

WE FLEW Without GUNS

This is a true story of the men who by the "hump" carried the high Himalayas between India and China. It is the toughest airline route in the world.

FLYING THE BURMA ROAD

IN the summer of 1942 the Japs invaded Burma, cutting off China's vital supply route, the Burma Road. The cutting of the road didn't, perhaps, mean much to most Americans, including myself; but it meant a great deal to people higher up and better informed than most of us then were. It meant, conceivably, the difference between keeping China in the war as an active and valuable ally in our struggle with Japan, and losing her, a starved and worn-out victim, to our common enemy.

China had endured a blockade of its western coast for years, but had been able to do so only because its back door was open. Guns, machinery, trucks, food and munitions had been flowing in a constant—although thin—stream up through Burma from Rangoon on the Bay of Bengal, along the tortuous route of the Burma Road, and thus into the interior of China. Now, with the Japanese seizure of French Indo-China and the cutting off of the Burma Road at its uppermost point in Burma, that back door was virtually closed. It would have been completely so had it not been for Pan-American Airways and the far-seeing, indomitable Chinese leader, Chiang Kai-shek.

Between these two—Chiang on the one hand and William Bond, Pan-American's representative in Burma and China—the loss of the Burma Road was quickly minimized. In Upper Assam, almost due north of Rangoon and within an even shorter distance of Calcutta,

they had established the eastern base of Chiang Kai-shek's newly founded, personally owned, but Pan-American-operated, China National Airways Corporation. From Dinjan, in Assam, China National's air route led directly east over the most difficult flying terrain in the world, across Upper Burma and the Jap-held territory surrounding the captured Burma Road, and terminating 700 miles inside China at Kunming, in Yunnan Province.

The only problem facing Bond and Chiang Kai-shek after they had laid out that route was finding men who would be willing to fly it.

In August, 1942, I decided to approach Pan-American Airways about a job. I knew they had been ferrying planes to England, Russia and China under contract with the government. So I went down to their New York office in the Chrysler Building and talked to Capt. Hal Sweet.

He was much impressed with the flying experience I had had, which included a year ferrying ships for the Air Transport Auxiliary of the R. A. F. in England, but he gloomily informed me that the Pan-American ferrying job was soon to be taken over by the Army. "You'd probably get a good commission if you applied for one," he said. "The Army needs fellows like you who are already trained in this kind of work."

"You're probably right," I said, "but the Army and I parted company some time ago." I told him about going to Randolph Field and being washed out as a "dangerous flyer." Before going to Randolph, I told him, I had spent several thousand dollars over a period of years giving myself the training that would make me a top-rank pilot. Later, when

I put in some time with Lockheed in California and with Brewster Aircraft in New York, I had spent most of my earnings on lessons in instrument flying and navigation. Before I left Sweet asked me to call him again in a few days; Pan-American was adding some more planes to the airline it operated for Gen. Chiang Kai-shek between India and China and they were going to need pilots.

"You mean for that trans-Himalaya run?" I asked. "That's the one," Sweet replied. "It's the toughest air route in the world, but flying it pays real dough."

They were prepared to pay pilots from \$1000 to \$1500 per month, requiring them to work only three weeks out of every four, but pilots still were not swarming in.

No doubt that is why, when Gunguis, Al Privetral, Skippy Lane and I were being interviewed in New York, we heard more about the beautiful Chinese girls who clustered around American flyers in droves, pleading to share their affections, than we did about the hazards of flying freight and personnel across the snow-capped Himalaya mountains.

There were a lot of factors that entered into my decision to fly for C. N. A. C., but I can't deny that the rosy picture painted by Hal Sweet had considerable to do with the outcome. On the other hand, the hazards of the route didn't seem too serious, because I was confident now of my instrument flying; the work was an important contribution to the Allied war effort; it paid better than any other flying job in the world; and it would be far more interesting and provide much more valuable experience than flying in the States. If I could combine all the things I liked—instrument flying, difficult flying, playing an important part in the war, and making money—if I could do all that and have beautiful Chinese girls fighting for my affections at the same time—hell, I had no alternative! (To Be Continued)

Our Boarding House With Major Hoople



Boots and Her Buddies



Out Our Way J. K. Williams



Popular Doilies!



5493



5203

By MRS. ANNE CABOT They're both nice "pick up" work for summer afternoons when you just don't want to do anything but sit on the porch or the shady side of the house! The pineapple centerpiece and matching plate and tumbler doilies make a lovely lacy luncheon set and the "ruffled" doily is one of the easiest in the world to crochet nado one of the daintiest!

