

Year of Respite

By Maj. Al Williams

THE THIN RED LINE of Royal Air Force fighting planes, holding the German air hordes at bay, is possible only because of the single year of respite won for the British by the late Neville Chamberlain.

How could the people of England, or of America for that matter, understand that a gigantic airpower had been in the making for six years on the Continent, when their loose-mouthed leaders boasted and waged a war of big words? Did they tell the Englishman of 1938 that there were only about half a dozen Spitfire single-seater fighting planes available for immediate use? Certainly they didn't. Chamberlain didn't, either, because that would have been a disgraceful publication of just how inadequately England was armed for air war or air defense. The truth, and only part of the truth at that, comes to light from the lips of Sir Neville Henderson, former British Ambassador to Germany, who said recently:

"The Munich Agreement had given Great Britain time to prepare for war. . . . Britain's defenses of Sept. 28, 1938, consisted of two experimental Hurricane fighting planes and no Spitfires. (And mind you, it's the Spitfires and Hurricanes that compose that thin red line in the air over England). Further Henderson disclosed: "London's defense had seven modern anti-aircraft guns, while 400 were deemed necessary. . . . Germany could have dropped 2000 bombs a day on London and we could have given no reply."

"A Shocking State of Affairs"

The Yorkshire Post has this to say: "Henderson's allegations, if true, reveal a shocking state of affairs, considering that by that time we were supposed to have been rearming for a very considerable time."

(Ernie Fyle is en route to London.)

But during the time leading up to Munich, British politicians were confusing the people with loud talk, and offering the sedative of appropriations running into more billions of pounds.

Here are facts and figures and dates. The Spitfire, an eight-gun single-seater, is England's finest defense against air raiders. It is the direct result of the planes built in England for the Schneider Trophy competitions. In 1933 England won the last of these Schneider races. In 1934 the Air Ministry called for a fighting plane built on all that had been learned from the Schneider winner, the 3-6B. The design of the fighter was completed in 1935, and the first ship (Spitfire) was completed and flown in June, 1936. Meanwhile the Hawker company had built another fighting plane, the Hurricane. That, too, was ready for flight in the fall of 1936.

Changes Delay Production

I saw these planes in 1936. One of each make. In 1938 I returned to England. A few sample copies of the Hurricane had been built and were being tested out in squadrons. And on the Eastleigh Airport, where my own plane was being uncrated and assembled for flights through Europe, I saw the sixth (claimed) Spitfire being tested before delivery and flown. Here, then, is the record of the Spitfire: The specifications were drawn up in 1934; it was designed and built in 1935, first Spitfire tested in 1936, and number six delivered for squadron service in 1938.

Six planes—six Spitfires—delivered in three fateful years. Six Spitfires and probably a dozen Hurricanes ready to take the air against Germany's air hordes in 1938, just before Munich! When I saw the sixth Spitfire in 1938, it was crude; it had a fixed-pitch wooden propeller, and the British were quite unlike the one I saw in 1938. The British were always altering and changing plane designs. And that same disease, which nullifies mass production, is now hampering our air armament program.

Fifth Column Forces Welded

(INSTALLMENT ELEVEN)

This is the 11th installment of "The Voice of Destruction," in which Hermann Raushning, close associate of Hitler from 1932 to 1934, tells of the dictator's intimate discussions with the inner circle of the National Socialist Party.

Hitler did not tell his real plans to the general membership of the party, but went into details of how he planned to win world dominion in talks with his close associates.

Today Hitler tells how he plans to use overseas Germans to prepare the ground for world domination.

ALL the overseas German communities have become the breeding-ground of a mushroom growth of propaganda, flourishing in the dark, which has run through all the stages up to effective espionage.

Every German, whether still a German national or a citizen of the country in which he was living, was impressed into the service of this enormous machine. Every organization that did not explicitly state its aims as being anti-Nazi was more or less the agent of a system of political propaganda.

was present at a meeting of overseas Germans. The speeches themselves were not startling. But in conversation with the new representatives, members of the Hitler Youth, of Rosenberg's organization, the S. S., and other party cadres, it became clear to me what was really being played. Later, when I was informed of the true aims of the "German Academy" in Munich, of which I became a temporary member, I understood the criminal use that was being made of German nationals abroad in the interests of world revolution.

Not long after this, I had occasion to hear Hitler's own views. Early in the summer of 1934, a conference of a small circle of people took place in Berlin, attended by some of the older school of representatives of Germans abroad, and a number of younger people who had not hitherto occupied responsible positions. These were present also representatives of the great German societies in other countries. The climax of the meeting was a short address by Hitler.

