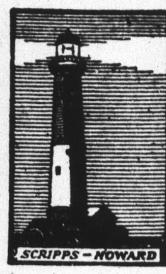


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Give Light and the People Will Find Their Own Way

SATURDAY, OCTOBER 19, 1940

CANDIDATE—AT LAST

WE'RE glad President Roosevelt has decided to make at least five frankly political speeches in answer to what he calls "a systematic program of falsification of fact by the opposition."

Whether there has been falsification is a question for the people to decide, and they are entitled to hear the President's side of controversial issues direct from him, as they now will. We're also glad that when Mr. Roosevelt travels to make these speeches, although he may also inspect some defense industries, he will travel as a candidate and at the expense of the Democratic National Committee.

Mr. Roosevelt's systematic program of pretending that those "defense inspection" tours had nothing to do with politics was not a good idea. If he'd never thought that one up, there would be more faith today in the candor of his own campaign.

"WE SHALL NOT SLEEP"

CHRISTOPHER KILMER, son of the poet, Joyce Kilmer, has enlisted. He was 2 months old when his father was killed in the World War. Pertinent to the subject of war are these lines written by his father—

"In a wood they call the Rouge Bouquet,
There is a new-made grave today,
Built by never a spade nor pick,
Yet covered with earth ten metres thick.
There lie many fighting men,
Dead in their youthful prime,
Never to laugh nor love again
Nor taste the Summertime."

Pertinent also are these lines by another poet, who died in France in the first World War—John McCrae—

"Take up our quarrel with the foe;
To you from failing hands we throw
The torch; be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders fields."

The quarrel with the foe was won, but lost. And the world is back at it again.

So, pertinent also is that we emphasize that the purpose of our vast defense preparation is to keep out of, not to get into, this second ghastly conflict.

FLOOD TIDE, 1940

THE latest Gallup Poll shows a sharp gain for Wendell Willkie, particularly in the Middle West. President Roosevelt remains far in the lead, according to the Gallup sampling, but obviously a new trend is under way—and Mr. Willkie is in front of it.

What is behind this trend? A lot of things, undoubtedly. But we have an idea that as election day draws near millions of Americans are asking themselves two questions:

1. Would a Roosevelt victory be interpreted by the White House as another "mandate"—this time as a mandate for full throttle down the road to war?

2. Would the country's interests be well served by retaining in office those swarms of bureaucrats and politicians who are already arrogant from the over-long possession of great power?

There can be no denying that we have already made much more progress toward war than at a similar stage of the 1914-18 conflict. We may have gone even further than we know; the President has not been taking us into his confidence, either on the subject of help to England or on the subject of our own defenses.

As to the other question, it seems there is still a lot of potency in that oldest of all American political traditions, especially pointed up this year in the third-term issue, but positively expressed in every campaign in that ancient battle-cry: "Tutn the rascals out!" We don't suggest that the New Dealers are all rascals, by any means. But we do know that many of them, during these years of exercising authority, think they have a monopoly on statesmanship and honesty. A sense of collective indispensability pervades the ranks of the big and little moguls in Washington.

And that's after less than eight years of power.

"ON THE ROAD"

WE all know that our own family credit depends in large part on the stability of the credit of the United States. And here, at least, is one field in which all business—big business and little business and family business and the individual business—is at the mercy of our big Government down at Washington, D. C.

The credit of the family depends chiefly on whether that family is living within its income. And that is equally true of the nation.

If the nation is living within its income, its credit is good. If, in some crisis, it lives beyond its income for a year or two, it can usually borrow temporarily at reasonable rates. But if, like a spendthrift, it throws discretion to the winds, and is willing to make no sacrifice at all in spending; if it extends its taxing to the limit of the people's power to pay and continues to pile up deficits, then it is on the road to bankruptcy...

"Taxes are paid in the sweat of every man who labors because they are a burden on production and are paid through production. If those taxes are excessive, they are reflected in idle factories, in tax-sold farms, and in hordes of hungry people tramping the streets and seeking jobs in vain. Our workers may never see a tax bill, but they pay. They pay in deductions from wages, in increased cost of what they buy, or—as now—in broad unemployment throughout the land..."

