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## Indiana Town Aroused as Pelley Attempts to Move In



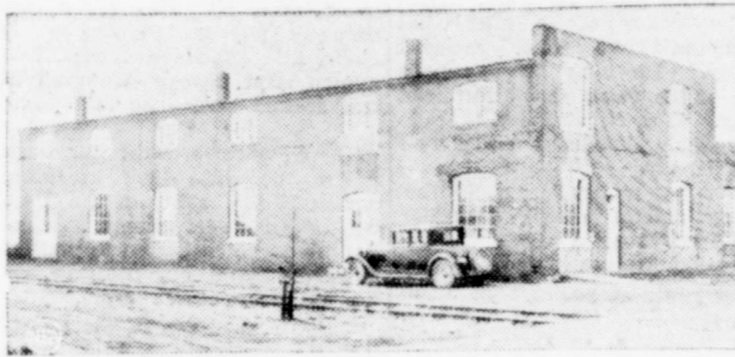
William Dudley Pelley... tries to move Silver Shirt headquarters to Indiana.



Carl Losey, Pelley associate, stands beside one of the presses taken to Noblesville from the Pelley plant formerly in operation at Ashville, N. C.

## Bomb Threats Are Reported Against Publishing Plant

By L. B. NUSSBAUM  
NEA Special Correspondent  
NOBLESVILLE, Ind., Jan. 6.—Twenty \$500 bills carelessly tossed before a small town newspaper editor have led to the revelation that William Dudley Pelley is "moving into" Noblesville — and now this town of 6000 is mad clear through.



Dismal is the word for the abandoned box factory outside Noblesville purchased by the Pelley interests to house their publishing machinery.

Noblesville is so downright resentful against Pelley, founder and fuhrer of the fascistic and anti-Semitic Silver Shirts of America, that threats to bomb the publishing plant Pelley is setting up have been reported.

Just outside the city limits, Carl Losey, former Indiana state police investigator and long-time friend and associate of D. C. Stephenson, former Ku Klux Klan grand dragon, took charge and announced he was going to publish a national magazine for businessmen, giving them "the news behind the news in Washington."

Several weeks ago Pelley slipped into town under an assumed name. With several associates he tried to buy the weekly newspaper and job printing plant The owner, Daily M. Hudler, was willing to sell for a good price. There followed a mysterious after dark inspection of the plant and then Hudler was summoned to a lawyer's office to close the deal.

The committee was particularly interested in who was financing the company, and whether any subversive groups had an interest. Losey told Fowler that Pelley was the firm's financial "angel." The box factory was bought in the name of Mrs. A. M. Henderson, Indianapolis. In some of his writings, Pelley has referred to a "Marion Henderson" as his secretary.

## Three Trainmen Killed in Freightwreck



A wrecking crew digs into the wreckage of a Sante Fe freight at Del Mar, California, for the bodies of three trainmen who were killed when the engine and 17 cars slid off a 25-foot embankment onto the beach. Three of the cars fell into the ocean. (NEA TELEPHOTO)

## I Give You--

(Continued from Page Two)  
(which is done by machinery) begins, it goes on night and day till finished. Planting is different; a part of the field will be sown and then there is a wait of 20 days and then another portion is planted—otherwise, all the crop would mature at the same time and what a job the harvesting would be!

Did you ever see 4,300 bales of hay in one mound? And corn molded into heaps of 250 bushels each? You notice a concrete rim two and one-half feet high and that is a silo with 23 1-2 feet underground and there are eight of them, holding 1,500,000 pounds of feed.

What an empire Valdina farms is! Modern, gravel roads and sturdy bridges, built by the owner; game; Texas thoroughbreds that will win glory on tracks in California, Kentucky, Maryland and the east; a river (dry by name, but during a rainy season, it can become a torrent) and legends—for two of the mountains have their stories. Holy mountain was so named by the Indians and each traveler who passes over another of the mountains is supposed to leave a rock—a tradition that dates back to Spanish days.

And, above all, a cordiality and a hospitality that make the heart glow. Yes, one leaves Valdina farms with the realization that he has seen Texas and the west at their best.

An absorbent carbon suitable for medical use and water purification, has been produced from cotton seed hulls.

And we don't intend to get any more notoriety by letting the Silver Shirts or any other fascistic group move in on us." Not all the town's residents, apparently, are content to wait for the magazine to appear, as Losey is reported to have turned over to the F. B. I. a note threatening to bomb the plant.

As a result of newspaper suggestions that Pelley "get out of Indiana," Losey has redoubled the secrecy surrounding the publishing plant. Pelley, who has taken up residence in Indianapolis, continues to keep out of sight.

## Seek to Relieve Private Trucks of "Outlaw Status"

AUSTIN, Jan. 6 (Sp)—Legislative wheels began grinding to legalize the operation of more than 312,000 trucks owned by Texas farmers, ranchers and private business concerns when Rep. John Bell of Cuero announced Saturday he would sponsor a measure in the house to correct the Motor Carrier act, which unintentionally placed these truck-owners under the railroad commission and classified them as "contract carriers."

Bell said the measure was designed to correct a mistake which the legislature has admitted and had sought to temporarily remedy by concurrent resolution in 1937, after court decisions had ruled that privately owned and operated trucks in most instances came under the Motor Carrier act.

"The effect of that legislative mistake has been to make outlaws out of hundreds of thousands of Texas citizens, whose business depends upon the operations of their own truck," Bell said. "The bill which I will introduce takes them from under the contract carrier provisions of the law and defines their status as private truck owners."

"Many businesses have abandoned the use of their delivery trucks until their status is made clear rather than run the risk of law violation. Others have been forced to violate the laws in order to stay in business," Bell added. "This outlaw status should be removed."

The measure's sponsor said the proposal had received the endorsement of the Private Truck Owners association of Texas, the Dirt Farmers congress, comprising more than 60 farm organizations, and other groups vitally affected. More than 10 signers of the bill will be sought in order to expedite its passage as early in the sessions as possible, Bell said. He asserted that the measure interfered with no other form of transportation but was vital to the private transportation of such things as farm products, dairy products, livestock, steel, lumber, petroleum products and merchandise.

Bell added that the corrective measure he will sponsor does not affect in any way the truck load limit or other aspect of controversy transportation legislation.

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