# U. S. Aviation Industry Is Growing Up, But Don't Dare Call It a War Boom!

**Seven West Coast Plants Working at Full Steam; Employ 30,000 Men.**

By GREGORY LANDIS
(Released by Western Newspaper Union.)

LOS ANGELES. — Late one afternoon the news sped out of Washington that congress had lifted the arms embargo. Next day President Roosevelt's proclamation placed "cash-and-carry" in effect. Within a few minutes huge bombers were moving on barges from New York's North Beach airport to waiting freighters which would carry them through war-infested waters to Great Britain.

This was the "gunning" signal for American aviation, but it was not unexpected. Early this year France and Britain began buying war planes from firms like Lockheed, Douglas, Vultee, Ryan and Consolidated. In fact those were nine American-made French planes which engaged 27 Nazi craft in the first dog-fight of World War II a few days ago.

Airplane manufacturers aren't going off half-cocked just because the arms embargo has been lifted. Nor is their expansion during 1939 being based on a wild hope for war profits. But Uncle Sam has placed enough orders with them to bring his air force to something like 5,500 planes by 1941, and this, coupled with commercial orders and those from abroad, has changed the industry from a starving infant into a strapping youngster.

**Many Foreign Orders.**

Lockheed is a good example of the seven major plane factories scattered up and down our Pacific coast. Lockheed is located at Burbank and as you approach from the air it looks like a giant factory whose walls have been knocked out by the pressure of expansion from within. Which is just about the case.

*A peek inside the North American Aviation, Inc., plant at Inglewood, Calif., subsidiary of General Motors and one of the nation's leading concerns. Being built here are basic combat and O-47 observation ships. Wings of O-47 planes are seen in the foreground.*

Lockheed has completed most of the 250 big bombers ordered by Britain before the war started and is starting on an order of 80 similar planes for the Australian government. In addition the plant is turning out about 10 commercial transports each month. A year ago last month Lockheed had 2,700 employees. Last March there were 4,500 and this fall it was stepped up to 6,700, with a monthly payroll exceeding a million dollars.

**U. S. Orders Come First.**

Lockheed's military "backlog" of orders last month stood at about $7,025,000, including quite a few of the XP-38 interceptor pursuit planes which the United States army has ordered. American army and naval aircraft, manufacturers are careful to point out, is not being given second position to foreign orders. A meticulous group of government inspectors is on hand in each factory, keeping things moving and—equally important—keeping them secret.

Lockheed's physical problem is typical. Her 523,000 square feet of floor space is double the capacity of last year, but there still isn't enough room. But the plane manufacturers are wise enough to look forward a few years. They'd rather put on the finishing touches outdoors than invest in new factories which a few years hence might be ghosts.

Down south, at San Diego you'll find the same bustling at Ryan and Consolidated factories. Ryan, which got its start in 1926 when a slim young fellow named Lindbergh asked for a plane capable of flying 3,000 miles, specializes in teaching pilots and building training planes.

**Ships Get Bigger, Too.**

Consolidated, right next door to Ryan, and Boeing up in Seattle are building most of Uncle Sam's mammoth planes. In side-by-side assembly lines at Consolidated you'll find army and navy bombers almost as big as the Yankee Clipper. The army plane has wheels that stand 4½ feet high—the largest ever used on a ship.

Those "flying fortresses" you've read about come from Boeing, which also builds Pan American clippers and "stratoliners." Up Seattle way they used to make great ado about christening new ships and watching them take the air for the first time. But nowadays it's mere routine.

Boeing has 39 flying fortresses of the B-17-B type to turn out for the army, about one-third of which are already finished. They'll soon start on an $8,000,000 order for more fortresses of the B-17-C type. Sandwiched in are nine stratoliners at $350,000 a copy (minus the engines) and six more clippers for Pan-America at a total cost of $3,000,000.

## No More Licking

This Mailomat does away with the old U. S. custom of stamp licking. Designed and manufactured by a postage meter company the machine has been installed in the general New York city post office. Insertion of coins in the proper slots stamps the letter automatically prepaid.

