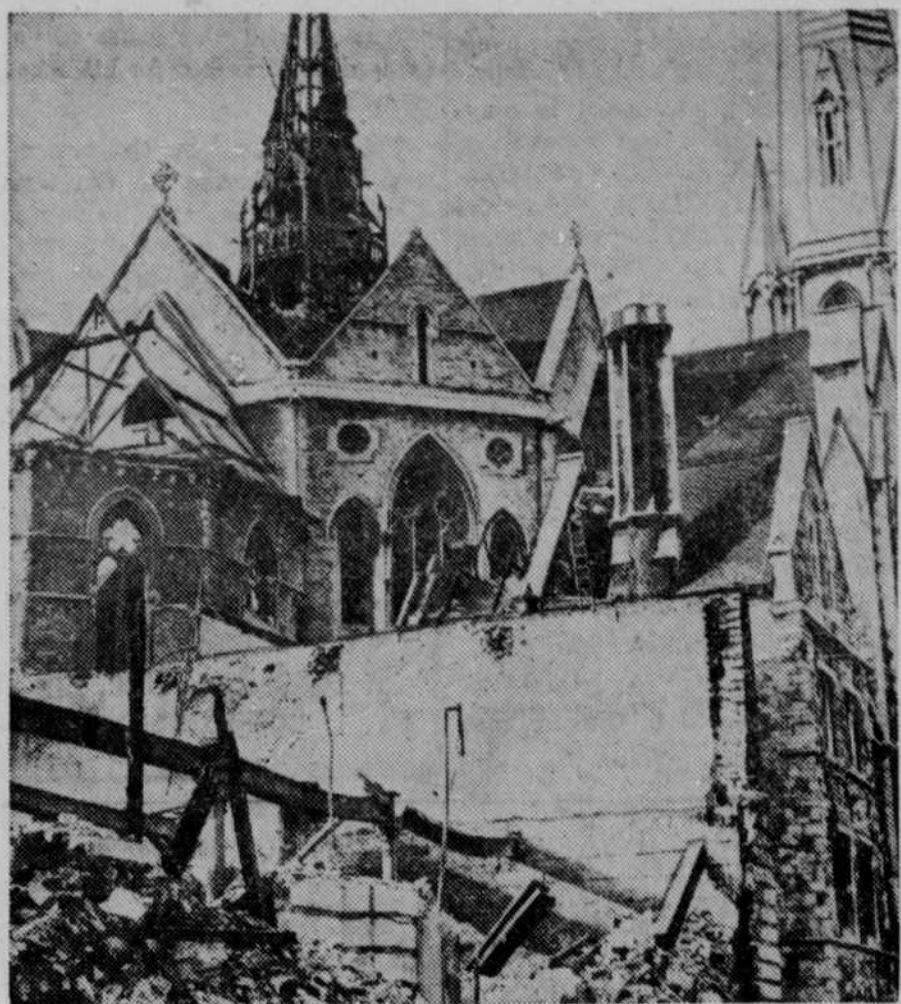


Lincoln Memorial Demolished in Air Raid



Christ church, on Westminster road, London, which was wrecked during a Nazi air raid. When this church was destroyed a memorial to Abraham Lincoln, in the form of a pillar commemorating the abolition of slavery in the United States, was destroyed with it. Christ church is one of the many huge edifices in Britain wiped out by air attacks.

Plots Dakar Defense



General Weygand (left), former leader of French troops in war with Nazis, in Dakar, Africa, where he has been sent to solidify defense plans for this colonial outpost.

Kings and Queens of Health—And of Corn



Left: 4-H club members chosen as the nation's healthiest at the live-stock show held at Chicago. L. to R.: Veneta DeWitt, 15, Milford, Iowa; Tom Wiley, 17, Ashland, Ohio; Vernon Duncan, 16, Silver City, N. C.; Robert Bolen, 19, Lauren, Iowa; and Edith Reynolds, 17, Seminole, Okla. Right: Charles Fischer, 33, of Shelbyville, Ind., who won the title of corn king at the stock show. His land yielded 65 bushels to the acre.

