

### Oil and Religion Brew Far East War

By DeWitt Mackenzie  
(Chief of Associated Press London Bureau.)

LONDON—(AP) War clouds, already dark and threatening, have gathered both to the north and to the south of the British controlled kingdom of Iraq, over which King Faisal nominally presides.

On the south, the fanatical Moslem ruler, Ibn Saud, King of the Hedjaz, is stated by well-informed observers to have been preparing for a holy war against Mesopotamia. Investigators who have penetrated this powerful Arabian sultan's desert territory say that he is planning an attack for the early part of next year.

On the north, the fierce and warlike Kurds have been making preparations in their mountain fastnesses for an assault about the same time, in an effort to drive from their territory those foreigners who have been attracted by the vast stake of oil which has been discovered near Kirkuk. The great oil companies of the world are vitally interested in this prize, which is valued at \$100,000,000. The well, which disclosed the worth of this hidden wealth, was spouting 50,000 barrels a day until capped by the Turkish Petroleum company.

There is, so far as is known, no connection between these two projected attacks. There may be more than coincidence in the fact that they are planned to occur at about the same time, but there appears to be no alliance between Ibn Saud's dusky Mahabibs and the Kurds. A simultaneous attack obviously might prove mutually advantageous.

Meanwhile the British have taken cognizance of the situation and have been busily preparing for possible trouble. There has been a heavy increase in the force of bombing planes and armored cars, which have been collected in strategic positions. Other military preparations are being pushed forward as rapidly as possible.

The more formidable threat is said to come from the south. The Kurds, in the north, are understood to be interested mainly in clearing their territory of foreigners and whether they would pursue a campaign beyond that objective is problematic. But if they achieved only their primary object, they would have won the \$100,000,000 prize. It is admittedly hard having, and some would say that it is worth fighting for.

The trouble in the south is inspired by Ibn Saud's intense hatred of all "unbelievers" and, indeed, of all Moslems who do not abide by the ancient orthodox faith. In the main, he is said to be mainly concerned with those whom he considers heretics.

This most picturesque of the Arab sheiks, a giant, who towers six and a half feet tall, has come to be known as Sultan of the Faithful. He has imposed a rule of asceticism upon his followers and has taken upon himself the task of scouring from his part of the world those Mohammedans who have allowed modern things to creep into their religion and have thereby become heretics, according to his belief. Indeed, this dominant figure of the great Arabian desert has already annihilated much in the way of exterminating heretics, and the bones of many men lie whitening in the sands as a result.

The Sultan of the Faithful is said to have announced his intention, among other things, of razing the holy cities of Najaf and Kerbela, not far south of Baghdad, and of putting the inhabitants to the sword. These are Mohammedan towns, but they contain famous mosques, and this self-appointed agent of the Prophet has decreed that no true believer can worship Allah in Man-made temples.

Here is Ibn Saud's campaign as already blocked out, so far as is known by those who have made it their business to try to glean the facts. Ibn Saud has two strategic head-

quarters which lie in the heart of the Arabian desert. These are Hail, which is over 400 miles southwest of Baghdad, and El Jaur 250 miles northwest of Hail, and is separated from Baghdad by about the same distance as Hail. The fits between these two camps like a spirit of the sands.

The sultan's plan is said to contemplate a long drive to the northeast over the trackless, waterless wastes of sand at the head of his great army of wild retainers. This would involve the employment of camels for mounts, since they are his only means of transport for crossing this burning tract of death. Light arms such as rifles, pistols and swords would form the equipment, which would mean hand-to-hand fighting and the clash of cold steel beneath the banner of the Prophet, as in days of long ago.

One section of the forces would launch an attack against the Baghdad-casra railway, near Naamri, which lies in the fertile valley of the Euphrates, not far from where this great river flows thru the traditional Garden of Eden.

Another section would make a drive against the holy cities of Najaf and Kerbela. No quarter would be given to the heretics.

It is possible that a third attack would be directed against Muam, a British outpost which is just east of the southern tip of Palestine. Muam is connected by rail with Damascus, which is situated about 200 miles due north.

Whether the Kurdish and the Wahabi attacks will occur as projected is, of course, a question to be answered by the future. The British military preparations may induce a less warlike spirit among the tribesmen. But at the moment things don't look too good.

If the war comes, the British will depend to a large extent on armored cars and bombing planes, especially the latter. There was a time when the planes were used in groups, gazing up in amazement at these weird, vast birds, with the result that bombs found easy targets.

Now days, however, the Arabs have become more accustomed to the planes and scatter like rabbits when the bombers appear. Then begins a sniping at the machines from among the sand dunes with long barreled rifles, and it is said that not a few airplanes have been brought down.

