

## HANCOCK JURY MAY HEAR WIFE

Friend of Accused Woman Identifies Ed Dalton As Clubber.

SALEM, Ind., Jan. 22 (U. P.).—Mrs. Stella Hancock, under indictment for the club-slaying of her husband, John Hancock, may testify today for the State in its case against Ed Dalton, Bedford laborer now on trial for the same crime, according to State's attorneys.

Mrs. Hancock, and Miss Frances Chastain, 25-year-old Bedford woman, were sleeping in the same bed with Hancock the night of July 27 when an assailant entered the room and struck the sleeping man repeatedly with a heavy club. He died the next day in a Bedford hospital.

Miss Chastain, on the witness stand four hours yesterday, told the jury that Dalton was the man she saw beating Hancock over the head when she was awakened by the noise of the assault. The three were staying at the home of a friend in Bedford.

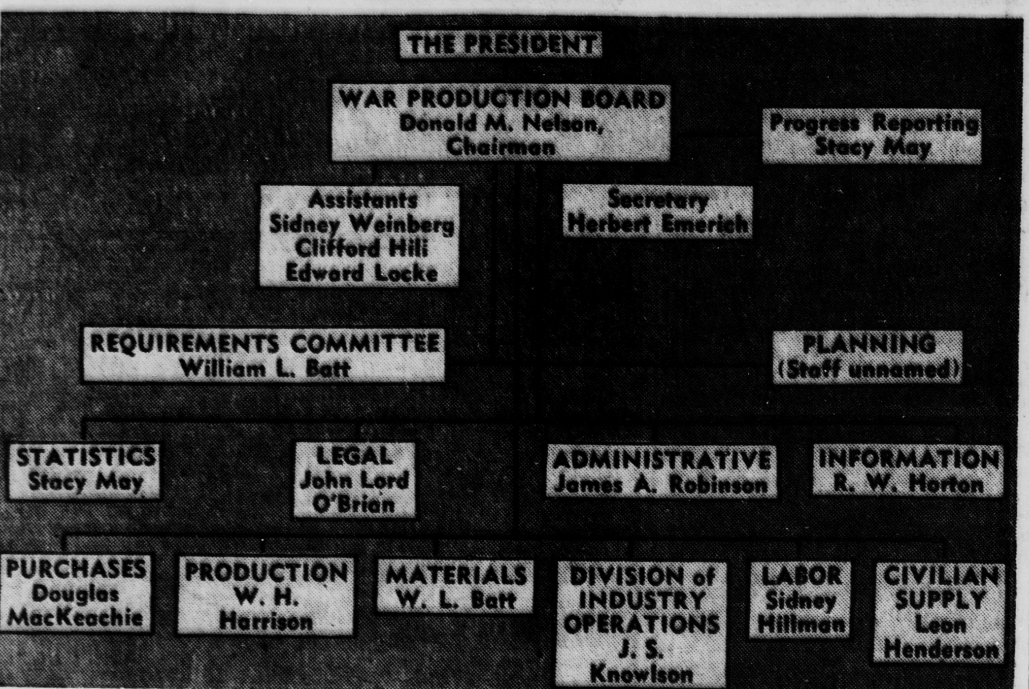
### Points to Dalton

The woman pointed to Dalton in the courtroom and identified him as the assailant.

Repeating a statement she made shortly after the crime in which she accused James Pelfree, WPA worker at Burns City, of the attack, Miss Chastain testified the accusation was forced from her by State Police at the Jasper barracks where she was taken. She branded the statement as "a whole lie."

Miss Chastain told the court she accused Pelfree because Dalton had threatened her life.

## Each Board Under Nelson Knows Its Job



This chart shows the set-up of the War Production Board, the all-out agency which replaces the Office of Production Management and will direct industrial production. President Roosevelt has approved Production Chief Donald M. Nelson's plan as shown here.

## WABASH RIVER PLANT JOB OFFICE OPENED

CLINTON, Ind., Jan. 22 (U. P.).—Administrative offices for the employment of workers at the Wabash River ordnance plant have been opened here under the direction of Maj. Robert M. Bacher.

Maj. Bacher, who was transferred to the Wabash River Works from the Baytown Ordnance Works at Baytown, Tex., said applications for Civil Service employment will be taken.

Hundreds of persons have come to Vermillion County in search of employment.

## Side Issues Are Discarded; War Production Only Goal

By JOHN W. LOVE  
Times Special Writer

WASHINGTON, Jan. 22.—Donald M. Nelson is plowing right down the center of production. He is leaving to one side certain organizational remnants for others to pick up. He is ignoring certain rallying points, like the fears of "little industry," the desire of union officers for a share in management, and the jealous interest of the Army and Navy in procurement.

To the new chief of war production such questions just don't exist. What America wants is production. Everything else is a side issue.

President Roosevelt will have to decide what to do with the Office of Emergency Management, one of the agencies of poorly defined authority which accumulated around the task of defense. It has found no place on the Nelson charts.