"GENTLEMEN," Hitler began, after each one had been presented to him personally, "I have the privilege of looking into your eyes, gentlemen, you have been entrusted with one of the most essential tasks. You are needed for something more than the fostering and strengthening of the German spirit which has engaged you so far. You must also train it into a fighting company. You are not out to gain parliamentary rights and limited privileges for the German spirit. Such rights even have a hindrance rather than a help. You have therefore no longer to do your best, according to your lights, but to obey orders. What may seem

Inside Indianapolis (And "Our Town")

THE AUTOMOBILE LICENSE plate situation is turning out to be a Grade-A headache for the Republicans. It appears, however, that the Dec. 31 deadline for buying the plates isn't going to stir much of an official rumpus.

In recent years Governor Townsend has always extended the deadline to March 1. But not this year. Officially, the Democrats say the additional leeway for taxpayers isn't necessary because business conditions are better—besides, the law specifically says Dec. 31. Unofficially, you can bet your old 1940 plates its that \$350,000 in fees taken in at the various branch offices, all headed by deserving Democrats.

The Republicans can't say much because they passed up the chance to get this fat sum back in 1939. It happened this way, in case you've forgotten: Governor Townsend asked the Legislature to make the license deadline March 1. The bill got through the Senate, which was democratic, but was kicked around in the Republican controlled House. In the last hectic hours of the session, it got lost.

If it had only passed, the Republicans now see, the G. O. P. would have been in control of the Legislature in January, could have taken over the tag-selling business completely, and collected the gravy.

In addition, some of the organizations which favor the later deadline are hamstringing because their groups have branch offices scattered around over the State. If they protest, they'll lose their share of the spoils.

Watch Dewey Myers for 1942—

RIGHT NOW, JUDGE DEWEY MEYERS is the hottest tip for the 1942 mayoral race, a Democratic

birdie tells us. . . . Over at the National Art Week exhibit, they've introduced bargain prices—\$20.50, \$67.50, etc. That's good business. . . . That Red Cross flag atop the Merchants' Bank building is taking an awful beating from the high winds. It already has lost several inches off the front end. . . . The Indiana Republican State Committee is getting a little touchy about that \$500,000 campaign report, and points out that almost half of it—\$235,561, to be exact—actually was turned over to the county committees and spent by them rather than by the state group. . . . Which recalls the chuckle turned up by a Democratic leader the other day: "That wasn't an election—it was an auction." Seen on Ohio St.: Fred Bays, State Democratic chairman, a study in brown, pausing for a glance at the Oriental Art Store and halting again near door for a long inspection of fur coats at the Indiana Fur Co., then disappearing into a crowd.

About Telephone Books and Fish

AS IF OUR POOR officials didn't have enough to worry about, they are having mail trouble again. For instance, Mayor Sullivan found this in yesterday's stack: "Hon. Mayor: Please send me one or more pages from the latest telephone book containing names and addresses of wholesale and retail druggists in your fair City and oblige." Our latest check showed Hizzoner's phone book still intact.

But Governor-elect Schricker thinks he has that one beaten. He received a six-page letter by special delivery yesterday from a taxpayer wanting to know why there are no fish in Bean Creek. The writer said there had been no fish in Bean Creek since 1936 and demanded to know what the Conservation Department was going to do about it.

Our latest check found Mr. Schricker's secretary still trying to locate Bean Creek on the map.

Washington

By Raymond Clapper

WASHINGTON, Nov. 29.—The action of the Army in cracking down on expansion of commercial aviation production is but a taste of what may come. That is not the only place where civilian needs may have to be run onto a sidetrack to clear the way for maximum defense production.

Aviation, machine tools and steel are the three tightest bottlenecks in the defense program. They are the points at which defense needs are coming into collision with civilian demands.

The Administration has delayed facing the issue. It was not the kind of question anyone wanted to raise during a political campaign. Furthermore, the curtailing of civilian consumption is a step to the War Department with the greatest reluctance. The Administration desires to avoid resorting to priorities at the expense of civilian life as long as possible. And there is no intention of doing it except where it must be done to save the defense program. In all other fields, maximum consumption is to be encouraged.

The aviation situation is especially acute, because it concerns not only our own defense needs, but the vital need of Britain, whose production is suffering under German air attack.

Commercial Lines Booming

For months the Army has been concerned about the amount of aviation production scheduled to go into expanding commercial airplane manufacture. Commercial air lines are booming and additional planes are much in demand. But the War Department finally moved into the situation to check the lag in military schedules, and particularly to check the development of airplane engines, which are more of a bottleneck than plane bodies are. This week the War Department laid the policy that commercial aviation production should not be expanded further and should be confined only to that necessary to maintain existing air-line services.