### EASE IN DRIVING GRAHAM PAIGE CARS

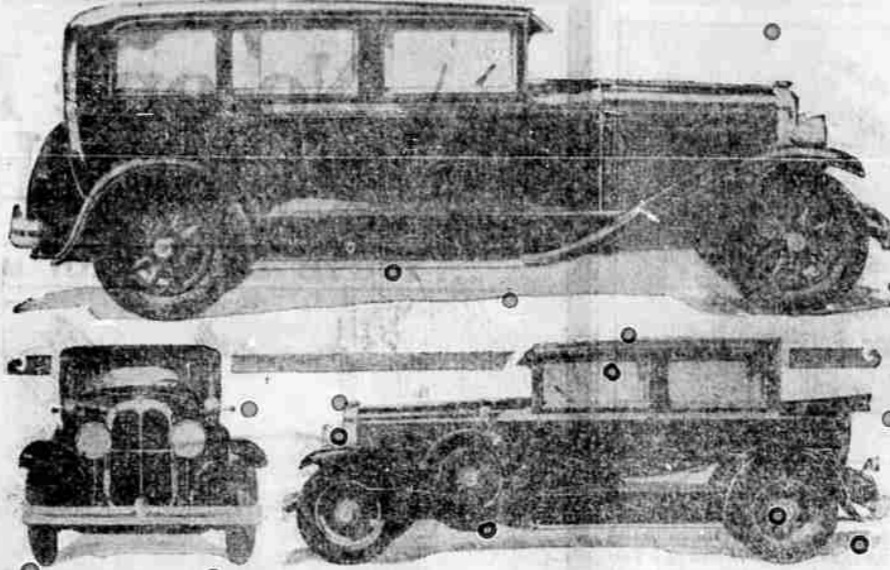
The importance of a correct driving position for every motorist has been recognized by Graham Paige in the design of its five different chassis models. Cars, all of which are adjustable to suit the needs of individual drivers.

At the cars leave the factory, the pedals and steering wheel positions are arranged to suit the average man. One who varies from the average can obtain the most comfortable position by altering these adjustments.

More than mere comfort is involved in correct position. Sitting in proper relation to the steering wheel, clutch pedal, brake pedal and controls, means freedom from fatigue, and even more important, safety in driving—for only when a driver is in proper position can he quickly and efficiently operate the controls.

The thick rubber pedal pads of the Graham Paige are mounted on substantial bars that are clamped in the clutch and brake levers, and these clamps allow the pedals to be raised or lowered. The driver, by adjusting his leg height, can drop the pedals while one of the opposite build can raise them, and either one will thus obtain a com-

### New Oakland 'All-American' Six Motor Cars



Two of the outstanding models in the new line of "All-American" Sixes introduced by the Oakland Motor Car Company. Above is the 4-door sedan and on the right the new custom-like sedan with a soft folding top over the rear quarter section. The lower left view shows the striking head-on appearance of the line.

Completely new and original in appearance, with a host of advanced engineering features, the latest Oakland All-American Six went on display here today at the showrooms of the Sanderson Motor Company, local Oakland and Pontiac dealer.

Smarter, roomier than a year ago, with bodies of distinctive design and a chassis said to be the last word in mechanical refinement, the latest All-American model bears only passing resemblance to its famous predecessor—the first All-American Six, brought out by the Oakland Motor Car Company a year ago.

Briefly, the new line offers a bigger, faster, more powerful engine, a more important adjustment in the steering column, which is placed at its mounting on the chassis frame. By loosening a clamp at the dash, one may vary the position of the steering column so that it will be at exactly the correct position for the driving of the wheel.

Another means of providing riding comfort is the use of the ordinary button the accelerator is in the form of a treadle, affording support for the operator's foot. The treadle is hinged at the heel end, and connected to the accelerator rod at the front. The accelerator cover is with rubber.

Women drivers have found the treadle a boon. The foot is supported on the flat rubber surface, instead of having to pivot on the heel while the pressure is distributed over the whole sole of the shoe instead of being concentrated at a point.

STANFORD UNIVERSITY, CAL., Oct. 27.—(AP)—A band of light-skinned gliders representing Fresno State came north to the Stanford stadium today to furnish what opposition they could to the power machine of the Cardinals. Coach "Doc" Warner had his first eleven of the field, but observers declared that they were only there to get what practice they could before the important clash next week between Stanford and Southern California.

Bond—Bear Butte Mining company organized for exploration and research at mining sites in Bear Butte country.

new Oakland type lateral expanding four-wheel brakes, masterful body creations by Fisher, new Duco color combinations, higher, larger cross-flow radiator with grill for adjustable driver's seat, chrome plated lamps of new, sturdy spoke wheel, lovely shock absorbers and spring covers as standard equipment, new steering gear, sturdier frame, and a host of other improvements that are destined to make the car a distinguished addition to the aristocratic motor-car family of America.

Many months have been spent in developing the car to a point where it offers everything that a discriminating public has learned to expect in the way of style and performance. Every detail has been subjected to exhaustive tests that the car might represent the crowning achievement of 22 years of successful automobile building by the Oakland Motor Car company.

Into the perfection of power plant and body lines have gone the pooled resources of Oakland and General Motors engineers. General Motors research laboratories, General Motors proving ground, and craftsmen of the Fisher Body organization. Many months have been spent developing and proving every detail of the new line of finished product up to the rigid standards called for on the specification charts.

Already a million miles have been piled up by test cars on the General Motors proving ground. Although brand-new to the public, it is a thoroughly seasoned product with the equivalent of many years of other service already to its credit.

Seven passenger lines comprise the line: sport roadster, sport four-ton, coupe, two-door sedan, four-door sedan, and a new landaulet sedan and convertible cabriolet.

Production of the new line begins forward as fast as production manufacturing methods will permit. Cars are being shipped to dealers with the utmost dispatch so that they may have on hand models for prompt delivery.

The striking new beauty of this latest All-American, and the better stamina and performance built into the sturdier engine and improved chassis, lend substance to the confidence of Oakland officials that the car will prove the most successful Oakland brought out since the organization of the company more than 22 years ago.

LOS ANGELES, Oct. 27.—(AP)—Removal of Chief of Police James E. Davis and severe condemnation of the police commission for their parts in the execution of Captain J. J. Jones, charged with the incarceration of

Christine Collins in the city psychopathic ward, was recommended to the city council by its public welfare committee early this morning.

—Mr. and Mrs. John L. Dege, of Norfolk, will celebrate their golden wedding anniversary on election day with Mrs. Dege voting for Al Smith while her husband says he will vote for Herbert Hoover.

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