

LEND-LEASE LINES HELP U. S. FORCES

By JOHN LEAR

WASHINGTON, Jan. 8 (Wide World)—Although the United States was attacked by surprise, it went into this war with an advantage it did not possess when it entered World War I.

It has supply lines already operating to foreign fronts.

These were set up by the lend-lease administration months before the Japanese bombed Hawaii.

American ships, planes and trucks have traversed the routes by which supplies must go from the arsenal that is the United States to the fighting forces on many fronts.

American engineers have gained first-hand knowledge of the world's lines of supply in the service of lend-lease, and American technicians have acquainted themselves with the special problems faced in foreign lands.

In China, fighting fliers on leave from the United States army guard the Burma road with United States-built planes.

Their job is the double one of defending the Burma road and teaching Chinese soldiers to fly and fight. Army men say it is not at all impossible that these Chinese students might bomb Tokyo with United States-built bombers.

Unless Hitler is beaten before then, lend-lease expects not only to carry guns and planes and other armament to China but to transport arms factories piecemeal and set them up and keep them going on Chinese soil.

The Burma road is a modern miracle of Oriental patience. It winds through 726 miles of the Yunnan mountains from Lashio to Kunming, spiraling upward to 9000 feet and dropping dizzily to chasms bridged by narrow suspension spans which buckle into successive waves three and four feet high under the passage of heavy trucks.

Built five years ago to keep China in touch with the outside world after the invading Japanese cut existing highways from the east, the Burma road now is being widened and paved with lend-lease money and materials.

Lend-lease is also building parallel to the road the Yunnan-Burma railroad. Fifteen million dollars worth of United States materials are being placed on this road under direction of United States engineers.

On half a dozen fronts other than Burma, lend-lease has been helping our allies prepare to fight Japan. United States money has been appropriated to strengthen Singapore. Trucks, radios, guns and planes have been sent to the Dutch East Indies. Munitions ships have sailed into Petrapavlovsk, on Russia's Kamchatka peninsula, a possible route for attacking Japan through Manchuria.

Through South America, lend-lease has been flying bombers to the British in Africa and the Near East.

United States pilots who take these planes across the south Atlantic are ferried back on a "mail and spare parts" line established by Pan-American Airways for the purpose.

In the Near East, a United States army mission associated with lend-lease directs the movements of arms into Libya from Cairo.

United States men and money are building standard gauge tracks on the present narrow gauge roadbed between Basra and Baghdad, so that United States built freight cars can travel the full length of the road.

All these intricate lines of supply—by sea, by land and by air—are part of the lend-lease contribution, officials say, to America's readiness for war.

British railways carried more than 12,000,000 pigeons during the pigeon-racing season of 1935.

ISN'T THIS A WISER WAY? ALL-VEGETABLE LAXATIVE

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Average Car Can Be Good For 10 Years, Tests Show

By DAVID J. WILKIE (First of Seven Articles) DETROIT, Jan. 8 (Wide World)—If you are one of the 26,000,000 persons in the United States who own passenger automobiles, you would do well to treat your car with consideration because you are going to have difficulty replacing it.

You may not need that replacement for another year or for 10 years, depending on the general condition of the car you now own. It has been estimated authoritatively that the "average life of the average car," is about eight years, during which period the vehicle goes through several ownerships and varying degrees of judicious use.

But every car built in the last decade can be kept in satisfactory operation for at least 10 years if its owner so willed and was inclined to devote just a little personal attention to it each day.

This writer recently drove a car that for test purposes had been in daily operation for nearly a year and had piled up 93,000 miles. It had been given only the normal, prescribed maintenance, plus four changes of spark plugs, three fan belts, one valve reconditioning, one replacement of battery and ignition cables, two brake adjustments, one carburetor overhaul and one change of tires.

This may sound like a lot of service work on the car, but it is worth noting that the total mileage represented approximately nine years of average driving and the car in appearance and handling actually was "as good as new."

The normal, prescribed maintenance, of course, included regular chassis and body lubrication, tire inflation, battery care, periodic replacement of the carburetor air intake cleaner screen, regular oil changes, minor tune-ups, changes of transmission and differential lubricants and general body care.

You will not be able to replace the tires on your car with new ones and you may have difficulty obtaining some of the other replacement parts under the impact of the war emergency. You will be able to get most of the service operations outlined, however, because many of the dealers who heretofore have relied on new and used car sales for income are emphasizing their readiness to repair and service any vehicles.

