

## Military Airports By Maj. Al Williams

TIME and again Washington has been warned that if we had 10 or 20 thousand warplanes that had to be moved from the West to the East Coast, it would take an unbelievable number of days (maybe weeks) to do the job. Why? Because there are only about 250 major airports in the country capable of accommodating the take-off and landing speeds of combat aircraft.

Our Army and Navy both need airports today. Many of those they have been using as bases are improperly situated from the standpoint of strategy. Major cities need rings of defense airports not nearer than 50 miles. Mitchel Field, Long Island, is a glaring example of inadequate planning. As an aerial defense base for protecting New York City against warships, its location might be justified.

But if Mitchel Field is planned to defend New York City from transoceanic bombers, then it should be out on the eastern end of Long Island (about 100 miles nearer to the oncoming air forces).

## Using the Emergency

The Navy, of course, was prompt in building additional air bases along our coastlines. That plan has been in the Navy hopper for many years. Time after time the Army has tried to prevent the Navy Air Service from coming ashore and acquiring land bases. The Army contends that the Navy belongs at sea. But service ambition aims at grabbing as much of sister-service prerogatives and functions as possible. This emergency has therefore been seized upon by the excuse needed to win new shore bases.

## Inside Indianapolis (And "Our Town")

IT'S NOT GENERALLY known, but the thing that really started the investigation into William Dudley Pelley's tieup with the Fellowship Press at Noblesville was the carelessness of the lawyer who nonchalantly flipped 20 \$500 bills on a desk in front of Daily M. Hudler, the owner of the paper. The Pelley interest were trying to buy.

Negotiations were going along for the purchase of the newspaper, but not too smoothly. Mr. Hudler had become a little wary because of all the secrecy and mystery and when the lawyer tossed out the \$10,000 in \$50 bills on the desk, the whole show was up because Daily Hudler became even more cautious.

You just don't toss \$500 bills around in an ordinary business deal like that.

## Yep, It's Tough on the Kids

DR. WILLIAM STAFFORD, we hear, got much fun out of playing with the model railroad that belongs to Dr. Mitchell Taylor and his 4-year-old son that Dr. Stafford decided to get one for his two-months-old daughter. It never fails, does it? . . . Mrs. Joe Hanna has been out teaching little Judy how to ride that new two-wheel bike that Santa bought.

Albert Sogenemeyer, clerk of the Federal Court, came out of the Federal Building the other day in such a rush he almost knocked over an enterprising reporter. A traffic menace, eh? . . . Small cut diamonds, the kind used to dress up watches and ring settings, have gone up 250 per cent in the last eight months due to the British blockade which prevents shipments from Africa to Amsterdam. We hear that many folks are investing in diamonds to hedge on expected inflation.

## Not So Jolly Tars

THREE NAVAL RESERVES, togged out in natty sea-going uniforms, ambled into the men's clothing department of one of the big downtown stores. "May I help you?" beamed a salesman. "No thanks," an

## Washington

WASHINGTON, Jan. 6.—No, I don't think Harry Hopkins is going to London as another Col. House, to play at diplomatic intrigue among the titles. That England, which so impressed Col. House, is about gone. President Roosevelt and Mr. Hopkins are interested in the new England that is trying to be born in this mighty rain of bombs.

It is a matter of direct interest to the United States, which has been committed by President Roosevelt to be an arsenal for democracy. It has already aroused political interest here, as seen in the attitude of Senator Vandenberg of Michigan. The Republican Senator, a few days ago, indicated distrust of present political trends in England. He pointed to the fact that Ernest Bevin, the labor leader who ran the general strike in 1926 and who is now second to Churchill, with a real chance of eventually succeeding him, had said that socialism would be established in Great Britain after the war.

"Are we to fight for that, too?" asked Senator Vandenberg.

## Talking With Mr. Bevin

It won't be important if the King has Mr. Hopkins to tea at Buckingham Palace. It will be important when Mr. Hopkins talks with Mr. Bevin and gathers a direct impression about the new rising forces in wartime Britain. Mr. Roosevelt says Mr. Hopkins is going over to say hello to some old friends. Having no official status and thereby being relieved of the necessity of wasting time on protocol dinners with stuffed shirts whose day is over, Mr. Hopkins will range around among the people who are on the way up in England, mainly those in the labor movement who are already pressing for broader war aims than Churchill has acknowledged.

Through the co-operation of British labor, which has suspended some of its rights and privileges, many changes have occurred toward meshing economic life closer into military needs. These are of particular

Our air-base situation could be greatly improved if the same rules of "use this emergency" were applied generally by the Army in building a completely modern adequate system of military airports.

The first expedient resorted to by the Army and Navy Air Services is the grabbing of commercial airports. The move in that direction is gaining momentum. Service officers are flying around the country telling Chambers of Commerce on just what terms the Government will accept the exclusive donation of local airports, but are maintained to date by local money and municipal bonds.

## Stirring Up Trouble

In fact, these officers have so far lost their perspective that they are handing out these terms on an or-else basis. Naturally, the municipal governments are nursing a grudge against these people and the organizations they represent.

There's room enough in this country, and there appears to be unlimited money to do anything. Why not form the military air services to build their own airports and cease this dislocation of commercial aviation? In themselves, commercial and private aviation are major factors in our aerial defense setup. The growth during the past few years—and mark you, before this Government awakened to the necessity for national air defense—has been phenomenal. Their promise for the future is, I believe, far and away beyond the rosiest predictions of our most gifted visionaries.

National defense in general should mean the building of adequate machinery of every type required in modern war and the training of personnel to operate it. Neither of these operations should be allowed to interfere with commercial or private aviation as it evidently inclines to do.



Workmen removing equipment from the Pelley publishing house at Asheville, N. C.

By Fremont Power

**E-X-NEWSPAPERMAN**, ex-movie writer, ex-Y. M. C. A. secretary, ex-novelist and mystic, William Dudley Pelley has landed in Indiana apparently about two jumps ahead of a North Carolina sheriff.

W. D. Pelley, in case you haven't heard, is the founder of the supposedly ex-Silver Shirts of America, and the man who put up the money to found the Fellowship Press

**A**t any rate, Mr. Pelley's S. S. had a marked resemblance to Mr. Hitler's S. S. Fuehrer Pelley kept urging his followers "to get the name of every Jew who intimidates a gentle."

Fuehrer Pelley said that Jews were behind the "complete sovietization" of the country under NRA and that they influence the President, whom he dubbed "Rosenefeld."

Mr. Pelley's method of organization was this:

He was boss of the whole outfit. Local organizations were set up as "councils of safety." Each local council or post had its liaison officer who reported to the state liaison officer, who, in turn, was the contact with Mr. Pelley.

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