

WRITER FEARS WAR MAY LIE ON BURMA ROAD

By DeWITT MacKENZIE

Does another great war lie at the end of the Burma road which winds its way up through China's primeval mountains?

Or is it likely (as some seem to think) that threats will not be backed by deeds?

Those are questions which call for the most careful consideration, since there can be no doubt that a dangerous situation exists.

A good deal of bluff has been tossed about (and has been got away with) by one or another in the far east since the Japanese in 1931 set their war-machine rolling in conquest across the rich plains of Manchuria.

That was a speculative venture—a feeler—evolved from the grandiose idea of ousting the western powers from eastern Asia and establishing Japanese hegemony over that vast and rich area. Japan swung what was in part a bluff and made it stick—thereby breaking trail for Messrs. Mussolini and Hitler.

Since that time we have seen much of bluff in one form or another. It's likely, too, that there's a certain amount of it evolved in the present Anglo-Japanese crisis, which revolves about Britain's decision to challenge Japan's demands and to open the Burma road for the passage of war supplies to China.

There is a vast difference, however, between the position today and that of 1931, or for that matter of many later dates. A bluff which might have been called successfully not so long ago, now is supported by a grim determination to back it up if necessary.

Japan and Britain, both hard pressed in life and death wars, have reached the point where neither is willing to retreat. The stakes are too great, and the investments too colossal.

So Britain appears finally to have called for a showdown over the Japanese policy which would deprive England of the vast politico-economic influence it long has exercised in eastern Asia.

That is why the present situation is grave. War could grow out of it very easily.

SUPERBOMBER SOON WILL TAKE TO AIR

SANTA MONICA, Calif., Oct. 10 (UP)—Sometime late this year when Douglas Aircraft's huge \$3,000,000 superbomber takes off down the runway at Clover field here for the first time, the United States army will receive the "most powerful airplane ever constructed."

Douglas said Wednesday the plane, the B-19, would be wheeled out of the factory within a few weeks for preliminary ground checks.

"It's the largest and most powerful airplane ever constructed, a veritable dreadnaught, armed with machine guns, cannon, and a huge bomb load," the company said in releasing details of the great ship.

With a fuel storage capacity equal to a railway tank car, the B-19 will have a range of 7500 miles—enough to span the Atlantic with a 28-ton bomb load and return. As a transport the plane could carry a force of 125 fully-armed soldiers.

Its tail stands three stories from the ground and the wings spread out to 212 feet. The overall length is 132 feet. Landing wheels are 8 feet 8 inches in diameter. Loaded weight will be more than 80 tons.

Concentrating on "range and striking power rather than speed," the plane will travel 210 miles an hour and be powered by four Wright-Duplex-Cyclone motors of 2000 horsepower each.

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YOUR ARMY

A Series Describing the Arms and Services of the Regular Army

UNUSUAL ARMY JOBS

Few people realize the scope of a modern army. Scientific developments of the past generation have revolutionized the training for soldiers today.

The US army must train and equip men for more than 300 different kinds of jobs—touching a large percentage of specialized industries.

For example: a certain number of enlisted men are sent to Hollywood each year to learn motion picture technique. The army needs good camera work for observation and study of action and terrain.

Another group of men go into the famous Medical Center laboratories in Washington for thorough study of x-ray techniques—biological subjects and general health courses.

Many enlisted men must be trained in radio and telephony. The army's "Walkie-Talkie" portable radio sets are one of the newest and most interesting of modern equipment. Communications for the Air Corps cover every phase of radio.

The army trains men in many of the skilled trades of industry: tool-making, sheet-metal working, carpentering and construction.

All kinds of mechanical work, including aviation, trucks, automobiles, tanks, etc., are a necessary part of the modern mechanized army of today.

There must be enlisted men to study chemistry in the Chemical Warfare division; to learn engineering in the Engineer's corps; to specialize in finance, ordnance and in the many highly developed arms of the service.

The U. S. army always must be a pattern of modern civilized life. For generation after generation, it has pushed back the undeveloped frontiers of the world and opened them for today's civilization.

Right now, there are army enlisted men with Admiral Byrd at the south pole and an enthusiastic report only a few weeks ago told of a new and improved tank-tread developed there to meet conditions of snow and ice.

Army men supervised the building of the famous Washington monument; the Panama canal and the remarkable levees along the Mississippi river.

It may be said truly that a young man enlisting in the regular army today can choose his future career based upon a large number of specialized courses of training. After three years in any of these fields, men are equipped to get good jobs with good pay—either in civilian life or to remain in the army where special grades at higher pay reward the soldier who qualifies.

And now, with the broad expansion of the army, there is an even more attractive opportunity for promotion than ever before during times of peace.

The Indians didn't get into the World Series but Detroit police had plenty of trouble with scalpers.

There Are Two Ways to Get at Constipation

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TOMMY FINDS WAR EVENTS RUSHING

PORTLAND, Oct. 10 (UP)—Michael Leander, son of Colonel John Leander who was a reserve officer training corps instructor at the University of Oregon during the World war, has been having a full quota of excitement, according to a letter received here from the colonel.

"Michael," he writes, "had a rather stirring six weeks. Every bit of his kit was destroyed by a shell in the retreat and nearly all his command were killed in the fighting. (Battle of Flinders)."

"I introduced him to a girl whom he took out to dinner and he was missing for two weeks, then he walked into my room in London and went off immediately with me to a tennis party."

"His ship then was bombed and dance that night. He proposed two days later and married her two days after that by special license. Two more days and he sailed for a special job in Africa, but two days out he got torpedoed and picked up next day with seven others on a raft in the Atlantic and came home to his bride."

European leaders find themselves in a peculiar fix. They figure war is suicide but peace at any price is too costly.



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