## What to Do

BY PHYLLIS BELMONT

*WILL you please tell me if a young girl is introduced to an elderly woman for the second time if it is the older woman's place to acknowledge the existing acquaintance? In serving, does one place and remove from the left, or place from the left and remove from the right?*
*MISS A. O. T.*

Answer—Whenever you are introduced a second time to the same person, just say, "How do you do?" and don't embarrass the person introducing you by calling attention to it. However, if the introducer should say: "Mrs. Doolittle, have you met Miss Towne?" you would say, "Oh, yes, how do you do, Mrs. Doolittle, I am glad to see you again." A good rule to remember is to serve and remove everything from the left except the beverage.

Phyllis Belmont.—WNU Service.

**Too Quick for Dentist**

MENOMINEE FALLS, WIS.—Mrs. John (Grandma) Becking, 87 years old, usually pulls her own teeth, but she had to go to the dentist to extract her last one. The dentist deadened the nerve and then asked Mrs. Becking, "Does that still hurt?" She touched it gingerly and then gave it a quick yank, extracting the tooth herself.

*MILITARISTS FIND*

# Bombs, Mines—Twins of Destruction—Vital Factor in Modern War Strategy

AERIAL bombs and sea mines—two of the most potent scourges during the World war—are an even more important military factor now, in the view of military experts.

The use of bombs by the German air force played a dominant role in the swift conquest of Poland. Great Britain and France are depending on mines as a vital part of their strategy to stretch a sea blockade that will bring about the economic collapse of Germany.

In both weapons world powers have made major strides in development since the World war. Experts believe that prolongation of the present conflict will add still further to their perfection as agents of death and destruction.

**Two Types of Bombs Used.**

High-speed, multiengined bombing planes, for example, now carry loads of huge demolition bombs totaling from 8,000 to 10,000 pounds on long-range flying missions designed to cripple strategic centers or industries.

Broadly speaking, military powers employ two types of bombs in modern warfare—demolition and fragmentation. The demolition bombs, filled with TNT, are designed to destroy property and military objectives such as factories, air bases, railroad stations and forts.

They are usually equipped with time fuses so that after being dropped they can penetrate before exploding, thus insuring greater destruction. Some are fixed so that they explode on impact with an object. Sizes of these bombs, which are guided to their destination by so-called "fins" similar to the feather on an arrow, range from 25 pounds to 2,000.

A 2,000-pound bomb, experts believe, has sufficient demolition power to accomplish terrific damage.

Principles and sizes of bombs used by the leading powers are broadly the same. The United States army air corps, for example, uses demolition missiles of 25, 50, 100, 300, 600, 1,100 and 2,000 pounds.

**Explode on Impact.**

The fragmentation bombs, which are similar to an artillery shell, are usually much smaller. They are designed to explode on impact with the ground, hurl splinters over wide areas, and are usually employed only in raids on personnel such as troop concentrations.

The size of the bomb load depends on the lifting power of a plane. One of the United States army's huge, four-motored "flying fortresses" last August lifted an 11,000-pound load to 33,000 feet, inasmuch as it was not carrying gasoline for a long flight, the load would be less in case it were assigned to a distant mission. Smaller aircraft carry proportionately lesser loads.

Like aerial bombs, construction of marine mines by different nations follow somewhat similar patterns.

The mines, usually loaded with several hundred pounds of high explosives, are designed to sink enemy heavily armored warships. The force of their explosive effect on merchant ships usually causes destruction in event of contact.

*Bound for a flight over enemy territory, these three British musketeers of the air head for their bombing plane. Equipment includes oxygen masks, telephone apparatus, parachutes and machine guns—in addition to their death-dealing cargo.*

*WILHELMINA*

# Dutch Queen Works for Peace But Shuns Red Tape Diplomacy

*"IT WILL be my life's endeavor to reign as is expected from a queen of the House of Orange. Faithful to the constitution, I wish to enhance the respect of the name and flag of the Netherlands. I wish to be a just ruler over the possessions and colonies . . . and to contribute to your personal and spiritual welfare to the best of my ability. Trusting in God and praying that He will strengthen me, I take the reins of government."*

Forty-one years ago a handsome lass of 18 stood on the royal balcony in Amsterdam and gave her pledge to the 8,500,000 subjects who dwell in a nation no larger than Maryland, and to 64,000,000 subjects in the Dutch East Indies.