Moreover, there are going to be a lot of backyard repair shops, operated by competent mechanics thrown out of regular employment by the suspension of car production.

But you can avoid much of the expense and necessity for these services by following a few very simple practices in handling your car from day to day. Granted that your car is in "average" shape now, that your tires are in fair shape and that you can continue to get gasoline and oil you can reasonably count upon several years of essential use.

In succeeding articles of this series, I will outline some of the things you can and should do to keep your car in operation and out of the repair shop."

CORREGIDOR WALLS LAUDED BY BUILDER

SEATTLE, Jan. 8 (AP)—The reinforced concrete gun emplacements of Corregidor fortress in Manila bay were not designed for aerial warfare but unless a plane can drop a bomb within a few feet of the right place they will be all right, the man who more than 37 years ago designed and started construction of the fort said today.

Daniel McMorris, now 77, recalled he was sent to the Philippines in 1904 as a civil engineer with instructions from the war department to select sites for big guns on the island of Corregidor and to convert the island into a fort.

"I think planes would have a hard time blasting the gun emplacements," he said. "All the underground rooms are protected by reinforced concrete 10 feet thick."

"And unless the fortress falls the Japs will never get inside the harbor. The harbor entrance is point blank range for those big guns and no ship that has been built yet could make it if the Corregidor guns were firing."

"The island is shaped just like a tadpole. The tail, which points toward Manila, is low and flat. The head, facing out to sea, is steep and supports a high plateau on which the fortifications are mostly built."

"I understand that tremendous additions have been made to the work I began and which was wholly a defensive work to protect the harbor mouth."

McMorris, a native of Cole county, Illinois, came to Washington state in 1879. In addition to various positions he once held the post of Seattle city engineer.

GERMANY TO USE ZEPPELINS, CLAIM

WASHINGTON, Jan. 8 (AP)—Responsible military officials said today it is "definitely in the cards" that Germany may use her zeppelins in token raids on east coast cities of the United States.

The nazis, these sources believed, still have the two dirigibles which bore the Swastika at the war's outbreak—the trans-Atlantic veteran, Graf Zeppelin, and the great LZ-130, sister ship of the Hindenburg which was destroyed by fire at Lakehurst, N. J., in 1937.

Either dirigible could be fitted to carry up to 10 bombers within easy striking distance of the Atlantic coast and could hover off shore while the planes loosed destruction on the cities, experts here said. Or the zeppelins, themselves, could undertake a suicide mission and do their own bombing.

President Roosevelt, in his message to congress Tuesday, acknowledged that the enemy might try air attacks on great population centers in an attempt at "terrorizing our people" and undermining morale.

In the east, navy aircraft experts noted, the tendency was to think of such a possibility in terms of surface aircraft carriers, but they recalled the well-audited report that Germany built a dirigible in the first World War for the express purpose of bombing New York.

Only male vaporers moths have wings.

NAZIS TURNING OUT MANY PLANES, TANKS

LONDON, Jan. 8 (AP)—The ministry of economic warfare said Wednesday that Germany is producing more planes, tanks and submarines than in the spring of 1941, although the over-all production of armaments has fallen slightly below the peak level reached at that time.

The ministry said the Germans were planning to turn out more planes, but their full aims in submarine production has been impeded by the RAF.

Armaments production in German Europe, outside of Germany are not anything like fully utilized—in France because of the shortage of raw materials, in Czechoslovakia because of internal trouble and in Italy because of a shortage of workers and food.

The ministry added that German war production was not likely to be seriously restricted during the next six months by the metal shortage but that stocks of some metals, particularly nickel and copper, ought to be exhausted by the end of the year at the present rate.

The nazis were also in urgent need of iron ore and paper pulp.

Adult Enrollment In Commercial Education Drops

CHILOQUIN—The enrollment in the adult classes in commercial education has been decreasing to the point where it is doubtful if they will be continued unless their attendance increases. The classes cannot be offered unless they average 12 students, according to Donald Bookman, their instructor.

Students living in the outlying districts have been more faithful in their attendance than those in Chilochquin.

Next week will determine whether the classes will be continued. If the classes are discontinued the students will be asked to turn in the books loaned to them so that they can be used in the regular high school classes.

The imports of which were restricted by the fact that they owe \$800,000,000 to people in Europe, the report said. There is also a deficiency in textiles.

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