

Hoosier Vagabond

By Ernie Pyle

PORTLAND, Ore., Jan. 22.—The Willamette Iron & Steel Corp. is 75 years old, and it had never built a ship in its life. But it's building them now, all right.

Two years ago it had 60 men working for it. Today the number is crowding 4000. That's the way things go when you have a war. You do what you gotta do.

Most of the shipyard workers at Willamette had never built a ship before either. They are green hands who are learning the business, under a cadre of experienced shipbuilders.

They learn pretty fast. Suppose you start as a helper. If you've got pretty good sense and try hard, you can be a welder or riveter in four or five months. And your pay jumps from 87 cents an hour to \$1.12.

All winter I've been hearing yaks about fantastic wages that ex-gas-pumpers were making in the shipyards. Stories about boys who'd never made \$20 a week in their lives, now drawing down all the way from \$80 to \$150 a week. I asked about it out at Willamette. They said nonsense. They said their scale was as high as any, but that the most even a highly skilled and long-experienced artisan could make, even with overtime, would be about \$112 a week.

From the Bottom Up

THE WORK at Willamette is hard, but so is a lot of work. It is terribly noisy; in fact the din of riveting would drive me to the bughouse. It is chilly and miserable in winter weather, but fortunately the Northwest doesn't have much really tough winter weather.

During blackouts, work stops completely and all lights go off. The men don't leave, but sit right where they were. That's partly because it would be dangerous to clamber around in the dark, and partly

so no time will be lost when the lights go on. The sight of a huge ship being built wasn't as thrilling as I had thought it would be. It's just sort of like building a house—using steel plates instead of board siding.

They start at the bottom and just keep riveting or welding on plates, building up a story at a time, until they get to the top. They put in cross-plates as they go along, making the thing into rooms, you might say. The ship is really just an unspeakable number of cells, riveted together, if you look at it in the simplest way.

Months Ahead of Schedule

THE REALLY INTERESTING part comes after the ship is launched, when the ship-fitters start putting in all the gadgets. It takes just as long to finish a ship inside, after it's in the water, as it does to build it from nothing up to launching time.

The ships here now are running several months ahead of schedule, and I remarked that the Navy must be pleased.

"Not especially," was the answer. "Our schedule was set pretty loose to begin with, because we were inexperienced. And anyhow the Navy isn't satisfied nowadays with your speed, no matter how fast you go. And that's the way it should be."

This rather staid old ironworks, which for three-quarters of a century has turned out heavy castings in a great, dark, dirt-floored, hangar-like shed, has now mushroomed and spread all in a year until it seems like a beehive. To the oldsters, it seems incredible that it could have happened at all.

I asked the president what would happen if they got word from the Navy tonight, exactly doubling their contract. Could they get the men, could they handle the confusion of building more shipways, could they expand rapidly enough to make a go of it?

Easily, was the answer. In fact, they more or less anticipate a huge new load before long.

Inside Indianapolis By Lowell Nussbaum

IF YOU'VE BEEN WORRYING about where to place the new Federal auto use stamps, stop worrying right now. Some people have been confused over the apparent conflict in regulations. One of Inside's friends called and asked: "Where'll I put my stamp?"

On the back of the mirror looks like the best spot, but the papers says the Internal Revenue collector says you have to put them on the windshield.

We called the collector's office and asked R. A. Curd, who is the official use stamp information dispenser.

"The collector's office," he says, "never has told anyone where to put the stamp. They can put it on the front fender if they want to, but it would be safer inside the car—on the windshield, or on the back of the rear view mirror." So that's that.

By the way, he pointed out that apparently no means has been provided for getting replacements for lost stamps.

Anent the location of stamps, Attorney Louis B. Ewbank has an idea. He suggests wetting the gummed back of the stamp and affixing it to the center of a piece of strong paper which is a half inch larger, all around, than the stamp.

"Then," he suggests, "gum that half-inch strip clear around the stamp on the face side and paste it on the windshield from the inside, so the stamp shows through. Thus attached, it is safe from the action of rain or of thieves or mischief makers."

