

## FINLAND NOW IN SERIOUS PLIGHT

Faces Big Job in Feeding Her Citizens; Two Ways Open for U. S. Help.

By THOMAS L. STOKES  
Times Special Writer

WASHINGTON, March 12.—Almost overlooked in the rush of European war developments and the aftermath of suffering which follows in the wake of Hitler's

armies is the increasingly serious plight of Finland, which not so long ago won the admiration of the world for her brave resistance to Russia.

Though not in the same category with nations occupied by the Nazis, whose food problems again are the subject of controversy—for Finland is not occupied, and preserves her independent status—she still faces tremendous difficulties in feeding a population that was left in sore distress by the onslaught of her powerful neighbor.

Food is being rationed in Finland, and the rations are thin. More drastic rationing is soon to go into effect.

Her immediate problem now is getting further credits in the United States. The \$30,000,000 Export-Import Bank loan granted in late 1939 and early 1940, in two installments, is practically exhausted.

Two possible avenues are open:

1. Another United States loan. Negotiations are under way for \$7,000,000 additional.

2. Inclusion of Finland under the terms of the Lend-Lease Bill.

The Lend-Lease Bill includes agricultural products among things which may be transferred for the aid of democracies.

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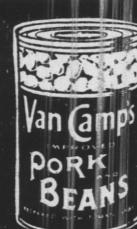
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### ITALIAN WORKERS SENT TO GERMANY

ROME, March 12 (U. P.)—Italy has agreed to send 204,000 workers to Germany under an agreement reached at Berlin recently between Robert Ley, German labor front leader, and Piero Campofiori, President of the Fascist Federation of Industrial Workers.

Campofiori made the disclosure to the workers' federation. He compared the Italian workers who would be sent to Germany to Axis soldiers fighting on common fronts, said that by agreement the Italians would be permitted to send their entire wage home and that a complete organization would be provided for them in Germany so that they could "have the same privileges which they enjoy in Italy."

### 6 IN NAVY MAKE UP NAVY BROTHER ACT

BREMERTON, Wash. (U. P.)—The sons of Floyd Patten of Ridgefield, Wash., are the biggest "brother act" in the Navy. All are on the U. S. S. Nevada.

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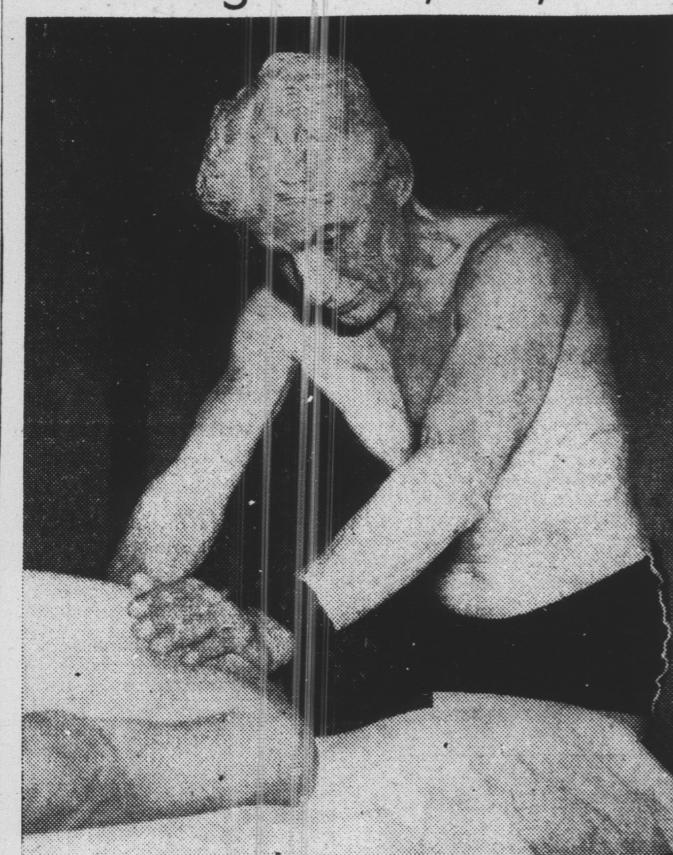
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Herman Dold takes a "healthy" poke at his one million, five hundred thousand and first "victim," with no pain to himself.

### I. A. C.'s Herman Has Swung 'Healthy' Pokes for 40 Years

Herman Dold, a mild-mannered family man of 60, has hauled off and taken a poke at maybe a million and a half men in his day with no noticeable wear and tear on himself.

He doesn't talk out of the corner of his mouth, or spit through his teeth and, for a man who once "pummeled" Jim Jeffries when he was still a world heavyweight champion, Mr. Dold is in remarkably fine physical shape.

For the last 17 years he has been pushing people around for hire in the turkish bath and massage parlors of the Indianapolis Athletic Club and it is a matter of record that he has pinched many an elegant muscle there, and twisted many a higher-salary bracket neck.

Immediately before his engagement at the Athletic Club, he worked at French Lick Springs and while he was there he recalls having kneaded the paunch muscles of several nationally known politicians.

Doctors that he worked on the West Coast and it was there he had his "encounter" with Mr. Jeffries, an adventure which resulted in no wounds for either adversary.

Today, Mr. Dold is about as well setup physically as any man his age, and regularly his firm and hard muscles make many a man years his junior shout for help.

"Should a good percentage of medical students be forced to give up their studies, the civilian health will be seriously threatened after the present national emergency is over," he said.

Mr. Dold estimates that he has given at least a million and a half massage treatments in his time, and that he's still going strong. He can tell, he says, from how the muscles react to his treatment what sort of condition his "patient" is in. Sometimes they scream when he works on muscles that are specially sore.

Also, Mr. Dold broils people under the sun lamp "by ear." He takes a look at someone with two lamps and recommends, say, four minutes on a side. Invariably, four minutes is just enough and not too much.

He believes businessmen in general are taking better care of themselves and are in better shape than they used to be. He thinks there still is some room for improvement.

Mr. Dold, known only as Herman to his customers, has a married daughter and a son, a sophomore in Purdue University, taking electrical engineering.

Personally, he's in such good shape he doesn't need special baths and massages.

## STANDARDIZING IN PLANES VITAL

Production Can't Be Stopped For Every Change, Maj. Williams Says.

By MAJ. AL WILLIAMS  
Times Aviation Editor

"How can we take advantage of the amazing progress in aeronautical science and still turn out warplanes by the carload?"

Some people complicate this question by believing that vast numbers of design and structural changes are necessary because our aviation laboratories are discovering something new nearly every day. Certainly we could never get mass production of aircraft if we tried to include every one of these new ideas.

There's a zero day for starting mass production of any article—a time-line at which you should arrive with all the practical information available and tested and proven up to the moment. Usually that information has been reduced to the point of detailed blueprints of the desired product, whether it be airplanes, automobile tanks or fountain pens.

The final plan is the result of compromise between the absolutely perfect product you would like to build and the product it is possible to start building.

In mass production of warplanes, the first necessity is to agree on a sound and satisfactory kind of plane for a given purpose. At this point the balanced mind of the true executive takes charge. There are minor or major changes that would improve the plane, if information about them had been available when the type design was chosen. But to incorporate these changes means halting the mass-production wheels, so they should be held over for advanced models.

Mass production of aircraft is a comparatively new enterprise. Some think it is under way, but others believe we are still trying to discover how to get at it. That's what I'm inclined to believe. I think our aircraft industry is just about where the automobile industry was many years ago as far as mass production is concerned.

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