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THANKSGIVING DAY:
9:00 a.m.—High Mass and Holy Hour.
Special Music.
PARKING SPACE AVAILABLE.

Presbyterian

THANKSGIVING SERVICE
11:00 A.M.

THE COVENANT-FIRST

Presbyterian Church

Conn. Ave. at N. St. N.W.

Albert Joseph McCartney Preaching.

Fourth

Presbyterian Church

13th and Fairmont Streets N.W.

REV. JAS. H. MIERS, Minister

THANKSGIVING DAY:
12 noon—THANKSGIVING.
Broadcast WOL 12:30 to 1.

Sherwood

Rhode Island Ave. at 22nd St. N.E.

REV. RICHARD M. MUSSSEN

10:00 A.M.—

THANKSGIVING SERVICE:
"THE GARDEN OF THANKSGIVING"
VISITORS CORDIALLY WELCOME

WASHINGTON HEIGHTS

Kalamazoo near Columbia Rd.

REV. JOHN C. PALMER, D. D., Minister

11:00 A.M.—

THANKSGIVING SERVICE:
Special Offering for Our Presbyterian Home.

SIXTH Sixteenth and

Kennedy Sts. N.W.

J. HERBERT GARNER, Minister

Thanksgiving Day Services
10:00 A.M.

"BE GRATEFUL"

Lutheran

Luther Place Memorial

Thomas Circle—11th & N.W.

DR. CHARLES FOELSCH, Pastor.

Thanksgiving Day Worship
10:00 a.m.—Thursday, November 20—

"THANKSGIVING"
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A Biblical Message in a Charming Church

CHRIST LUTHERAN

16th and Gallatin Sts. N.W.

REV. J. FREDERICK MENCHER, Pastor.

MR. PAUL KAVASCH, Assistant.

Thanksgiving Day Service, 11 a.m.

FORGETTING GOD'S BLESSINGS

Episcopal

THE CHURCH OF ST. STEPHEN

AND THE INCARNATION

Sixteenth and Newton Streets, N.W.

The Rev. Paul D. Wilbur, S. T. B., Rector

THANKSGIVING SERVICE:
Holy Communion and Sermon

8:00 a.m.—

10:00 a.m.—

12:00 a.m.—Holy Communion.

ST. JOHN'S

Thanksgiving Day:
9:30 a.m.—Holy Communion.

11:00 a.m.—Morning Prayer, Dr. Glenn.

12:00 a.m.—Holy Communion.

Epiphany

1317 G Street N.W.

Rev. E. R. Phillips, D. D., LL. D.

Rev. R. H. M. Lewis, R. D.

8:00 a.m.—Holy Communion.

10:30 a.m.—Festival Service and Sermon by Dr. Phillips.

ST. THOMAS' CHURCH

18th Street, Between P and Q.

Rev. R. S. WILKINSON, D. D., Rector.

Thanksgiving Day:
9:00 a.m.—Holy Communion.

11:00 a.m.—Sermon and Communion.

The Rev. JOHN M. KRUMM.

St. Columba's Church

42nd and Alameda Streets N.W.

REV. ROBERT EVANS BROWNING.

First in Class

THANKSGIVING DAY

9:00 a.m.—Holy Communion and address

St. Margaret's

Conn. Ave. & Bancroft Pl.

REV. ARMAND T. EYLER

Thanksgiving Day Service, 11:00 A.M.

Union Service

Union Service

Union Thanksgiving Day Service

at the

National City Christian Church

Thomas Circle

WITH Calvary Baptist Church

Mount Vernon Place Methodist

First Congregational Church

November 20, 1941, at 11:00

Sermon by

REV. HOWARD STONE ANDERSON

"The Unspeakable Gift"

Music by National City Christian Church

Pact to Let Britain Escape U. S. Taxes Hit by Connally

Texas Disapproves Plan
To Waive Local Levies;
Committee Studies Treaty

By the Associated Press.
A treaty with Great Britain, which some opponents charged might halt local taxation on most of the machines producing \$13,000,000 worth of lease-lend goods, encountered opposition today from Chairman Connally of the Senate Foreign Relations Committee.