NATIONAL AFFAIRS

Reviewed by CARTER FIELD

Gliders offer opportunity to teach young aviators fundamentals of flying... Washington observers question policy of giving England only half of arms output.

(Bell Syndicate—WNU Service.)

WASHINGTON.—Germany's huge supply of trained airplane pilots is due, in very large part, to the fact that, during the long period after the first World War, in which she was not allowed to have armament, her youth went in for gliding.

America, many authorities are contending, should do the same thing, not because there is any legal restriction on military planes in this country, but because the development of gliding as a sport for youth would provide an enormous reservoir from which the army and navy air forces could draw in an emergency.

Commander Eugene F. McDonald Jr. of the naval reserve quotes Ernest Udet, the German flier, as saying that from 250,000 to 300,000 young Germans learned to fly, in the period just before the outbreak of the World War, in inexpensive gliders.

American boys are even more adapted to this sport than the young Germans, McDonald points out. And the great advantage of glider flying is that it is within the possibilities of so many more American boys proportionately. If put into quantity production, good gliders could be sold, McDonald contends, for about \$150 each. But the big factor is that there is little upkeep for gliders. The chief expense, after the sail planes are acquired, is an old automobile for towing and the gasoline to run it.

FAVORS FREE GLIDERS

Many experts think that one of the most economical expenditures the United States government could make would be to supply gliders free to boys' clubs. Orders for as many planes as would be demanded, should they be started, would result in a very low price per sail-plane, perhaps as low as the \$150 Commander McDonald calculates.

The chief advantage of glider training for prospective airplane pilots is that they are forced to learn all about air conditions, particularly rising currents, air pockets, down drafts and how to take advantage of them.

Many of the important improvements in radio, McDonald says, were first conceived by the radio amateurs, of whom he estimates there are at least 54,000 in this country. He predicts that many improvements in aviation will be devised by amateurs if we can get our boys enthusiastic about glider clubs.

BRITAIN NEEDS PLANES

Mysterious to many observers is President Roosevelt's attitude on the present system of giving Britain half of America's military aircraft production and giving the other half for our own defense. It does not seem to these observers to fit in with the underlying notion of many persons that unless Great Britain wins this war the United States is in trouble, and hence every possible aid should be extended to Britain, not so much as an unselfish line of action as one of very real but intelligent selfishness.

If Britain vitally needs more fighting and bombing planes, of which there seems to be no doubt whatever, it would seem that the interests of the United States—once it is accepted that if Britain goes down we are in trouble—would require that Britain be given every fighting plane this country can produce.

It is very simple to say that if Winston Churchill's warnings had been heeded (he said as long ago as 1917 that Britannia must rule the clouds as well as the waves) there would have been no such terrific bombing of London and the Midlands as Britain has undergone. It would be just as simple to say that if the warnings in this country voiced by Gen. William Mitchell had been heeded, from 1920 until his court martial in 1925, this country would now be in a position to supply Britain as well as our own defense with all the planes needed.

WARNINGS IGNORED

The facts are too simple for that. The facts are that old-fashioned high commands in both the British and United States army and navy made compliance with such warnings impossible.

Recrimination NOW is of no especial value. Most of the men who disagreed with Churchill in Britain and Billy Mitchell here were sincere in their views. The point is: What should be done now? There is no doubt that Britain is STILL in danger. Whether the island can be fed despite the constant destruction of merchant shipping by bombers, added to the shipping toll taken by mines and submarines, depends very largely on the number of planes that can be sent her from America. Meanwhile we are building up capacity to produce planes for our own defense.