Plane engines are now being produced at the rate of 2000 a month, as against 750 a year ago. That is

a spectacular advance, and Army officers have only praise for the efficiency of engine manufacturers.

But it is not enough. We are heading for a serious shortage of engines in the next few months. Plane production will expand more rapidly than engine production, which must run about two engines to one of the big new production models. The Allison plant, Packard and Buick. The Allison plant is doing about 280 engines a month when it should be up to 400. One Government official urges that all airplane engine plants go for a 90-day stretch on a complete around-the-clock schedule, seven days a week. Early in October Assistant Secretary of War Patterson directed the Chief of the Air Corps to see that all plane and engine plants operate at their full productive capacity, with three shifts if possible.

Speedup May Be Ordered

The War Department reports that plane factories are running on three shifts, and engine factories in most instances on two shifts. Still there are reports from other sources that some plants are operating only five days a week and that the situation is ripe for a speedup. A check of the situation is likely.

Machine tools probably will be next on the list. These plants have been pretty well pre-empted for war orders, but apparently there is still some slack to be taken up. Some commercial business hitherto deemed important may have to go out the window. This situation is receiving much attention.

Steel production now is at 97 per cent capacity, which is the limit. Ordinarily 85 per cent operation is considered capacity, allowing time out for repairs. Either production capacity will have to be expanded or civilian orders will have to be put aside. The steel industry is opposing expansion, fearing excess capacity when the peak of war demand eases off. The alternative may cause inconvenience, but we probably are facing it.

Production in the next six months is worth more than production later. A year from now war material will be pouring out. But the period immediately ahead is the critical one. During the next few months before our really big production comes in, we may have to pull the belt tighter than we like to wear it ordinarily.

These thoroughfares are Washington Blvd., Illinois St., College Ave., Centre Ave., Capitol Ave., Boulevard Pl., Pennsylvania St. and Broadway.

At City Hall—CITY MAY EASE BAN ON TRUCKS

Considers Action to Throw Open All but Three North Side Streets.

By RICHARD LEWIS

A repealer to the truck traffic ordinance which would throw open all but three North Side thoroughfares to truck traffic will be introduced at the City Council meeting Monday night at the request of the Safety Board.

Although it was at first believed that the recommendation might fall for a while, the proposal was sent to the Legal Department yesterday to be drafted as an ordinance.

The repealer would ban only 38th St., Meridian St. and Westfield Blvd. to heavy truck traffic. It would remove bans from eight other North Side streets where trucks have been prohibited for more than a year.

These thoroughfares are Washington Blvd., Illinois St., College Ave., Centre Ave., Capitol Ave., Boulevard Pl., Pennsylvania St. and Broadway.

Tax Revenue Dips

In the first three quarters of this year, the city's tax revenue, \$2,461,222, was down about \$200,000 from the same period last year. Part of the drop was due to a decreased property tax because of a lower tax rate.

License fees yielded \$90,000 in revenue and receipts from rentals and miscellaneous sources totaled about \$258,000—including \$62,000 from the sale of street lights to the Indianapolis Power & Light Co.

Notices have gone out to financial institutions all over the nation that the City is ready to sell temporary loan notes. More than \$1,000,000 in notes will be sold to raise money in anticipation of spring tax collections.

City officials will need the money to keep the administration going about Jan. 6. This year, the City borrowed about \$2,000,000 in temporary loans pending tax collections.

Hoosier Goings On—DON'T LOOK

Woman Blindfolds Sister While She Tries on Gift Coat—'Lost' Boy Found

By TIM TIPPETT

AN INDIANAPOLIS woman who wished to purchase a Christmas gift for her sister living in Muncie faced the old problem of "Will it fit?"

She purchased the gift here, then went to Muncie to visit her sister. She blindfolded the young woman, and had friends hold each of the sister's hands. Then the gift, which the sister knows is "some kind of a coat," was fitted.

IT WAS 9 a. m. AND Muncie was getting its first taste of Old Man Winter the first of the week. The police cruiser was moving slowly down the street when they sighted 26-month-old Rex Hammond, trudging along clad in a bare-backed summer play suit.

"I'm lost," he explained. Police took him home. Shortly afterwards, they were dispatched to another section of town.

There they found a woman walking over the icy sidewalk, barefooted and clad only in a nightgown. She was walking in her sleep.

HAMMOND'S 57-year-old eyesore soon will be a parking lot. The Erie Railroad depot which stands on Sibley St. will be razed soon and the Erie offices will be moved across the tracks to the Monon station.