Senator Connally, who acknowledged he had not had time to complete a detailed study of the agreement, told reporters he did not favor the principle of waiving local taxes on British-owned equipment in this country. The treaty was understood to propose such a waiver on a reciprocal basis.

"The Federal Government is paying local sales taxes at its Army camps," Senator Connally declared. "If we're paying taxes to local authorities why shouldn't the British government pay taxes?"

Some other legislators said it was their belief that taxes on all equipment producing lease-lend supplies for Britain would be affected by the treaty, as well as equipment purchased directly or indirectly by the British through cash contracts they let for military articles in this country before the lease-lend law went into effect.

Three States, California, Michigan and Connecticut, were said to be most seriously affected by the threatened loss of local tax revenues. Republican Senators Vandenberg of Michigan and Johnson of California walked out of a committee meeting last week in protest against an administration attempt to have the treaty considered in secret there. They were joined in the protest by Senators Capper, Republican of Kansas and Clark, Democrat, of Missouri.

Senator Connally, who called the committee into session today for further consideration of the agreement, said he had no personal objection to making the treaty public.



ATTACK FROM THE AIR IN THE MEDITERRANEAN—British sources say this is a Fiat B. R. 20 plane (arrow, top) as it attacked the battleship Nelson while it escorted a convoy through the Mediterranean. At right (arrow) is the splash of a torpedo dropped by the Italian plane. The Nelson was scarcely damaged, British say, and the plane was shot down, one of 13 in the attacking force bagged by anti-aircraft guns. Shrapnel bursts can be seen faintly at left of the plane. —A. P. Wirephoto.

Mounting U. S.-British Warplane Production May Surpass Germany's This Month

By RICHARD L. STOKES,

Washington Correspondent of the St. Louis Post-Dispatch.

Estimates of aviation resources in the Axis powers and their subject countries are based largely on ingenious but unverified conjectures. It is possible to surmise, however, on the best information available, that combined British and American output of military aircraft during November will equal and perhaps exceed Germany's supposed capacity of 4,000 planes a month.

Since the Reich is now retooling its aviation industry for new models, it is currently employing a little more than half its capacity, so that actual output is estimated at 2,300 planes a month. American production single-handedly is expected to overtake and pass that figure in December. Whether it can maintain the lead will depend on unknown factors, chief of which will be Germany's range of expansion in 1942. In any event, it appears certain that aircraft production in the United States should be causing Adolf Hitler anxious reflection. Barring interruptions due to labor strikes and shortages of materials, machine tools and trained workers, American production in January will attain the halfway mark in President Roosevelt's program of 50,000 military planes a year, which was described as chimerical when announced.

Goal May Be Doubled.
In June production should be at the rate of 36,000 planes a year, and early in 1943 it should reach the 50,000 goal.

That the American program may still need to be more than doubled becomes plausible from an accepted calculation that at least threefold superiority is required to drive an enemy from the air. Should Germany resume capacity production next year, it should 4,000 planes a month be its maximum, as some authorities believe, then its output in 1942 would be 48,000 planes. To defeat the Luftwaffe decisively, 144,000 planes would be required. Great Britain is thought to have reached its peak with about 1,900 planes a month, or 22,800 a year. On these estimates, the United States would need to supply 121,200 instead of 50,000 planes a year.

Since September's announcement of 1940 military planes, the Army and Navy have imposed censorship on figures of American production. It can be stated with confidence, however, that October output exceeded 2,000 planes, and that November production will be still greater. The prediction is made that in January the figure will be 2,500 or more.

In view of the role of the United States as an arsenal of democracy and the aggregate needs of Britain, Russia, China, Singapore, the Dutch East Indies, Latin America and the American armed forces, such statistics are still at the "trickle" stage. But they also reflect a rate of expansion such as no country in the world, not even Germany, has surpassed.

And the American effort is only beginning, while the Reich is using from 60 to 70 per cent of its industrial capacity for military production. The ratio cannot be much

increased, experts are convinced, without fatal damage to civilian life.

Handicaps Overcome.

The American achievement is the more notable because of its handicaps. Germany began adapting airplane manufacture to quantity production in 1934 and completed the process two years later. American industry undertook the transformation last September. Six months were spent in blueprint work and emergency production began last March. In the summer of 1940, output was 500 military planes a month. It has already multiplied fourfold, with the prospect of a twofold increase in January.