Once a Hoosier—

"WHO," wonders George Wellbaum, New York Bell Telephone information director, "was the pal that gave me a subscription to The Indianapolis

Times? We read it from cover to cover and then pass it on to other homesick Hoosiers who do the same."

Well, George, about all we can tell you is that the man walked up to the subscription counter, laid down the cash and walked out without giving his own name. Just one of the many pals you have back home. . . . As the E. 10th St. trolley was passing the Roberts School for Handicapped Children, a 3-year-old in a blue snow suit piped up: "Look, Mommy, building upside down." "No, it's not upside down," corrected her mother. "Well, it's all out of shape," came the answer.

Too Many Teeth

A RESERVE OFFICER, who happens to be the vice president of a local bank, was ordered to report at Ft. Harrison to be examined for active duty. On the suggestion of his wife, he left his bridegroom at home in the hope of being deferred. "Ah, perfect health," said the physician. "But won't my teeth keep me out?" asked the banker. "Oh, no," said the doctor. "You've got one more good tooth than required." . . . Fred Lahr of the Indiana Lumbermen's Mutual is having fun with one of those photographic recording outfits. . . . The I. A. C. is charging \$3 for its anniversary ball Saturday night, but each admission includes a dollar's worth of defense stamps.

Wanted: A Boy

BILL JENNER, the Senate president pro tem, is expecting to be a papa some minute now, and he's praying for a boy. "If it's a boy," he says, "I am going down to the radio station and announce it myself. If it's a girl—well, I don't know." . . . Sign on window of a Delaware St. empty storefront, near Massachusetts Ave.: "Total war demands you buy less appliances and more bonds. If our customers will buy as many bonds in 1942 as they did appliances in 1941, Uncle Sam can't lose."

Washington

By Raymond Clapper

WASHINGTON, Jan. 22.—Some will wonder why President Roosevelt is asking \$300,000,000 for special unemployment relief when war industry is short of workers. That question goes to the heart of a new problem. It is one of many which have broken upon us out of the sudden upheaval now taking place in the daily life of this nation at war.

Workers and jobs are going through a violent shift as we change from peace industry to war industry. Detroit, the metropolis of war industry, has some 200,000 idle because of the changeover in the automobile industry. Throughout the country tire and automobile salesmen are losing their jobs. Others will be thrown out of work as the shutdown of unessential peace work grows. They must be given special relief until they can find war work, or be trained for war work.

But to give them money for food and rent while they are waiting for war jobs is only one part of what must be done.

Manpower as a Unit

OUR WHOLE handling of labor and manpower must be overhauled. Here is one of the biggest internal jobs of the war—mobilizing manpower. We have become so used to thinking we have a labor surplus that we can scarcely realize we are already going into a most acute labor shortage. At least 10 million new war workers will be needed for the big production program demanded by President Roosevelt.

We will have to do what England did—plan to make every man count, not only in the armed forces, but on the equally important industrial front at home. It happens that a report has just been made to the

American Public Welfare Association by Eric Biddle, who spent months studying how the British met the same problem.

The British found they could not depend on haphazard supply and demand, and chance, for industrial workers, any more than they could for military manpower. Jobs were going begging while men in other localities were begging for lack of jobs. The British found that manpower—both military and industrial—must be treated as one. Sometimes men had to be transferred back from the Army to munitions factories. England recognized that the keystone of the war effort was the mobilization of manpower and material resources.

It is easier said than done. Just the matter of bringing the man and the job together was a big one, they found.

Here's How It Works

TO USE a simple illustration, a British worker, Henry, was thrown out of his job at Leeds because his plant was closed down as non-essential. He registered with the Leeds Labor Exchange. Birmingham had a call out for workmen. Henry agreed to take one of these jobs. The Leeds Labor Exchange paid his expenses to Birmingham. He reported to the Birmingham Labor Exchange and was billeted and sent to the job. His family stayed at Leeds and received an extra allowance.