The depot has produced two of Hammond's mayors, John D. Smalley who used to be ticket agent, and Dan Brown, who managed the hotel and restaurant there many years.

But now, in its old age, there are stories going around that the upper floor is a haven for ghosts and people passing by there at night say that you can hear them running about.

The station will be replaced by a new one to be built near Douglas St.

A FOUR-YEAR-OLD Muncie child went through the recent election campaign hearing a great deal of talk about candidates, both pro and con.

Naturally, at her age, the words were meaningless to her. So her father wasn't the least bit surprised the other day when the child chirped:

URGES STUDY OF AID TO BRITAIN

Pioneer Advocate of Lending Bases Calls on F. D. R. To Name Committee.

Times Special

WASHINGTON, Nov. 29.—An appointment of a committee to explore the whole question of financial aid to Great Britain has been proposed to President Roosevelt by Armand Hammer of the Hammer Galleries, New York, who called on the President yesterday.

Mr. Hammer, whose interest in foreign affairs originated in an extended business career in Europe, was a pioneer advocate of the leasing of British territory in this Hemisphere for American bases on the 99-year basis adopted in the recent destroyers-for-bases deal.

Case for Experts

He said here that while he had favored leasing entire British possessions outright, rather than limited areas suitable for bases, he was not sure now that the more restricted course was not the better.

It may be, he said, that the United States has obtained all the strategic assets it requires in these areas, and that to go further—to take over the administration of entire colonies—would be to assume heavy liabilities without gaining further assets.

He also pointed out that England is reluctant to transfer sovereignty over any of her subjects.

3-Way Study Favored

The presidential commission of inquiry under his plan, would examine particularly—

1. The amount and nature of British investments in this Hemisphere, and the extent to which these could be converted into dollars or serve as collateral for loans from the United States.

2. All aspects of the various suggestions that this country trade financial assistance for British possessions in this Hemisphere.

3. The possibility of writing down the British war debt, retroactively, on the basis of the settlement in 1925 of the Italian war debt.

Mr. Hammer said there was no doubt that some of the British West Indies were in severe economic straits and that their acquisition by this country would present serious problems.

Cameras Click To Aid Bombers

ROME, Nov. 29 (U. P.).—The newspaper Giornale d'Italia said in a dispatch dated from the Channel Coast, that German military photographers have taken millions of pictures of British cities and made models of them for German fliers to study before going on raids.

"On these models, hits are marked with tiny balls of red cotton," the dispatch said. "A photographer's train containing nine tons of photographs were used in making these models."

TEST YOUR KNOWLEDGE

- 1.—In major league baseball, does the home team, visiting team, or the league furnish the balls?
- 2.—How many days are in a Leap year?
- 3.—Besides Spanish, French, Mexican, Republic of Texas, and United States, which other national flag has the State of Texas flown?
- 4.—The Governor General of Canada is elected by the people, chosen by the Canadian Parliament, or appointed by the British Crown?
- 5.—Which city is called the "Green City"?
- 6.—Name the star closest to the earth.
- 7.—Is the name Cuba a Spanish or an Indian word?
- 8.—Which State leads in the number of native sons who have become President of the U. S.?

Answers

- 1.—Home team.
- 2.—366.
- 3.—Confederate.
- 4.—Appointed by the British Crown.
- 5.—New Orleans, La.
- 6.—The Sun.
- 7.—Indian.
- 8.—Virginia.

ASK THE TIMES

Enclose a 3-cent stamp for reply when addressing any question of fact or information to The Indianapolis Times, Washington Service Bureau, 1013 13th St. N. W., Washington, D. C. Legal and medical advice cannot be given nor can extended research be undertaken.

My Day

By Eleanor Roosevelt

NEW YORK, Thursday.—Yesterday was almost entirely given over to personal affairs. Two people joined me at 9:30 and went as far as the entrance to the building where the U. S. Committee for the Care of European Children was meeting, in order to tell me some of their difficulties in attempting aid to liberal publishers and editors in Europe today.

I tried on some clothes, practically finished my Christmas shopping (except for the inevitable last things which keep popping up) and was home at my apartment for lunch. Three of my young cousins, whom I see rather rarely, were with me for a delightful visit.

After a little more shopping in the afternoon, I went to see Mrs. Samuel Barlow, who is very anxious that we should do a little more effective relief work along certain lines. I hope very much that it may be possible to work it out, for when you look at the newspapers, you realize how ruthless present conditions seem to have made people in the war-torn countries.

There is hardly a ripple when one group wipes out an opposition group, so you cannot help feeling that it is necessary to keep alive the desire of people to be merciful and to help to alleviate suffering.