Today 59-year-old Queen Wilhelmina faces a more desperate international situation with the same pledge, hoping to escape invasion by the French, British or Germans.

*WILHELMINA — Plain, unassuming, the Dutch queen's social consciousness is her greatest asset in preserving the Netherlands' neutrality. She has few troubles on her frontiers.*

**Knows Her People.**

The queen popped into headlines recently when she joined King Leopold of Belgium in offering her mediation services to the warring nations. The offer was refused and a few days later a border clash occurred between Dutch and Nazi nationals—strongly reminiscent of the disputes leading to Poland's invasion.

Through this crisis, as in 1914, Wilhelmina has stood firm knowing that no aggressor could expect any help from factions within the Dutch frontiers. Her subjects know her as a "housewifely queen" who, in 1918, was clever enough to turn a threatened revolution into a love feast. The day her socialist subjects planned to revolt, she issued a proclamation announcing important social and economic reforms.

As a result the Netherlands now has a successful system of poor relief and workmen's compensation. The Zuider Zee has been reclaimed until the Dutch have a new province.

She has held her throne longer than any other European ruler. Known as the "Dutch Victoria," she takes her place as the only woman to sit around the continent's table. This is a signal success for the inexperienced ruler of 41 years ago who took charge of a nation where monarchy was on the wane.

**'You Belong to Them.'**

Wilhelmina got her first taste of royal life when still a wee child. Led to the palace balcony by her mother, she looked down on a sea of subjects and asked, "Mama, do all those people belong to me?" Her mother replied quietly, "No, dear, you belong to them."

Wilhelmina's father, William III, was the son of a Russian princess. Willful like all Romanoffs, he became discouraged when he could not conquer the indomitable spirit of his Dutch subjects. Broken, he withdrew from active governmental participation and lived abroad many of his later years. The dowager Queen Emma retrieved much of the Orange popularity after his death, but it was Wilhelmina's task to stem the upsurge of revolution.

## Experienced 'Exile' Heads Polish State Founded in France

PARIS. — A life of exile is nothing new to the new president of Poland in exile—that chap with the tongue-twisting name of Wladyslaw Raczkiewicz.

When the Polish governmen fled bombarded Warsaw and established its new headquarters in the Paris embassy, Raczkiewicz was a good choice to lead this homeless state. He knows what it's like to be a man without a country; he was even born in exile.

*Raczkiewicz*

His name is pronounced "Ratch-kye-veech" with accent on the middle syllable. He was born in an outpost of Russia called Kutais, where his father, a Polish nobleman, had been sent by the tsar for political activity.

He was among the first Poles to see a chance for freedom when the Russian revolution broke in 1917. Throwing himself into a combined political-military activity, he organized a secret Polish military force on Russian soil.

## Convicted Pastor Fights for Life

**Rev. Walter Dworecki, Camden, N. J., preacher, sentenced to die in the electric chair, is getting another chance to prove his innocence. The pastor will appeal his sentence, given him when he was found guilty of plotting the murder of his daughter, Wanda, who was slain by a strangler who testified Dworecki hired him to commit the crime. He is shown receiving a final embrace from his daughter, Mildred. The appeal automatically postponed the execution date, originally scheduled for the week of November 12.**

# Granny Fox, Angry at Reddy, Decides to Investigate Trick

By THORNTON BURGESS

NEVER in all his life was Reddy Fox more uncomfortable in his mind. He knew that by this time everybody in the Green Forest, on the Green Meadows, around the smiling Pool, and along the Laughing Brook knew how he had put his tail between his legs and run with all his might at the first glimpse of the strange creature which had rolled down the hill of Prickly Porky straight at him. And he was right—everybody did know it, and everybody was laughing about it. Unc' Billy Possum, Jimmy Skunk, Prickly Porky, and Peter Rabbit had seen him run, and you may be sure they told everybody they met about it, and news like that travels very fast.