Three months ago, 60 per cent of production was of trainer planes, which have no direct combat value. Today 60 per cent of the output consists of fighter planes and light, medium and heavy bombers. In the middle of the program emphasis was shifted to the heavy bomber, a four-engine model popularly known as the "Flying Fortress."

The proportion of each type of combat plane to the whole output is restricted. It can be said that production of heavy bombers has almost doubled since January, though it still remains a very small percentage of the total. One calculation is that whenever airplane output is doubled numerically, the heavy bomber program represents an increase of three or four fold in terms of weight or engine horsepower.

Bottlenecks Overcome.

In the brief space of emergency manufacture, the aviation industry is declared to have overcome two serious bottlenecks—those of aircraft engines and propellers. Today motors are being produced at a rate of 5,000 a month, which is ample to power the current new output of military planes with engines and spares. Not long ago, it was necessary to transfer propellers from one plane to another when tests were made. At present, experts of the Office of Production Management declare "the propeller is licked."

Production of 100 heavy bombers a month could have been reached last summer, according to American authorities. The Flying Fortress of Britain's aviation and purchasing missions had not refused even to discuss the "Flying Fortress," outstanding contribution of the United States to aerial warfare. They jeered at it as a "flying target," and insisted that British plants built in this country should be tooled for fighters and light and medium bombers.

The result is that several medium bomber factories, though completed, are now standing idle because machine tools and priorities have been transferred to heavy bomber plants.

Yardstick for Production.

The most optimistic estimates as to American plane production are those of Theodore P. Wright, assistant chief of the aircraft section of O. P. M. and former vice president and director of engineering in the Curtiss-Wright Corp. In the first World War he served as a lieutenant in the Naval Reserve Flying Corps. Mr. Wright, who last visited Germany in 1936, has worked out a yardstick for airplane production to which he has given the name of "parameter." It involves, in his own definition, "output per unit of floor area and labor man hours, qualified by more indefinite factors such as supply of tools, management, labor training and materials, together with judgment as to what a country as a whole can do."

Exact figures as to British and American output of military planes are known to Mr. Wright, and he asserts that estimates reached by the "parameter" method proved to be in close correspondence with

the facts in the case of these two countries. He argues that in consequence his calculations as to Germany must be equally precise. His estimates of production for the month of December are as follows: United States, 2,500; Germany, 2,300; and Great Britain, 1,900.

Nazi Potential Great.

On the basis of these figures, combined British and American output in December would be 4,400 planes, or 1,100 more than that of Germany. Accepting the calculation that 50 per cent of American aircraft production is sent to Britain, Wright himself deduces that "without counting Russia, the rate of production in England, augmented by one-half of United States production, is now greater than the output of Germany and Italy, plus that of the conquered countries, and that the total air power of the Allies will be greater than that of the Axis powers early in 1942."

Experts in other departments agree that Mr. Wright's estimate of current German production—that 18,230 planes a month is probably correct, but fear that his "parameter" ignores potential German capacity, variously thought to be from 3,500 to 4,000 planes a month.

It is pointed out that with the conquest of Lorraine the Reich came into possession of unlimited stores of the highest grade bauxite in the world, this being the source ore of aluminum; that Germany controls steel production of 59,000,000 tons a year, though the United

States has more than 85,000,000; that the German people are second only to those of this country in mechanical efficiency, and that the Reich's apprentice training system for skilled workmen is six years older than that of the United States.

New German Types.

Such spokesmen also acknowledge that Prime Minister Winston Churchill was probably correct—for the moment—in stating a few days ago that "now we have an air force which is at least equal in size and number not to speak of quality, to German air power." But they ask whether it will remain true when the Reich begins capacity production of its improved fighters and bombers.

According to information which has leaked across the borders, the Germans are feverishly engaged in building heavy bombers of the "Flying Fortress" type and new interceptor planes with a speed of 425 miles an hour. The latter are the Heinkel He-121 and the Messerschmitt Me-110.

The principal four-motor giants are the "Kurier," a development of the famous "Condor" plane; the Junkers Ju-89, which grew out of the huge Ju-89 and which carries a bomb load of 4 tons; and the Gotha Go-155, pronounced to be "by far the sleekest German product yet to take the air."