Another worker was ready to take a job, but was unskilled. The Government put him into a training center—England operates 35 of them—and paid him a nominal wage and subsistence until he was ready for a skilled job.

Those simple illustrations suggest how complex the task is. We shall have to bring women and youths into industrial work. Salesmen who have never touched a machine will be needed in factories. The selective service will need to work in even closer co-operation with industry to avoid taking out essential skilled workers.

My Day

By Eleanor Roosevelt

WASHINGTON, Wednesday.—Until 5 o'clock yesterday afternoon seemed, for the most part, a record of office work. Then I came home to find our guests, Alexander Woolcott and Miss Connie Ernst, another friend from distant parts who had arrived to spend two nights, and Mr. and Mrs. Max Ascoli, all gathered around Miss Thompson at the tea table in the west hall. We had a really pleasant hour and then a quiet dinner and an evening of talk and work.

This morning I was at the Office of Civilian Defense by 9 o'clock. One person after another followed in close succession for interviews.

Like many other Washington officials, I consider the day is only a time for storing up work, for each person who comes in to see me starts me on some new subject.

Because I see one person after the other, means that, when I go home, I have to gather up all my notes and material, sort out what I have to do and to dictate, reach such people as I can at their homes after business hours, and line up those whom I have to contact the next day.



NOW IT CAN BE TOLD!

By DAVID M. NICHOL

II—Hatred Smoulders Under Nazis

everything that Nazism stands for or does. Just as the blitz touched off some hidden wellsprings of character among the English, so the gray-green legions of Hitler, by taking freedom away, have taught the continent what it means.

The continent's response has been almost unanimous without regard to the attitudes of its governments, allied, neutral or conquered.

I encountered this smouldering, often poorly concealed hatred on dozens of occasions. It charged the atmosphere in Praha where centuries of foreign rule have been inadequate to break the spirit of the Czechs.

It added grim significance to the chalked inscription "reserved" which appeared overnight on some of the telephone poles there, for "reserved" to every Czech means reserved for a German hanging—some day! One felt it in former Poland with its Jim Crow street cars for Poles and its provocative signs limiting them to certain stores and activities. In Switzerland, it was an invitation to fight to speak high German, and the feelings of the French grow daily in intensity.

"Well," I said, "they don't stick some day, if we can't do any better," said a Parisian with tears in his eyes.

Most of the occupied areas and the general-governments (former Poland) have been closed to American correspondents for months, but the signs are evident that a similar spiritual kinship exists in all of them.

Dutch and Poles, Norwegians and Belgians alike have been a source of constant difficulty to their conquerors who have turned to the only ultimate answer they know—brutality. The Nazis in their turn have been reluctant to let the world know the full story.

Himmler Never Denied Purge Story And Nichol Never Got to Norway

The Chicago Daily News once published a report from London that Gestapo Chief Heinrich Himmler had loosed a blood purge in the wake of a tour of Norway. I was called to the foreign office in Berlin, lectured as a recalcitrant child might be, and instructed