It wouldn't have been so bad if he hadn't boasted beforehand that if he met the strange creature he would wait for it and find out what it was. As it was, he had run just as Peter Rabbit had run when he saw it, and he had been just as much frightened as Peter was. Now, as he sneaked along trying to find something to eat—for he was very hungry—he did his very best to keep out of sight. Usually he is very proud of his handsome red coat, but now he wished that he could get rid of it. It is very hard to keep out of sight when you have bright colored clothes. Presently Sammy Jay's sharp eyes spied him as he tried to crawl up on the young family of Mrs. Grouse. At once Sammy flew over there screaming at the top of his lungs:

Reddy Fox is very brave when there's no danger near,
But when there is, alas! alack! he runs away in fear.

Reddy looked up at Sammy and snarled. It was of no use at all now to try to surprise and catch any of the family of Mrs. Grouse, so he turned around and hurried away, trying to escape from Sammy's sharp eyes. He had gone only

**"Serves you right for boasting," snapped Granny.**

a little way when a sharp voice called, "Coward! coward! coward!" It was Chatterer the Red Squirrel.

No sooner had he got out of Chatterer's sight than he heard another voice. It was saying over and over:

Dee, dee, dee! Oh, me, me, me!
Some folks can talk brave
And then such cowards be.

It was Tommy Tit the Chickadee. Reddy couldn't think of a thing to say in reply, and so he hurried on trying to find a place where he would be left in peace. But nowhere that he could go was he free from those taunting voices. Not even when he had crawled into his house was he free from them, for buzzing around his doorway was Bumble Bee, and Bumble was humming:

Bumble, grumble, rumble, hum!
Reddy surely can run some.

Late that afternoon old Granny Fox called him out, and it was very clear to see that Granny was very much put out about something.

"What is this I hear everywhere I go about your being a coward?" she demanded sharply, as soon as he put his head out of the doorway.

Reddy hung his head and in a very shamefaced way he told her about the terrible fright he had had early that morning and all about the strange creature without legs, head, or tail that had rolled down the hill where Prickly Porky lives.

"Serves you right for boasting!" snapped Granny. "How many times have I told you that no good comes of boasting? Probably somebody has played a trick on you. I've lived a good many years, and I never before heard of such a creature. If there was one I'd have seen it before now. You go back into the house and stay there. You are a disgrace to the Fox family. I am going to have a look about and find out what is going on. If this is some trick, they'll find that Old Granny Fox isn't so easily fooled."

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**Parade Stops Fast Freight**

FRANKLIN, PA. — A Sunday school parade stopped a through freight of the New York Central railroad the other day. As the parade swung down Liberty Street, Engineer C. D. Hendershot halted the train and watched the boys and girls march by.

## Flees Exile

**Fears that Ham Amin El Husseini, former grand mufti of Jerusalem who recently escaped from exile, may start a new anti-British terrorist campaign were expressed by government officials. The mufti, now in Iraq, is held responsible for the Arabs' campaign of terrorism.**

## *Has Your Car Been Readied for Cold Weather Driving? Automotive Experts Warn About Key Sources of Trouble*

NEW YORK. — Most of the nation's 30 million motorists have already put their cars in shape for winter driving, but the rest will account for the half-million radiator freeze-ups, four million dead batteries and several hundred thousand "out of gas" cars which the American Automobile association reports occur every winter—just because motorists neglect their seasonal checkup.

It costs about $5 to prepare the average car for winter, according to a survey by Automotive Retailer, and a good job will preclude any other outlay chargeable solely to cold weather. Here are the danger points to be checked:

¶ If you live up north, anti-freeze should be placed in the radiator before the first freeze. More than 32,000,000 gallons will be used this year.

¶ But first, be sure you check small leaks in the radiator. Usually a sealing compound will save dollars in wasted anti-freeze and split radiator cells.

