

War Wheels

THE TOOLS OF WAR. By James R. Newman. New York: Doubleday, Doran & Co. 1942. 398 pp., and index. \$5.

Reviewed by PAUL SCHUBERT

WE live in an era of "total" war. This means nothing more nor less than that every citizen is now a part of the military, whether he (or she) bears arms and wears uniform, or goes about "civilian" pursuits. Quite apart from the duties of war, the tremendous drama of the wars which have been fought in our generation has heightened public interest in all the details of war's focal point, the fighting front.

Here is a book for civilians explaining and illustrating many of the details which used to be reserved for members of those military guilds, the army, navy, and air force. It is a lucid, factual book about the "tools" of war, the weapons with which battles are fought and nations defended or attacked. With very realistic lack of passion, fitting in this world in which war is altogether a fact whether we like it or not, it explains not only the use of war's tools, but a good deal about their history—the age-old struggle between attack and defense, sword and shield, catapult and fort, gun and armor.

The author discusses light arms and field artillery; his treatment of fortification is most interesting. Tanks and

modern motorized weapons receive the generous space they deserve, and there are long and full chapters on the tools of sea war and the tools of air war. It is all very readable, very informative, very useful—it can't help but make much clearer the understanding of what we read as we follow the news.

To Mr. Newman, who is thoroughly experienced at clarifying and enlivening the mechanical and factual (and who is not above injecting generous dashes of slang and a taste for iconoclasm) all war can be reduced to three basic factors—fire power, mobility, and armor.

Mr. Newman is gun, or missile-minded. He sees the gasoline-engine principally as an innovation in mobility—a carrier for the gun; he sees the present war as an extension, more complex and intricate but still an extension of past wars.

There are those who feel that not the missile, but rather explosive is the prime destructive agent of modern war, and that the revolution in warfare through which we are living is caused by the advent of the gasoline-engine as a primary carrier of explosive on its journey from the magazine in which it was stored, to the target intended to be destroyed. The internal-combustion engine, given wings, becomes a plane. With a hull about it, it is a motorboat. On wheels or tractor-treads, it is a tank or other variety of mobile weapon. From the gasoline engine base explosive can be hurled, shot, dropped, launched—gotten to the target in a variety of ways. But the engine itself, by introducing new dimensions in distance and speed to the communication of explosive, has been upsetting warfare ever since it appeared, and for one simple reason—the gasoline-engine is in itself such a swift-moving target that it has upset the old conception of aimed gunnery which has dominated warfare for centuries, and forced the gunner to a new idea of "hosed" mechanical gunnery.

These things are perhaps still not clear in the revolutionary and transitional era of warfare in which we live. Mr. Newman's book sticks to safer, solid ground. It is a good book, thoroughly worth reading. In swift, all-embracing scope it covers a tremendous three-dimensional field, and on the whole does it remarkably well and in a consistently interesting, even entertaining way.

Surrounded by war, the least we can do is to study war, to master war—and since man has always waged wars, to be sure that we, masters of the machine, make and wield superior tools of war and by their use win victory.

Mr. Schubert, radio military commentator, is the author of "Sea Power in Conflict."

It Began in Macao

I'VE COME A LONG WAY. By Helena Kuo. New York: Appleton-Century Co. 1942. 369 pp. \$3.

Reviewed by FAY GILLIS WELLS

IF you are intrigued by the disarmingly frank title "I've Come a Long Way," you will be completely fascinated by this autobiography of Helena Kuo, who has not wasted a minute of her short lifetime, which has been as incongruous as calligraphy and typewriting—but she does both equally well.

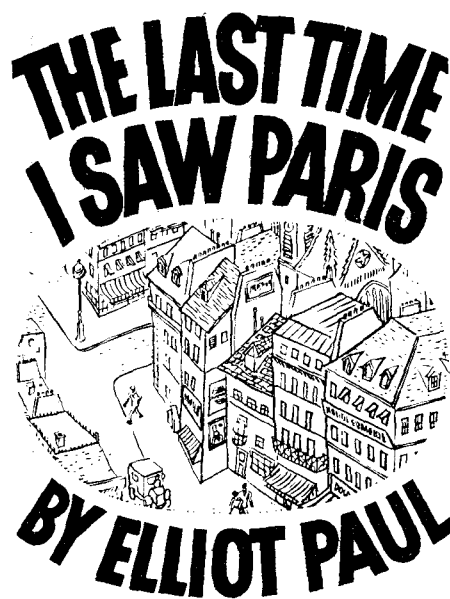
Helena Kuo was fortunate in having a wealthy Chinese father who believed in intellectual studies for his daughters as well as his sons, and a modern Chinese mother who disgracefully fell in love with her husband.

The author's education began in Macao on a day chosen from the astrological calendar by her mother. She started by learning to copy Confucius in Chinese. Maybe that is why everything else has been fairly easy. Then she went to a Portuguese convent and studied Portuguese, music, and English. Her life might have been happier if she hadn't been quite so determined to show the men how clever women can be.