"Our Federal extravagance and improvidence bear a double evil; first, our people and our business cannot carry these excessive burdens of taxation; second, our credit structure is impaired by the unorthodox Federal financing made necessary by the unprecedented magnitude of these deficits."

No, these are not quotations from Candidate Willkie. They are quotations from a campaign speech by Candidate Roosevelt at Pittsburgh—eight years ago today.

Plane Talk

By Maj. Al Williams

We'll Never Get Those Thousands Of Fighting Craft Until Production Geniuses of Detroit Are Called In

AMERICA'S most pressing national defense problem is mass production of suitable aircraft and aircraft engines. We'll never solve it by contracting for the existing type of planes and engines.

The modern single-seater fighting plane is a masterpiece of mechanical compromise. Each design feature of plane and engine represents the ingenuity of a specialty expert, who seldom has more than a smattering of experience in mass production. (That's Detroit's long suit.) Each represents an invaluable American asset. They must be brought together and welded into a team. The Government can do this welding job, but not with its established methods of using base bats.

I think Henry Ford and Detroit can build 1000 planes a day and even more than that. But no miracle crew can do that number of planes unless the mass production and aeronautical genius of the country are brought together. The one thing to be feared is that the mass production experts might attempt to build airplanes the way they build automobiles.

YOUNG can't darken the sky with airplanes put together with rivets and fabricated by expensive handwork. That takes time and money. We have the money, but not the time.

One experiment toward real mass production would be worth any cost—namely, turn over to Mr. Ford, to Bill Stout and the other mass production wizards and original thinkers of Detroit, a sample warplane such as a single-seater fighter like the "P-40," along with a three-view plan drawing of the exterior ship lines.

Along with this should be specifications as to permissible weights of the finished structure and strength factors required. The same proposition applies to aircraft engines. Then, the Government should leave Detroit alone to do the job.

Of course, Detroit would have to go through a sweating period of thinking and planning amounting to little less than aeronautical heresy. But aviation sorely needs mass production—mass heresy—fellow with a great big "WHY?" written all over their minds in neon lights. The modern fighting plane is too complicated, too expensive, and takes far too long to build.

MANY sacred aeronautical construction traditions would be busted wide open. But many traditions were squashed when Henry Ford hit the key of mass production motor cars. He brought in the metallurgists, who told him that if he used superior steels his cars would be stronger than those of his competitors and lighter. He combined structural features so that one piece of material did two or more jobs wherever possible. He tied the whole outfit together in a simple, foolproof arrangement that dumbfounded the experts and confounded his competitors' cost prices.

You can't compel an artist to write an operatic masterpiece by holding a whip over him. Individual enterprise, inspired by the traditional spirit of accomplishment that has made this country the mechanical wonder-house of the world, can turn out thousands of airplanes and engines each day—but not if the Government insists on political control of the job.

Business

By John T. Flynn

Far East Must Trade With Us, So What Reason Can Exist for War?

NEW YORK, Oct. 19.—As a basis for aggressive action in the Pacific, the suggestion is made that we have a great trade stake there. As a matter of fact, we do have a trade stake in the Pacific. In 1937 we exported \$539,000,000 of goods to all Pacific ports. We bought from them almost—not quite—twice as much. No sane man wants to throw this away.

But half of all our exports go to Japan. I do not urge that, because we sell so much to Japan and because she is our best customer in the Orient, we should approve her aggression in that country.

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2. Would the country's interests be well served by retaining in office those swarms of bureaucrats and politicians who are already arrogant from the over-long possession of great power?

There can be no denying that we have already made much more progress toward war than at a similar stage of the 1914-18 conflict. We may have gone even further than we know; the President has not been taking us into his confidence, either on the subject of help to England or on the subject of our own defenses.

As to the other question, it seems there is still a lot of potency in that oldest of all American political traditions, especially pointed up this year in the third-term issue, but positively expressed in every campaign in that ancient battle-cry: "Tutn the rascals out!" We don't suggest that the New Dealers are all rascals, by any means. But we do know that many of them, during these years of exercising authority, think they have a monopoly on statesmanship and honesty. A sense of collective indispensability pervades the ranks of the big and little moguls in Washington.