¶ Batteries have a bigger job in winter. Be sure yours is well charged; a charged battery won't freeze.

¶ Your fan belt runs the generator; check it for wear.

¶ Other parts of the electrical system should also be checked. The distributor, for example, must send more than 200 separate shocks to the spark plugs each second. Points should be clean and properly set to insure easy starting. Also, clean and inspect your plugs for wear.

¶ Be sure brakes are equalized and in first-class condition. As for chains, keep them in the car at all times and be sure broken links are replaced.

¶ For really safe driving be sure your tires are inspected, not for thickness of rubber, but for tread.

¶ Defrosters are valuable accessories for safe winter driving. Heaters, too, should be checked.

¶ For safety's sake, take the opportunity of a winter inspection to see that lights are in perfect order and that reflectors are clean. It costs little to replace reflectors, and driving after dark can be a nightmare unless the lights afford proper illumination.

¶ Winter is hard on car finishes, too, so be sure your car has a good protective polish this season.

A word to the wise is sufficient. A few dollars spent getting ready for winter driving may save many dollars in repair bills—or worse.

**Nice People**

When a man goes "dead broke" at Monte Carlo, the Casino pays a third-class railroad fare for him to reach his home anywhere in Europe.

# COUNTERPART OF HUMAN AILMENTS FOUND IN CROPS

CHICAGO.—Growing crops suffer from nutritional diseases which are the counterpart of rickets, scurvy, pellagra and beri beri among human beings, a report by the Middle West Soil Improvement committee sets forth.

"With crops, as with human beings, these diseases which threaten health and life are caused by a lack of vital food elements and by dependence on a one-sided diet," the soil improvement report declares.

"Plants, like human beings, flash tell-tale distress signs when deficiencies in diet menace their existence.

"From the experience of the crop season just closed, farmers may determine how the lack of important plant foods in their soil spelled the difference between profitable yields and poor, unthrifty crops.

"For example, corn which lacks nitrogen develops a streaked, yellow leaf. The yellowing starts at the tip and progresses along the mid-rib. When corn is starving for potash, the edges of the leaves are scorched and a spotty, yellow streaking spreads over them.

"Millions of dollars were lost this year, as in the past, from wheat and oats which lodged because of a lack of phosphorus, potash, or both of these elements.

"With crops, as with human beings, the cure for diet deficiency lies in providing fertilizer containing the correct plant food elements properly balanced to insure vigorous, healthy growth. The three essentials for soil fertility are nitrogen, phosphorus and potash. Each has a job to do. None can do it all by itself. The healthy development of the plant is dependent on all three."

## Travel in United States Near Record-Breaking Proportions

WASHINGTON. — Travel in the United States has approached record-breaking proportions this year, but attendance at many national parks has been sharply reduced, according to figures released by the department of interior.

The American Automobile association attributed the increased travel to the New York and San Francisco world fairs, and blamed the drop in park attendance to an increase in the number of parks charging fees for admission, automobiles, motorcycles and guides.

Parks where such fees are charged for the first time this year, reported that in the 10 months ending July 31, 1,612,477 persons visited there parks compared with 1,757,227 in the same period last year, or a drop of 8.2 per cent.

Attendance at parks where fees had been charged in previous years but were unchanged by this year's ruling totaled 1,671,622, as compared to 1,499,149, or an increase of 11.5 per cent over last year. However, parks still free of all charges gained 19.7 per cent for that period, with an aggregate total of 1,112,993 for 1939 and 929,818 in 1938.

**First Death Sentence**

The first sentence of death imposed by a federal court in the United States was passed in New Bern, N. C., in 1793 when four sailors were hanged for mutiny at Ocracoke island, N. C.

## British Buying American Hose as Bomb Protection

AKRON. — Fires caused by air raids over the British isles may very likely be fought with American-made hose, it is revealed in word that the B. F. Goodrich company here has received from the British government two urgent orders for cotton rubber-lined hose. The first order was for 400,000 feet of hose and the second—for 245,000 feet of hose a few weeks later.