

Hopkins' Arrival in Moscow



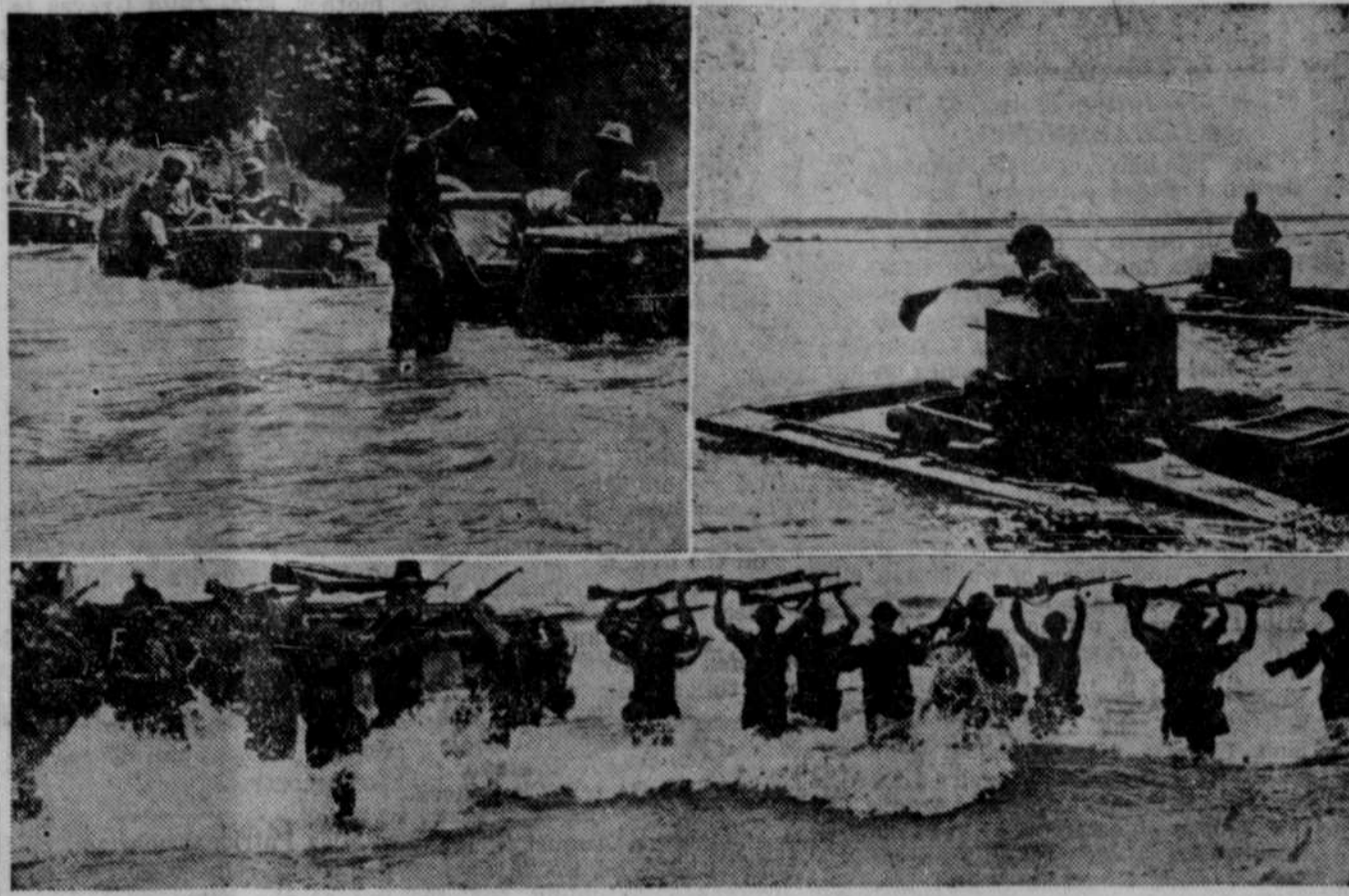
Harry Hopkins, President Roosevelt's personal representative, is shown (left) being greeted on his arrival in the Soviet capital after a secret airplane flight from Britain. Shaking hands with Hopkins is Lieutenant General MacFarlane, head of the British military mission to Moscow. Between the two men is Laurence Steinhardt, U. S. ambassador to Moscow, and (right) Sir Stafford Cripps, British ambassador to Moscow.