Air Transport Crashes in Missouri Ditch



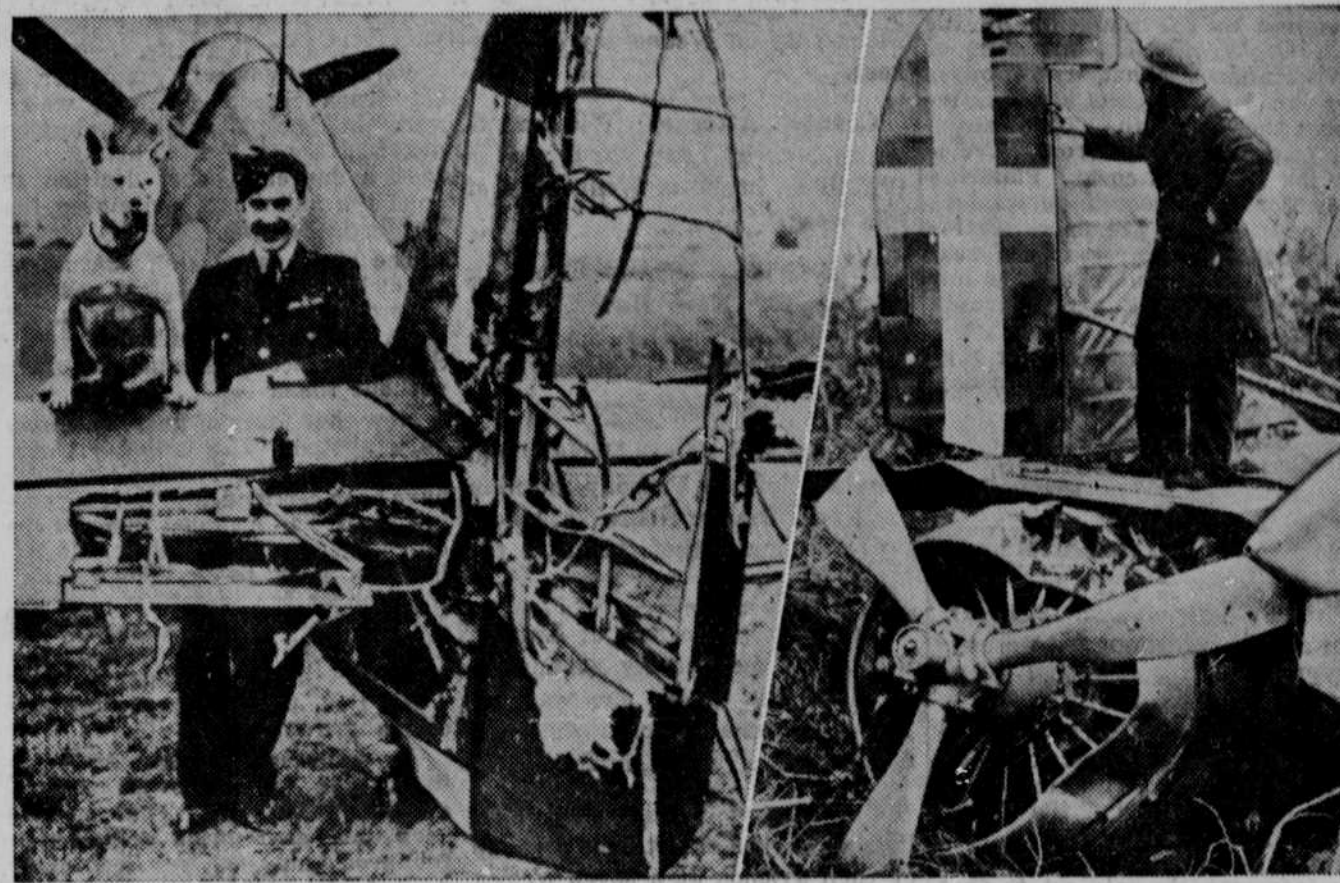
This picture shows the wreckage of an American Airlines transport, which overshot the runway while landing at St. Louis, and bounced into a ditch which borders the airport. The pilot and co-pilot were slightly injured. Fortunately, five other persons who were riding in the plane escaped injury.

Envoy Pro Tem



Neville Butler, counselor of the British embassy, who will serve as pro tem ambassador to the U. S. from Britain, until appointment of successor to Lord Lothian.

Good Luck for Tommy—Bad Luck for Il Duce



Left: A British pilot with his mascot, beside his badly damaged plane, which he brought back to its base with most of the tail shot away. Right: A British soldier looking over the remains of one of Il Duce's bombers which was shot down in southeast England by British anti-aircraft. Fourteen Italian planes were brought down the same day, according to the British.