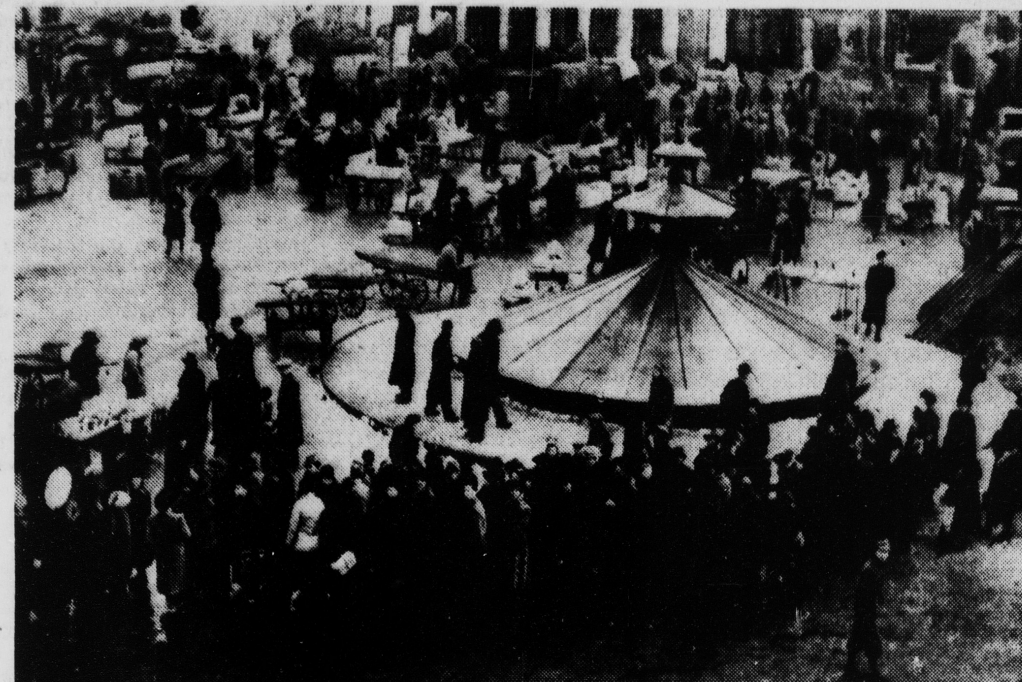
that something must be done. I declined to deny the story without having an opportunity to check it first hand. That, I was told, was impossible. Would Himmler deny the story in a formal statement? Perhaps. He never did, but neither did I see Norway.

No amount of Nazi censorship was sufficient to keep many well-founded reports from filtering out, however. The police force of a large Norwegian city resigned en masse in the face of threatened imprisonment rather than serve under a German-chosen chief, for example, and this fall there have been numerous unannounced executions for "anti-German activity."

Poland was similar, but the horror there is even greater. Visiting Warsaw involved obtaining permission from the general-governor, Dr. Hans Frank. This I had, but Goebbels' Propaganda Ministry "suggested" that the time was unfeasible to organize a party of correspondents. I told them I didn't want an escorted tour. I never got farther than the border. Everywhere the story is the

Is Germany headed for a gigantic collapse? If so, when and how will it come?

An attempt to answer that riddle which bewilders a war-torn world is presented in this series of notable articles by David M. Nichol, one of the most recently returned American correspondents assigned to troubled Europe. The Times herewith presents Mr. Nichol's second article.



Citizens of Oslo line up in the hope of obtaining some food. Norway has been a source of constant difficulty for the Nazis.

once admitted wryly. "We gave them citizenship. We can't use quite the same methods that we can in other countries."

The Germans in Berlin and the northern part of the Reich are unfamiliar with this aspect. It came as a shock and surprise to a Berlin businessman when a Viennese hotel manager paid a visit to his room soon after he had registered and apologized in advance for any "incidents" or "unpleasantness" that might arise. But the citizens of neighboring Munich recognize it readily.

"How," one of them asked bitterly, "can we hope to make friends of the other peoples of Europe when we can't be friendly with the Austrians?"

Duce Teaches Hate

NOT EVEN THE NAZIS' allies have escaped this virus. Mussolini has exhorted the Italians repeatedly to hate. They do. They hate the Germans. Scarcely more than formal efforts are still made to conceal this, or the contempt the Germans feel in return for the south of the Axis. Attempts to use German and Italian armed forces in conjunction have proved most delicate.

When German Stukas roared out over the Mediterranean a year ago for their first attack on the British aircraft carrier, Illustrious, they had Italian fighter escorts. The Nazi pilots returned to their bases in Sicily prepared to carry out a private war with their allies.

"Where," they asked, "were the Italians when the going got tough?" The Italians had an excellent reply. They shrugged and said that it was "much too dangerous." One of those Stuka bombers who had flown in Poland, France and over England told me later that the Illustrious' anti-aircraft fire was the worst he had ever experienced. It is but one of numerous similar frictions.