**Too Late for Drastic Changes**  
Gone with SPAB and the two-headed OPM are the defense contract service that (agency "with responsibility but no authority") and the loosely hung committee of management and labor in the automobile industry. Out also are such practices as the certification of communities as "distressed areas."

The large field organization of OPM and OPM are the defense contract service that (agency "with responsibility but no authority") and the loosely hung committee of management and labor in the automobile industry. Out also are such practices as the certification of communities as "distressed areas."

The Nelson philosophy of production shapes up about like this: It is too late to make revolutionary changes, even in the setup here in Washington, "because it takes time for men to learn to work together." But authority can be clearly defined.

**Shape Groups to Fit Problems**  
Authority is channeled by Mr. Nelson to his deputies, down through such people as Ernest Kanter, head of the automotive committee, but there will be a few vetoes—"for vetoes stop things." The emphasis will be on the speed of the output, not on who's who along the line.

The 50 or 60 industrial committees will be shaped to the nature of their problems. Industries also will have labor committees, and these will meet with the management committees in matters which interest both.

No single plan will be followed for the industry committees, though the automotive committee is expected to be the model.

Into these committees will flow the suggestions of their industries, including those from the workmen, but the heads of the committees will do the selecting and deciding, as Mr. Kanter will in the automobile industry.

The question of the workers' will to produce has never been raised, and does not depend on the degree of their "voice" in management. Everybody will have a voice on the subject of how to increase production.

**War and You—**  
**Train Travel Rationing Due If Military Demands Suffer**

WASHINGTON, Jan. 22 (U. P.).—Pleasure travel by passenger train next summer may have to be "rationed" under tentative plans being studied today by traffic experts of the Office of Defense Transportation.

Officials said if surveys now being made indicate that civilian travel would interfere with military needs for transportation, some travel priorities on passenger tickets probably will have to be adopted.

The ODT, under the direction of Chairman Joseph B. Eastman, is gathering "facts and figures" on available passenger equipment and probable civilian travel. The survey is expected to be completed next month.

"We won't know what we will need to do until that survey is completed," said an assistant to Mr. Eastman. "If it appears that the public travel demand exceeds passenger facilities we probably will have to adopt some plan to assure that those who need tickets get them."

"So far no definite plan has been drawn; they all are in the discussion stage. The granting of priorities on travel is one of the possibilities being studied."

Transportation officials said they expected the shortage of automobile tires to result in an increased demand for tourist travel by train. Military needs for troop transportation will impose an additional load on the roads.

**Nickel Minus Nickel**  
WASHINGTON, Jan. 22 (U. P.).—War and priorities have finally caught up with the nickel—the magic touchstone that operates the juke-box, the vending machine and other prime essentials of American civilization.

The old nickel was three-fourths nickel and one-fourth copper; the new nickel will be one-half silver and one-half copper.

A Senate judiciary subcommittee has voted to take the nickel out of the nickel at the request of Donald M. Nelson, the nation's war production chief. He feels that the silvery-white

## HOOSIER GIVEN KEY WAR POST

William L. Batt, Born in Salem, Ind., Holds Purdue Degree.

By UNITED PRESS

William L. Batt, new chairman of the War Requirements Board, is a native of Salem, Ind., and was graduated from Purdue University in 1907.

At Purdue Mr. Batt was interested particularly in laboratory work and his first job was as a laboratory assistant with the Hess Bright Manufacturing Co. of Philadelphia.

Hess Bright later merged with the SKP (Svenska Kallager Fabriken) Industries and Mr. Batt now is president of SKP.

SKP is a subsidiary of a Swedish concern and manufactures small machinery. It concentrated prior to engaging in defense work, on the manufacture of ball and roller bearings.

Mr. Batt is a husky six-footer with black eyebrows and a vigorous handshake. He has a forceful personality and the reputation of saying what he thinks.

Although a Republican, Mr. Batt is a close personal friend of Harry Hopkins and supported many New Deal measures, including the Wage-Hour Act. He was the chief author of a conciliatory platform drafted by the National Association of Manufacturers in the fall of 1938.

He is a member of the Union League, the American Society of Automotive Engineers and chairman of the board of trustees of the Swedish American Historical Society.

He personally greeted Swedish Crown Prince Bertil when the Prince visited the United States in 1940.

Mr. Batt is married and the father of four children. The Batts live in Wyncote, exclusive Philadelphia suburb.

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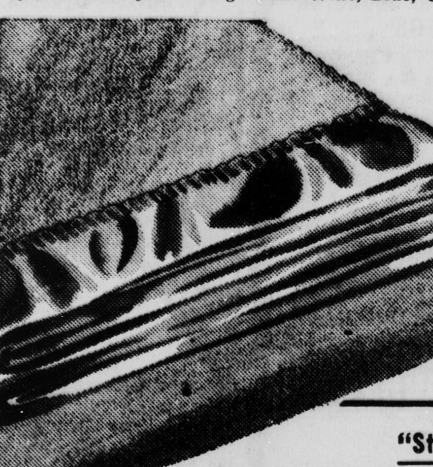
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