All of these have long range and powerful armament, but are said to be inferior in speed to American craft of similar design. A German novelty is described as a light bomber made of transparent plastics, making it invisible even at moderate altitudes, and equipped with special silencers which render its motors noiseless.

Peter Pierre Smith, Confederate Veteran, Dies at Age of 97

Furlough Slip Signed
By Gen. Lee Once Saved
Him From Death as Spy

A familiar figure at Memorial Day services and veterans' meetings, Peter Pierre Smith, 97, Confederate soldier, died last night at the home of his daughter, Mrs. Maude S. Fenton, 4830 Sixteenth street N.W.

Mr. Smith, who was a private through the Civil War, was made an honorary major several years ago by the Confederate association here.

In June, 1862, young Smith, then 18, and six neighboring youths in St. Marys County, Md., decided to go to war. Through the help of farmers, who lent them horses or helped them along the way with rides, they arrived in Richmond, where they joined Company B of the 2d Maryland Volunteers.

In 1864, when he came home to learn if his father were dead, he was captured in his father's cornfield. The furlough slip, signed by Gen. Robert E. Lee, permitting him to check the report of his father's death, saved him from being put to death as a spy. He was sent to Point Lookout prison camp until the end of the war.

Besides his daughter, he is survived by two sons, Robert B. Smith and Peter Pierre Smith, Jr., and several grandchildren, including Corp. William R. Fenton, selectee at Fort Bliss, Tex.

Funeral services will be held at Gash's funeral home, Hyattsville, at 9:30 a.m. Friday, with burial in the cemetery of Trinity Episcopal Church, St. Marys City.

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Salvage Libel Filed Against Nazi Ship Misusing U. S. Flag

Action in Puerto Rico
Discloses That Cruiser
Omaha Made Capture

By the Associated Press.

SAN JUAN, Puerto Rico, Nov. 19.

A salvage libel filed in Federal Court yesterday disclosed that the cruiser Omaha was the United States warship which seized the disguised, American-flagged German freighter Odenwald in Atlantic equatorial waters November 6.

The suit filed by the United States district attorney on behalf of the Omaha and her crew asserted that the German motorship was found flying the Stars and Stripes and masquerading as the Willmott of Philadelphia, and that she was abandoned by her master and crew, who signaled, "I am sinking—send boats for passengers."

The Odenwald was brought here by a salvage crew from the Omaha at great risk, it was stated in requesting a full salvage award. Besides the vessel herself there is a valuable cargo of crude rubber, auto tires and other items.

The Odenwald's crew has been turned over to the United States Army, and authorities said presumably they would be handed over to immigration authorities for detention in the same manner as other German seamen.

The Omaha, a 7,050-ton, 6-inch-gun cruiser, was completed in 1923, and is one of 10 of her class. She normally carries 458 men.

Crew of Cruiser Omaha

May Get Cash for Efforts

By the Associated Press.

The officers and crew of the cruiser Omaha may get some cash for the efforts they exercised in salvaging the disguised German vessel Odenwald in the Atlantic on November 6.

Under the claim filed in Federal District Court at San Juan, Puerto Rico, the Omaha's personnel as well as the owner—the United States Government—seek a salvage award. The claim, known as a libel in legal language, asks that the court make an award under Admiralty law by having the vessel and her cargo sold if necessary. The action specifically named the "vessel, her engines, boilers and machinery, tackle, apparel and furniture and cargo."

A "great risk" the libel set out, "those in charge of the Omaha placed a boarding crew aboard the Willmott (the name painted on the ship) which boarding crew succeeded with great personal risk and gallantry in preventing the Willmott from abandoning and becoming a total loss."

How much the Government and the officers and crew of the cruiser may be entitled to receive will be determined by the court on the basis of evidence concerning the risk and effort involved in the salvage process.

The Navy said the Odenwald was flying the American flag in an attempt to break through the British blockade and that when signaled by the Omaha at attempt was made to scuttle her.

Germans Studying Seizure.

BERLIN, Nov. 19 (AP)—Authorized sources said today the German government still is studying the seizure of the German merchant ship Odenwald and her diplomatic representatives were trying to obtain the full facts.

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