Back in 1916 before the United States entered the World War an obscure man by the name of William E. Boeing and a few associates opened a shop in Seattle for the purpose of making repairs to a damaged seaplane. Shortly thereafter this little group assembled a small inventory of steel wire, straight grained spruce and linen and began to build an airplane known as the Boeing Trainer. In a period of three years they furnished 73 such Trainers to the United States Navy. Meanwhile, the world war terminated and the market was flooded with an excess of war planes and the humble Boeing factory was converted to the manufacture of furniture and sea sleds. Years later interest in military aviation was resumed and the Boeing Company continued to produce a variety of Pursuit and Fighting planes. In 1927 they produced the first combination mail and passenger plane for civil aviation. This first plane carried but four passengers. In 1928 came the first three-motored plane carrying twelve passengers. This was later increased to eighteen passengers. Only six years ago came the celebrated flying fortress powered by four engines. Only five years ago came the 35-ton plane with 150 feet wing span. Then followed the celebrated Clippers containing 54,356 parts, equipped with two decks and having enough hull space to accommodate 74 passengers. Then came the stratoliner which today flies from coast to coast in record-breaking time. Here in brief is the 25-years history of an enterprise which developed from a machine shop with a single room to an immense plant now covering acres and acres which has become a vital part of defense production.

BLOOD IS A BANKABLE FEDERAL COMMODITY

On July 30, 1941, a measure enacted by Congress was approved by the President which provides that any person who furnishes blood for transfusion into the veins of any person who is entitled to treatment at government expense or who furnishes blood for one of the so-called blood banks or who seeks blood to be used in research in connection with the treatment of any person who is being treated by the government, is entitled to payment at a rate of not to exceed $50.00 for each withdrawal of blood from his veins. Thus does blood become a commodity for immediate use or for storage in the blood banks now maintained in many centers. It leaves one to speculate whether this vital body element is reproducible in such fashion and in such quantities as to develop a class of professional transfusionists.
CORK

The casual fisherman watching a sunfish nibble at a baited hook and making the warning cork bob up and down or the person who in routine fashion opens a bottle of ginger ale and casually notes the cork lining of the cap will scarcely appreciate that cork is one of our defense problems. Only recently the Defense Supplies Corporation in the Federal Loan Agency has contracted for 100,000 metric tons of cork at the cost of $10,000,000. Cork is nothing more than the spongy bark of an oak tree which grows to the height of forty feet and which is native to the Mediterranean countries. Most of the cork supply is furnished by Spain and Portugal. Once every nine years this bark is stripped from the cork oak tree. Its uses are manifold and as yet, no real substitute for cork has been found. One of the greatest difficulties today lies in the fact that this light spongy bark takes up lots of space in the hold of a vessel but does not make much tonnage and cargo vessels are not partial to this type of cargo when other cargoes can be found. Cork, therefore, becomes a defense problem.

THE TASK OF HELPING CHINA.

One little appreciates the enormity of the task of rendering military, economic and medical assistance to a distant nation like China unless the various steps of this task are traced out. First comes the job of procuring the supplies which China needs. Second is the problem of providing vessels by the Maritime Commission at a time when vessels are scarce. Third comes the long ocean journey across the Pacific to Rangoon, Burma which is the only open port where China supplies can be unloaded. Fourth comes the chore of unloading. Fifth follows the problem of finding trucks, boats, planes and railroads cars to transport such supplies to interior China. Sixth is the task of paving and servicing and maintaining the celebrated Burma road which is the only roadway into interior China. Seventh comes the problem of delivery and distributing such supplies to vital interior ports. In this whole operation it is even necessary to supply gasoline, lubricating oil, spare parts and tires for the trucks which make this overland journey. Truly it is a monumental undertaking.