 700 Massachusetts, Evansville, Ind.; Charles L. Jones, 24, of 1408 Bradbury, Allied Varn. Lines, Inc., cigar and cigarette manufacturer, 221 S. Meridian, garage, cigar and cigarette manufacturer, 1443 S. Meridian, 13:30 p. m.; 1725 Belvoir Street, Earl Dennis, 26, of 249 English, Martha Burch, 25, of 249 English, Martha Wilbert H. Snider, 25, R. R. 20, Box 782; Wilma G. Eriek, 20, R. 1, Box 556; Shirley A. Shire, 19, of 1443 N. 14th; Haughie C. Chanley, 18, of 1102 N. 14th.

FRIES

14:18 a. m. 867 W. 26th, residence, fire 10:50 a. m. 221 S. Meridian and New York, Allied Varn. Lines, Inc., cigar and cigarette manufacturer, 221 S. Meridian, garage, cigar and cigarette manufacturer, 1443 S. Meridian, 13:30 p. m.; 1725 Belvoir Street, Earl Dennis, 26, of 249 English, Martha Burch, 25, of 249 English, Martha Wilbert H. Snider, 25, R. R. 20, Box 782; Wilma G. Eriek, 20, R. 1, Box 556; Shirley A. Shire, 19, of 1443 N. 14th; Haughie C. Chanley, 18, of 1102 N. 14th.

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## London Red Cross Defies Bombs to Aid Raid Victims

By SIDNEY J. WILLIAMS

United Press Staff Correspondent

London, Sept. 30.—A doctor and two nurses wearing surgical masks bent over the maimed body of a woman on an improvised operating table in the parlor of a house within 100 yards of a bomb blast section of London.

It was almost dawn. Occasionally a bomb fell not far away. Working under a single dimmed electric light bulb and a flashlight held by one of the nurses, the surgeon probed for bomb splinters in the shattered human frame.

The doctor and nurses worked with great speed and calm as if they were engaged in a major operation in the most modern equipped operating room of a large hospital.

But their efforts proved unavailable. The woman died.

As she closed her eyes for the last time, the doctor and nurses removed their masks, and shook their heads despondently. Then they hastily cleaned themselves and went into the night to answer other calls.

I accompanied these Red Cross workers in a dash through the black-bomb-cratered streets of central London where a stick of high explosives shattered houses in the working class district of the southwest, killing and wounding several persons.

We had been in the control room of a mobile Red Cross unit when the telephone rang shrilly. It was almost midnight. An Air Raid Precaution warden reported many casualties in the southwest district. Doctors, sisters and trained nurses in the control room grabbed their steel helmets and gas masks without awaiting details from the telephone operator.

The commandant of the unit ordered two ambulances. Each ambulance carried a doctor, one trained sister, and four nurses and soon was racing through the blacked out streets.

I scrambled into one of the ambulances and found it fitted out as a miniature hospital with equipment for the most difficult cases.

The steel-helmeted doctor warned me this would be anything but a joy ride and I readily agreed when, within a few minutes, the speeding ambulance narrowly escaped disaster twice by halting several feet from a rope stretched across a blockaded street.

After the second escape the doctor said:

"These ambulance drivers are marvelous fellows. They are the real heroes on this job. I am always amazed they get us to the scene safely. They seem to dodge craters and bombs and other hazards like rugby stars."

"YOU know it's no easy job driving an ambulance at full speed in this blackout even under the best conditions and when all kinds of streets are roped off, the guns going and high explosives falling in your path, it must be plain hell."

"We haven't been snagged yet," he said, knocking on wood. I solemnly touched wood too.

The ambulance swung into a shattered street and screeched to a standstill. The doctor and the others tumbled out and were met by the caps workers who informed them where their services were required.

Anti-aircraft shells occasionally peppered the street and the rooftops with splinters, but the staffs ignored this danger as they went into the nearby house where the most seriously wounded were lying. Morphine was administered, the wounded were bandaged and hospital cases were taken to ambulances.

Within half an hour the Red Cross unit had performed a major operation, eased the sufferings of more than 20 seriously wounded persons, dressed the wounds of several cut by flying glass, treated those who had received shocks, decided which should be sent to the hospitals and were en route back to the control room ready for the next call.

## Motors by the Thousand



Allison officials autograph menus at the Allison "get together" dinner at the Indianapolis Athletic Club Saturday night. Left to right, C. K. Kroeger, Allison manager; W. G. Kuthrie, works manager, and Otto T. Kreuser, training director.

## ALLISON WHIPS ITS BOTTLENECK

## U. S. British Officials Help Celebrate Start of Real Mass Production.

(Continued from Page One)

tion chief of the National Defense Commission.

In effect, the meeting was the smashup of painful Allison bottlenecks and the accomplishment of the "impossible"—mass production of a tailor-made motor.

Two General Motors' vice presidents, who are personally supervising Allison expansion, also spoke. They were Robert K. Evans, vice president in charge of the engines division, and O. E. Hunt, vice president in charge of engineering.

Near the dinner table, surrounded by uniformed guards, was an Allison engine. Those who looked at it longest were the British representatives, whose government had ordered more than \$20,000,000 worth of the motors.

## 10 Youths Want Captaincies, Too

ST. JOSEPH, Mo., Sept. 30 (U. P. P.)—Ten youths of draft age today organized an "I Wanna Be a Captain, Too" Club and wired a request to Elliott Roosevelt that he resign his captaincy in the Army.

Jack Martin Jr., one of the founders, said that appointments such as young Roosevelt received would endanger the morale of draftees.

"We won't have a president or other officers," Mr. Martin said, "but everyone who joins will be an honorary captain."

## FOUR DENY GUILT ON WPA FRAUD CHARGES

(Continued from Page One)

WASHINGTON, Sept. 30 (U. P. P.)—Four deny guilt on WPA fraud charges.

The four, all from New York, deny they were guilty of defrauding the government.

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