Show Resentment

LESS GENERALLY known is the rising resentment of the Austrians which as early as a year ago resulted in a demonstration against Goering's wife in front of her hotel in Vienna and prompted Gauleiter Baldur von Schirach to warn them that extreme measures would be used if they continued.

"We made a great mistake with the Austrians," a German official

AS FAR AWAY as Portugal, the feeling is only slightly less intense. Temporarily, it is somewhat confused by the British occupation of Portugal's Pacific colony, Timor, but Hitler's New Year's message was still sufficient to drive a Lisbon citizen into "voluble, profane Portuguese. An official with whom I spoke said, 'We'd all be completely pro-British again' should the Nazis make a move toward Spain.

The net result of German diplomacy and armed force has been to isolate the Reich more completely even than the Kaiser's empire was isolated in 1914. It has no single dependable ally. The three-power pact and all its adherences remains little more than a paper structure while Europe goes on hating—and hoping that something, perhaps America's entry into the war, will prove the opening wedge for a flood that will sweep away Hitler and all his works.

Most of the Germans are keenly aware of the extent and the depth of the hatred the other peoples of Europe hold for them. Many are honestly puzzled, unable to understand the reason despite the increasing clarity of the "new order" as nothing more than an economic system under which Europe will work for the Nazis and live on what may be left. Others, however, see it more clearly.

Berliners Stunned

GOOD FRIDAY afternoon the Berliners turned out by the thousands to stare in fearful anticipation at the aftermath of the most spectacular fire-bomb raid the British have yet staged there. Among the crowds in Unter den Linden and Kaiser Franz Josef Platz I found a German acquaintance, gazing thoughtfully at the still smoking ruins of the Prus-

sian state opera and the burned-out roofs along the street.

"How do you like it?" I asked. He hesitated long before answering.

"It's time we had something like this," he said. "Think of what we've done."

His reaction is far from typical. For most of his countrymen this rising sea of hatred has become a powerful propaganda weapon in the hands of Hitler and Goebbels. Germany must win, they say, or be torn apart and destroyed in the maelstrom which would follow a Nazi collapse. It is one of the most factual statements they have made.

No amount of political demonstrations, such as the renewal of the anti-comintern pact in November, with all its window-dressing of continental solidarity, can conceal the truth that one factor and one factor alone, the Nazi armed forces and their ruthlessly efficient police and gestapo, still holds Europe together.

Rebellion Perilous

FOR THE TIME being, there is little prospect of any successful outbreak other than the acts of sabotage and individual terror that have been reported so regularly from all the occupied territories.

Revolt is little more than suicide. The Czechs tried it. The Jugoslavs have fought so valiantly that Bulgarian and Hungarian forces have been called to the assistance of the occupiers. Unarmed peoples, as Ribbentrop recently warned, do not as a rule rebel in the face of Stukas, panzers and S. S. troops.

Should a crack appear, however, rebellion would flash up and down and across Europe overnight. The Nazis can never relax their vigilance for an instant.

NAZI TRANSPORT PROBLEM SEEN

Hitler Goes Over Heads of Army Chiefs to Name Auto Inspector.

By UNITED PRESS

Adolf Hitler installed today an unprecedented motor vehicle check-up system, indicating that German's supply and transport establishments may have been thrown out of gear by the Russian campaign.

He indicated new tension between himself and the Army by naming a ranking officer of the Hitler elite guard as inspector general for all "questions" concerning automobiles and lorries in the Reich and conquered territories.

The official, Jakob Werlin, according to official Berlin broadcasts recorded by the United Press, will be responsible directly to Hitler and will inform him "with greater rapidity than reports passing through customary military channels."

Wants Prompt Reports

"It has been proved necessary that I be informed more rapidly, better than in the past and directly, of all questions concerning automobiles and lorries in order that I may be able to give orders and take measures which can become necessary by the military situation," Hitler's decree said.

Werlin was said to have been one of Hitler's advisers for "a great many years."