To obtain complete crocheting instructions for the pineapple set (pattern No. 5493) and for the ruffled doily (pattern No. 5203) send 15 cents in coin for each, plus 1 cent postage for each pat-

tern, your name, address and the pattern number to Anne Cabot, La Grande Evening Observer, 709 Mission St., San Francisco, Calif.

Former Resident Of La Grande Dies

Relatives and friends here have been advised of the death yesterday of Dan C. French, 69, a retired employee of the Union Pacific railroad, and a resident of La Grande for 31 years. Four years ago Mr. and Mrs. French moved to Port Orchard, Wash., and during his last illness he was confined in the Roosevelt hospital in Bremerton.

Funeral services will be conducted Tuesday afternoon in Port Orchard and burial will be in a La Grande cemetery. French was born in Millersburg, Ohio, July 12, 1876.

In addition to his widow he is survived by three daughters, Mrs. Louise Roberts and Mrs. Jeanne Hiatt, both of Salem, and Mrs. Ida Frances Hamilton of La Grande; a son, Arthur French of Portland; two step-daughters, Mildred Stapleton and Marion Clemo, both of Port Orchard, and six grandchildren.

ELECTRIC BRAIN

An electric brain has been developed which makes it possible to machine giant propellers for our fighting planes 700 per cent faster than was formerly possible. A tracer automatically guides two sharp cutting tools over the surface of the propeller model to be cut and makes it possible to do in two days the job that formerly took two weeks.

EIGHT-INCH GUN

The eight-inch gun used by the U. S. army artillery uses 90 pounds of explosive during the firing of one shell.

Two Piece



8855 12-20

By SUE BURNETT

Scalloped edging makes an effective finish on the jacket of this charming two piece. You'll wear it everywhere with the greatest of ease.

Pattern No. 8855 is designed for sizes 12, 14, 16, 18 and 20. Size 14, short sleeve, requires 4 3/4 yards of 35-inch material.

For this pattern, send 20 cents, in coin, your name, address, size desired and the pattern number to Sue Burnett, La Grande Evening Observer, 709 Mission St., San Francisco, Calif.

Ready now—the spring issue of Fashion. Just 15 cents. A complete guide in planning wardrobe needs for all the family.

Official Records

Water turned off, June 15: Mrs. Glenn Peck, 2007 Oak street; Mrs. V. E. Hilman, 1506 V avenue; Mrs. Moyle Anderson, 1708 Oak street. Water turned on: Thomas Brown, 1009 Lake.

Hold Everything



"Pest, Joel! It's a bouncing baby boy!"

Freckles and His Friends



Red Ryder



Wash Tubbs



Alley Oop



U. S. Senator

14 Pictured	member of the U. S. U. S. senator	36 Golf term
12 Three voices	13 Learning	1 Entreaty
15 Male sheep	2 Point	17 Accomplished
16 Us	3 Toward	18 Prevaricate
17 Accomplished	4 Reward	19 Affirmative (symbol)
18 Prevaricate	5 Cadmium	6 Rumen
19 Affirmative (symbol)	6 Rumen	7 Sou
20 Duennumber	7 Sou	8 Hay-like
21 Excavate	8 Hay-like	9 Right (ab.)
23 Southeast (ab.)	9 Right (ab.)	10 Sordid
24 Grants	10 Sordid	11 Sordid
26 Wagered in poker	12 Vestige	13 Sordid
28 Remove	14 Wants	14 Wants
29 Yellowish clay	15 Sordid	15 Sordid
30 French article	16 Sage	16 Sage
31 Parent	17 Indignant	17 Indignant
32 Pay out	18 Indignant	18 Indignant
33 Fortlets	19 Scatter	19 Scatter
34 Fencing term	20 Yaw	20 Yaw
35 Awkward	21 Elapse	21 Elapse
36 Ibidem (ab.)	22 Past	22 Past
37 Health resort	23 Abeyance	23 Abeyance
38 Footlike organ	24 Snopied	24 Snopied
44 Either	25 He is a	25 He is a
45 Note in Guido's scale	26 Half-em	26 Half-em
47 I have (cont.)	27 Exits	27 Exits
48 Any	28 Foot (ab.)	28 Foot (ab.)
49 Mite	29 Foot (ab.)	29 Foot (ab.)
51 Alternation of generations	30 Foot (ab.)	30 Foot (ab.)
54 Soared	31 Foot (ab.)	31 Foot (ab.)
55 He is a	32 Foot (ab.)	32 Foot (ab.)