And that's after less than eight years of power.

Now the question arises—do we have to keep these islands in the possession of France, Holland or Britain or any other country to get that rubber? Rubber is the chief product of these nations. If they can sell it, they can enjoy a moderate measure of prosperity. If they cannot, they face bankruptcy. We take certainly 75 per cent of the rubber of British Malaya. We take more than 50 per cent of the rubber of all these places.

As a matter of fact our trade with the countries that are the base of the present irritation—Indo-China, Malaya, Dutch East Indies—is, so far as our exports are concerned, negligible. We sold in 1937 only \$8,836,000 of goods to Malaya, \$25,000,000 to Dutch East Indies and \$2,000,000 to French Indo-China.

There is not enough trade for our merchants in these vast dependencies to justify the sacrifice of one life, if it is trade on which we base our position.

We do have an interest in Malaya and the Dutch Indies and a little in Indo-China. From these places we get a large part of our rubber and much tin.

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Rubber is the chief product of these nations. If they can sell it, they can enjoy a moderate measure of prosperity. If they cannot, they face bankruptcy. We take certainly 75 per cent of the rubber of British Malaya. We take more than 50 per cent of the rubber of all these places.

No matter who owns them they must sell to us.

The ownership, so far as getting rubber from them is concerned, is of no importance to us. I do not mean that it is unimportant to the political philosophy of the nations which may for the moment control them. I am talking merely about trade.

Perhaps we ought to develop our own supplies of rubber, either by nature or synthesis. But there is no danger of losing our supply from a country which must sell to us or perish economically. And so far as approving the political philosophy of the nations that control these Indian lands and countries is concerned—do we approve the philosophy under which Britain and Holland and France seized these places by violence and continue to hold 75,000,000 Moslems and Buddhists in subjection?

There may be some other reasons why we should enter a war in the Orient—for which, by the way, we are usually prepared. But certainly it is not for trade reasons, and we must as well be realistic about that. What, then, is the reason for plunging into that remote part of the world now? Should not the American people know?

So They Say—

I WOULD use any influence I have to uphold our nation's best traditions. It is one of our bulwarks against totalitarian doctrine.—Mrs. Wendell Willkie, wife of G. O. P. Presidential nominee.

THE PROCESSES of distribution were never more important to the welfare of our people than they are today.—President Roosevelt.

THE IDEA that an emergency eliminates the right of labor to negotiate belongs in Germany and not over here—William S. Knudsen, production chief, National Defense Commission.

THE SUGGESTION that conscription of capital should follow conscription of manpower is just another method of bringing about complete regimentation of business and labor and agriculture.—James S. Kemper, president, Chamber of Commerce of the United States.

Eliza Didn't Know What Trouble Was!



The Hoosier Forum

I wholly disagree with what you say, but will defend to the death your right to say it.—Voltaire.

SUGGESTS FRANKLIN JR. OVERLOOKED A BET

By Buck Private

Why did F. D. Roosevelt Jr. come all the way to Indiana to register for selective service? He must have made a mistake. Kentucky is the state that turns out the COLONELS.

YELLS FOR NEW PLAYER TO SAVE THE GAME

By E. J. A.

We hear so much these days of "changing horses while crossing a stream"—why not the old saying of "riding a free horse to death?"

Maybe we are not crossing a stream—maybe we are playing a grand and glorious game. In playing ball do we not take out a man when he has done his part and before he shows too much of "tag" and put in another who is prepared to do just as much in winning the game?

Regardless of what The Times editors say and what Hugh Johnson or Linbergh says I am still for President Roosevelt.

DESERTS WILLKIE FOR ROOSEVELT

By L. R. M.

At one time I was for Mr. Willkie, but the more I see and hear of him the more I feel he would be a dangerous man to be the head of our nation. He is too flighty and inexperienced.

We see why the press and big business want to get rid of President Roosevelt at any cost. It is not that they have faith in Mr. Willkie, for how do they know. And the third term is all bosh. How could any country progress if they are like the Republican Party hanging onto "tradition"? In our big colleges and churches they keep their experienced, capable men. Why do they not take Mr. Willkie? Because he is not experienced and he is not the other of these positions.

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