They Seek 12,000 Flying Students



Lieut. W. Wittie Jr., assistant recruiting officer for the Philadelphia flying cadets, is shown (left) going over plans for the procurement of applicants with Lieut. Lawrence Semans, of the U. S. army air corps. Lieut. Semans is advance agent in a drive to get 200 Philadelphians to make up part of 12,000 flying cadets needed in the expansion program.

Off to Caribbean



President Roosevelt waves from the deck of cruiser Tuscaloosa at Miami, Fla., as he starts on his cruise to the Caribbean to inspect new military bases. He said the voyage was strictly for business.

Another 'Sub' for Uncle Sam



The submarine Grenadier, costing \$3,500,000, and built in less than nine months, was launched recently at the Portsmouth, N. H., navy yard. The craft, shown above, was the fourth to slide down the ways at this navy yard this year. It was christened by Mrs. Walter S. Anderson, wife of the rear admiral directing naval intelligence.

'Mystery Man'



Gen. Maxim Weygand, "mystery man of Europe," chatting with Mohammedans at Fez, French Morocco. Rumors persist that Weygand may join forces with DeGaulle.

23rd Recipient of Donor's Blood



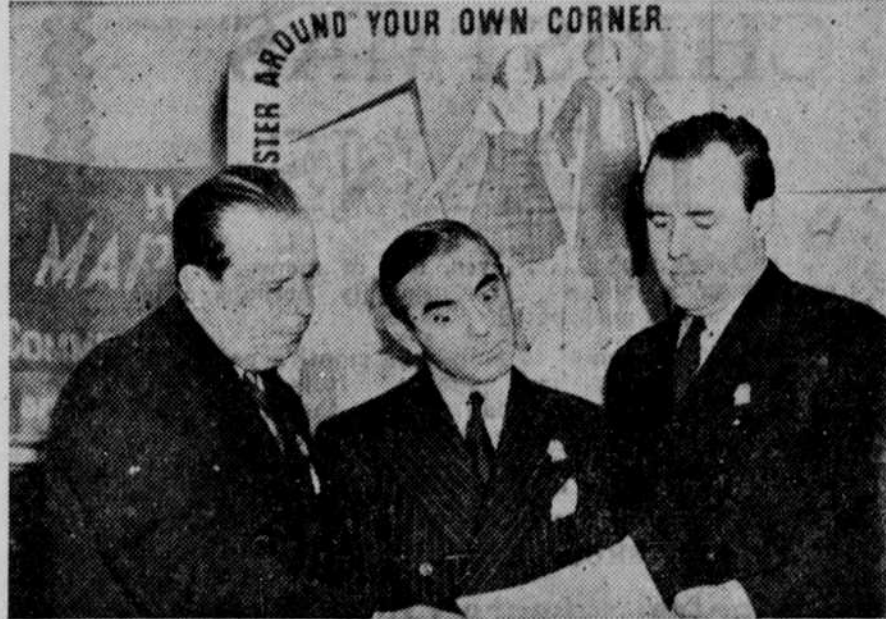
Mrs. Leslie Watts cheers her mother, Mrs. Hazel Farmer, victim of staphylococcus septicemia, who will be the twenty-third recipient of the blood of Mrs. Rose McMullin, of Washington, D. C. Mrs. Farmer, whose home is in Oklahoma City, was brought to Chicago to await the arrival of Mrs. McMullin, whose blood has saved the lives of 22 persons.

Here From Britain



Sir Frederick Phillips, undersecretary of the British treasury, shown on his arrival in New York. He came to America to straighten out dollar exchange "technicalities."

To Aid Infantile Paralysis Sufferers



President Roosevelt has authorized the use of his birthday, January 30, to raise funds for infantile paralysis sufferers. The committee for the celebration of the President's birthday is here shown. L. to R., George Allen, of Washington; Eddie Cantor, noted radio, stage and screen star; and Keith Morgan, national campaign chairman.

Puerto Rico Draft



A Puerto Rican mountain man reads the sign telling him that men between 21 and 36 must sign up for military service. The Puerto Rican registry date was November 20.