Flies to Canada



The duke of Kent, brother of King George, being interviewed at Ottawa shortly after his arrival from England. The duke flew to Canada on a bombing plane that brought back bomber ferry pilots. He will tour Canadian training camps.

'Like Ducks Take to Water'



Picture in upper left shows reconnaissance cars at Fort Benning, Ga., being towed across a stream by an armored scout car during maneuvers. Upper right: Radio picture showing Red army's amphibian tanks crossing an unnamed river near the German-Russo war front. Below: United States marines leave landing barges near Jacksonville, N. C., and splash ashore to establish a beachhead during "invasion" maneuvers.

U. S. Gunboat Bombed by Japs

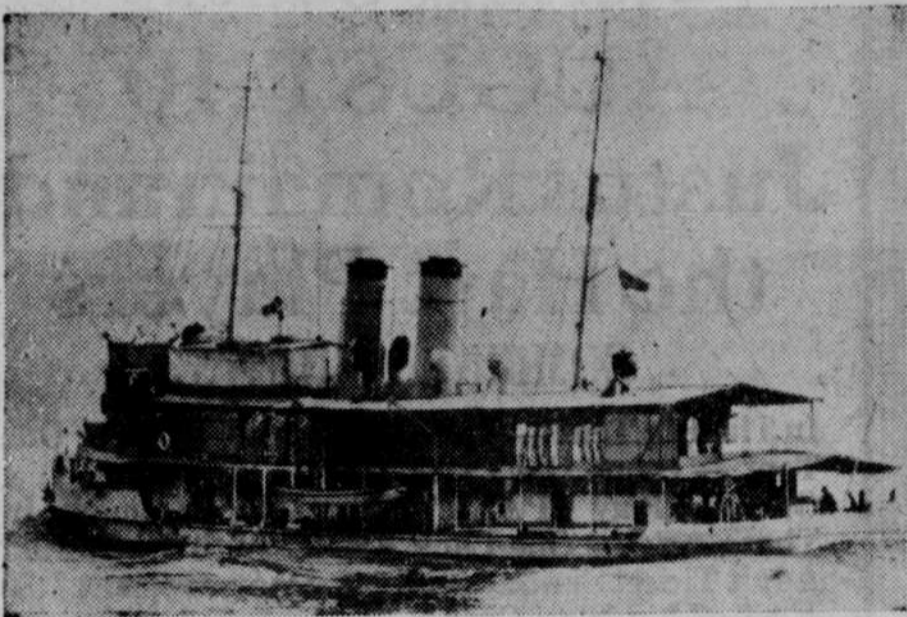


Photo of the 370-ton U. S. gunboat "Tutuila," which was struck by bombs during a Japanese raid on Chungking, China. It is reported the boat was in the so-called "safety zone" when she was hit. There were no casualties. Japan has promised the U. S. government a complete investigation and full indemnities. The "Tutuila" was built in 1927.