Other reports broadcast by Berlin hinted at new economic trouble for the Reich in its occupied lands. Regulations were said to have been published at Oslo, Norway, effective Jan. 26, to put an end to increased prices and "black market" methods in Norwegian restaurants and hotels.

HOOSIER PASOR CYCLES

HUNTINGTON, Ind., Jan. 22 (U. P.).—Rev. A. P. Teter of the First Methodist Church here is aiding in the national emergency by conserving gasoline and automobile tires. He calls on his parishioners on a shiny red bicycle.

Questions Baffle Kiwanis And Red Cross Gets \$289

THE WAR chest of the Indianapolis Red Cross Chapter was more than \$289 richer today as a result of "the misformation" of Kiwanis Club members.

It was "Quiz Day" at the club yesterday. Robert M. Stith, interrogator, questioned members on various subjects and when they failed to answer, which was nearly every time, they were required to donate a minimum of \$1 to the Red Cross. "Prof." Stith made his questions especially difficult. "Where did Miracle Rock in Colorado get its name," he queried George S. Olive, chairman of the Red Cross campaign. Mr. Olive didn't know and dug into his pocket.

Henry Barr, the club's new president, was presented with a gavel.

HOLD EVERYTHING



"Sure, we're outnumbered—but we don't want any reinforcements!"

PREDICTS DIP IN AUTO ACCIDENTS

That's Bright Spot in Tire Rationing, Says Hadden In Purdue Talk.

Times Special

LAFAYETTE, Ind., Jan. 22.—As with almost everything, there is a bright side to tire rationing and the curtailed automobile production, according to Samuel C. Hadden, Highway Commission chairman.

He believes that because of this 1942 will see an overall reduction in accidents and fatalities in Indiana since the average motorist will drive less and more carefully.

In reviewing the effects of the war on State highway work at the Purdue Road School here today, Mr. Hadden reported that there was a reduction of 500 accidents in December as compared to November.

Terms Situation 'Ironical'

"From this one month's experience it appears that rationing of tires and discontinuance of new car production will be felt most heavily in reduced pleasure travel. Attempts to conserve cars and tires will result in more passengers per vehicle and lower speeds. It is ironical that persons who wouldn't reduce speed to save a life will do so to save a tire."

Looking into the future, he predicted the following for 1942, providing no further restrictions are placed on the use of vehicles and gasoline:

1. Little reduction in total vehicle miles traveled—increased commercial traffic making up for the decline in travel for pleasure.

2. Regrouping of type and location of traffic to form an entirely different road pattern—with commercial traffic being routed over specific routes to save time and congestion.

3. Congestion around industrial areas and on city streets.

4. Traffic confusion and delay during blackouts.

5. More attention paid to maintenance and regulation to reduce

traffic inefficiencies and continued emphasis on construction.

The Chairman said that most of the work done by the Commission during 1942 would be on strategic highways and access roads to defense areas.

As an example of the strain placed on Indiana highways around defense areas, he cited travel statistics on Road 62 south of Charlestown.

In 1937, the average number of vehicles traveling over that road per day was 525. In 1941, approximately 6300 cars traveled over the same road in a day, an increase of 1250 per cent.

The situation is similar in other defense areas, he added.

TEST YOUR KNOWLEDGE

- 1—On which of the Hawaiian Islands is Honolulu?
- 2—Name a former President who led the famous charge up San Juan Hill, near Santiago, Cuba, in the War with Spain.
- 3—In what country did Walter Hines Page serve as American Ambassador during World War I?
- 4—What are the important commodities produced in the state of Sarawak, on the northwest coast of Borneo?
- 5—Which President of the United States was a surveyor?
- 6—How many arms has an octopus?
- 7—What body gets between the moon and the sun to cause a lunar eclipse?

Answers

- 1—Oahu.
- 2—Theodore Roosevelt.
- 3—Great Britain.
- 4—Rubber and oil.
- 5—George Washington.
- 6—Eight.
- 7—The earth.

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.