



Remnants of America's Past

Grace Line

An Indian woman in the colorful costume of Inca days sits spinning among the pre-Inca ruins of Machu Picchu in Peru. This site is visited by travelers taking Grace Line cruise-tours to Peru.

The Incas of Peru achieved one of the world's greatest civilizations. It was flourishing at the time of the Spanish conquest, and was at that time the highest culture of South America, being in some respects superior to that of its conquerors. The Inca Empire stretched from Colombia to northern Chile and Argentina.

Even now, the ruins of the Temple of the Sun at Cuzco and other remains show how fine the massive, fitted-stone architecture of the Incas was. Their engineering accomplishments were astounding. Well-paved roads in a network binding together the Inca Empire, and fields expertly terraced for cultivation, show the practical virtues of the Inca culture. The land was cultivated by a communistic village system, and the movements of the people were directed by a strongly centralized government.

The State was supreme, and all men were taken care of. Poverty did not

exist. It is evident that the Incas, who flourished historically from about the eleventh century onward, evolved and practiced the basic principles on which several twentieth century dictatorships have ridden to power. The Incas also were a conquering people, and absorbed much neighboring territory and many peoples.

As in modern Japan, the ruler, called The Inca, was believed to be a descendant of the Sun God, and was given divine prestige in the eyes of the people. Education was reserved for the nobility, but was highly developed. Members of the nobility were called Incas (without the article, which was reserved for the ruler) and their highest intellectual achievements were in the field of astronomy which was linked to their Sun God religion.

The common people were highly skilled in the practical arts, weaving, pottery making, and exceedingly fine work in gold, silver, copper and bronze.

The artistic treasures thus produced, however, were almost entirely melted down into gold and silver bars for shipment to Spain as the conquest of Peru resolved itself into a ruthless treasure hunt.

The Incas, who had been living in what is now Peru for 500 years before the conquest, knew nothing of the people who had preceded them. Yet a vast Andean civilization had stretched behind the first appearance of the Incas on that soil.

Who were these ancient peoples?

We know scarcely more than did the Incas when, newly come into that majestic country of mountains, they wandered mystified among the ruined cities of their mighty predecessors.

A half millenium later, when the Incas themselves had grown great, and had their own magnificent cities among the snowclad peaks, the "pale faces" arrived on their shores, greedy as they had been for gold and conquest.

BACKGROUNDS: CHINA

The Greatness Of The Chinese People Shown In Ceaseless Creative Toil

Millions of Peasant Hands Rebuild as Japanese Soldiers Destroy

The story of China for the past two years has been one of hand labor. By hand have roads been built; by hand have machines been dragged hundreds of miles away from the Japanese invaders. By hand have munitions been loaded onto pack trains or onto great wheelbarrows and pushed over the rutty Chinese roads.

In southern China, there is a railroad, over which thousands of tons of munitions and supplies for the Chinese army passed before the fall of Canton in October, 1938. This railroad does not possess a single locomotive, passenger or freight car. It has only flat cars equipped with flanged wheels. The cars are pushed by hand by some 3,000 coolies, who work for 30 cents a day.

By hand was built the 2,100-mile road leading from Chunking, present capital of China, to British Burma—in eight months! The rollers used to flatten the roads were hewn by hand out of the nearby rock. The foundation was made of stones all cut and broken by hand. The powder used for blasting was made by hand from native ingredients.

Those hands have been motivated by a dogged determination to resist the Japanese until enough time has elapsed to enable China to build itself up industrially and militaristically. Then the Chinese are confident that they will drive the Japanese out of China.

Outside Help Essential

Confidence and determination, however, though essential, are not enough in themselves. All the determination in the world could not save China without outside help. China's resistance so far has depended upon imports paid for partly by exports and partly by credits from outside nations. Without this help, Chinese resistance might have been overwhelmed long ago.

Much of China's determination has been turned toward enabling these

imports to come in and exports to go out. Circumstances in this respect have become more and more discouraging. One by one the main avenues of Chinese contact with the outer world have been cut until only two remain comparatively free.

The Japanese blockade has been effective. In August, 1937, before the blockade, the U. S., for instance, sold to China some \$6,081,000 worth of goods. The next month, September, U. S. trade dropped to \$1,559,000 worth of goods. Of this latter figure most went through the British port of Hongkong.

Routes Destroyed

In October, 1938, however, the Japanese captured Canton, through which port Hongkong trade to and from China goes. The result was that whereas Hongkong exported into China some \$26,000,000 worth of goods in the first half of 1938, during the same period of 1939 it exported to China only \$3,300,000 worth—a drop of 87 percent!

The most recent line to be cut has been the road from French Indo-China to Chunking by way of Nanning, a Chinese city near the coast. The road to Nanning was occupied by the Japanese on December 26, 1939. There is also a railroad from Indo-China, which goes to Yunnanfu and thence to Chungking. This road is out of reach of actual Japanese occupation, but has been bombed virtually to a standstill.

In some ways this road and railroad were more important to China than either of the two remaining routes open to the world. This is because it lies closer than the others do to the materials which China exports in payment for the arms which it buys. Before the road was cut, it was estimated that as many as 500 trucks went over it daily, 250 from each direction. By this road, China was exporting such things as wood-oil, bristles, embroideries, sheepskins and herbs. With these it paid for its imports.

Both on account of Japanese activ-

ity and of inefficiency, goods destined for China have been piling up on the wharves at Haiphong, port terminal for the road and railroad in Indo-China. Some estimates place the amount of this material as high as 140,000 tons of metals, machinery, and war supplies. There are 2,000 trucks waiting there, all rusting badly.

The Burma Road

Of the two remaining routes, one is the famous Chunking-to-Burma road stretching for 2,100 miles. According to U. S. Ambassador Nelson Johnson, who was the first foreign diplomat to travel over this road, it has a good hard surface suitable for speeds as high as 50 miles an hour. The road is narrow, being only one lane wide with frequent wide places for traffic from the opposite direction to pass.

One explorer, who traveled over this road in the rainy season said it had been seriously damaged at certain places. He counted 507 trucks, each carrying one-and-one-half tons of military supplies, stalled in one spot. He reported, however, thousands of workmen installing drainage systems so that "by the next rainy season the road will be an all-weather highway."

Today most of the munitions for China's army of 5,000,000 men are brought over the Burma road. But the value of the lost Indo-China road is indicated by the fact that only about 8,000 tons a month can be handled over the Burma road, or about half the volume of the other.

There is under construction a parallel railroad to this Burma road, which was started in 1938. Over 100,000 workers are on the job, but the obstacles are tremendous. More than 170 tunnels must be built before any track can be laid. Foreign observers say that it will be two years at least before it is finished.

The other remaining route open to the outer world is across the deserts and plateaus of Central Asia to Russia. This road too has been bombed by Japanese airplanes, but is still in commission. Moreover, Chinese engineers are pushing an inner road beyond reach of bombs. Motor transportation