Helena Kuo falls in love with a modern Chinese student—modern in his Western education but still Chinese in his treatment of women. For several years she follows him from one end of China to the other, living as a Chinese woman with his family. But on one occasion he orders her back to his family just after she had sold a series of articles to a paper and "the career person in me, having tasted the red blood of success, gave me sudden strength," so she broke with Lien.

Through friends she became an Ambassador of China with expenses paid and soon found herself in London, where she spoke for the Chinese cause, took a course in Higher Economics, was interviewed on the radio which led to her writing a daily article in the *London Daily Mail*. She wrote a book called "Peach Path," on the shores of the Mediterranean. When war broke out she fled to America. She went on a lecture tour because "I was lucky enough to arrive at the Leigh office the week they wanted a Chinese lecturer."

"I've Come a Long Way" is honest, sensitive writing, at times as delicate as a Chinese lady. There will be a sequel to this book for Helena Kuo still has a long way to go. Her ancient Chinese heritage is still in conflict with her modern Western education and until they reach an understanding, she will continue her restless roaming.



→ **JOSEPH JACKSON:** "I've so far read it twice; and I still think that it is the *Book of the Spring*. It's a beautiful book, an admirably written book, a tender book, a book full of people you will love."—*San Francisco Chronicle*

3rd printing, 421 pages, \$2.75

A RANDOM HOUSE HIT



Towards "Something Called X"

THE ROAD WE ARE TRAVELING 1914-42. By Stuart Chase. The Twentieth Century Fund. 1942. 106 pp. \$1.

Reviewed by CHARLTON OGBURN

THE Twentieth Century Fund, which in its short career has reached a high-water mark among foundations and has published invaluable studies based on careful research, now has entered the more precarious field of prophecy with the publication of "The Road We Are Traveling 1914-42," the first of six volumes by Stuart Chase on "When the War Ends." Stuart Chase's talent for writing, gives assurance that the remaining five will be as stimulating as is the first.

Stuart Chase's method is to project into the post-war era the familiar trends of the period 1914-42, eleven in all, listed in Chapter II, which "give us," he says, "the basis for exploring the future." As the most important of these eleven trends he cites, "Government in Business," "the wholesale invasion by the state of areas hitherto reserved for private business." Mr. Chase modestly confesses that he has "no theories as to how this trend is going to work out." It is not socialism; it is not capitalism; it is not fascism—which, he says, are mere names. It is "something called X which is displacing the system of free enterprise." "Something," he says, "has appeared which nobody anticipated, nobody wanted, and nobody really understands. Mr. James Burnham calls it the 'managerial revolution' in the first intelligent attempt to understand it which I have seen." It is control and management by the government and technicians of property and industries, with ownership remaining in private hands, adopting the "same formula used by management of great corporations in depriving stockholders of power."

On the subject of "business as usual," Chase says: "One must go back to 1913 to find even an approximation of that structure." Twelve of the years from 1914 to 1942 were covered by the administrations of Harding, Coolidge, and Hoover, all of whom "kept government out of business with almost a theological zeal"; and again, "Messrs. Harding, Coolidge, and Hoover were ardent admirers of *laissez faire* and permitted a minimum amount of government interference." If we deduct these twelve years—the last six of which developed the greatest Stock Exchange boom in modern times—the remaining ones witnessed the two mostly costly, extensive, and devastat-

ing wars in history and the worst depression since the beginning of finance capitalism. May we not, therefore, question if the eleven familiar trends of this period, projected into the post-war era, can really give us an accurate picture? Granted that some of these trends have no direct relation to wars, depressions, or booms, nevertheless who can say how much these trends have been affected by the general abnormality of this period? How valuable would a prophecy for Europe be, published by a Frenchman, say in 1815, entitled, "The Road We Are Traveling 1786-1814," a period covering the French Revolution, the Terror, and the Wars of Napoleon, if the important trends of those twenty-eight years were projected to forecast the nineteenth century?

A solid part of this book is that which lists the program of action of the National Resources Planning Board for dealing with post-war unemploy-

ment. There can be no disputing Mr. Chase when he says, "If you hold your ear close to the ground you can hear a muffled roar echoing around the world * * * it is the voice of the people demanding security and an end to the paradox of plenty." Will these demands force us into the "managerial revolution"? Have the capitalists, by monopolies and price-fixing, already ended free enterprise? Have they, by their device of obtaining the management of large corporations without ownership, reduced the stockholders to a state of passivity so the government and technicians can now take over government? Professor James Burnham has given us a rather unconvincing answer, and Mr. Chase himself may not have searched far enough when he says that Mr. Burnham's "is the first intelligent attempt to understand it." With less of a "basis for exploring the future," it seems to this reviewer far more likely that when the war ends we shall have what was foreseen and defined by the British Trades Union Congress as a "mixed economy."

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