Teatime in Iceland



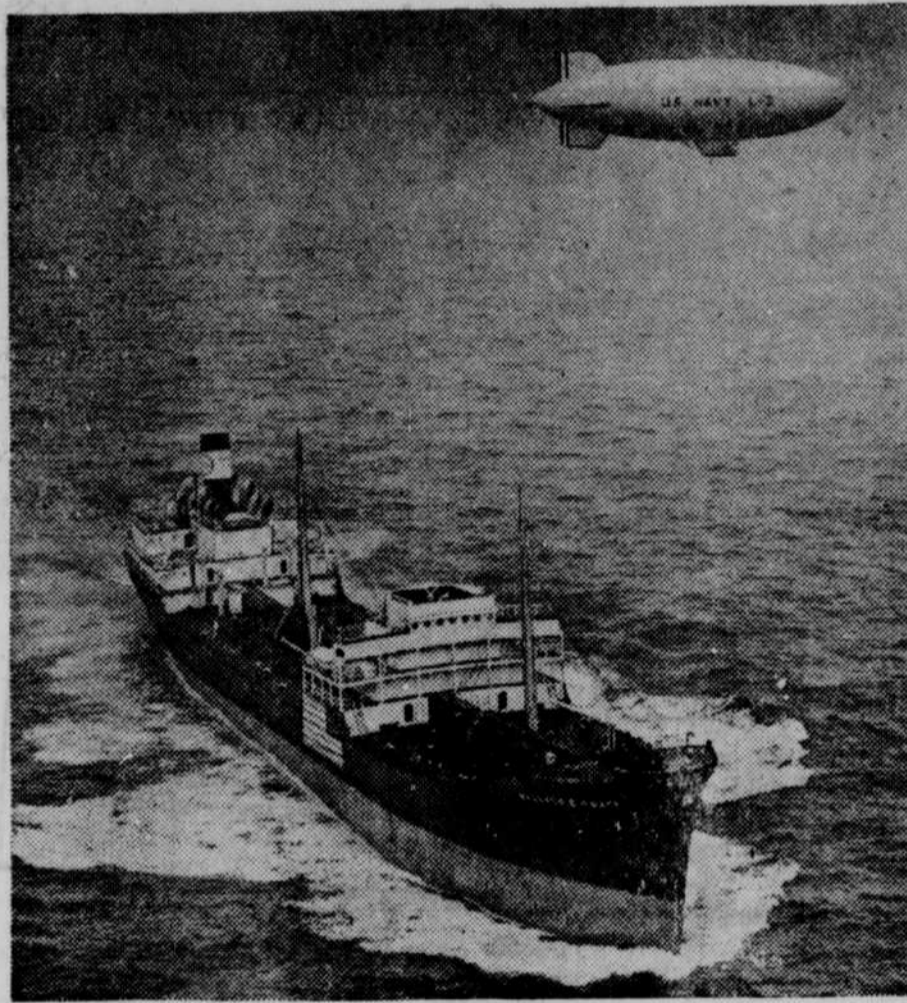
The first photo to come out of Iceland of an American marine of the occupation force shows a "leatherneck" (above) at a counter of a Y.M.C.A. tea car in Reykjavik.

With the First Cavalry Maneuvers



Shown above are two scenes in the Texas-New Mexico war maneuvers, where 17,000 men and officers engaged in cavalry maneuvers, in the broiling heat of the arid Southwest. In the upper picture cavalrymen are shown on the march across the desert. The picture below shows one of the army's light tanks participating in the maneuvers.

Blimp Helps Patrol Atlantic



A U. S. navy airship from the naval base at Lakehurst, N. J., hovers over an American freighter while on patrol over the Atlantic. Airships are coming back into their own and the base at Lakehurst is another of our defense posts which is feeling growing pains. Officers and crews are being trained for the new blimps ordered by the navy.

'There She Goes'



The U. S. S. Ellyson slides down the ways at Federal ship yards, Kearny, N. J. It took the water a short time after the U. S. S. Bristol, which was first out in the twin launching. Both ships were built in record time.

Safe After 12 Days Adrift in Atlantic



Their ship torpedoed about 400 miles off Greenland while en route to Britain, four Red Cross nurses (shown seated) were landed at Norfolk, Va., after spending 12 days adrift in an open boat in the North Atlantic. Picked up by an American destroyer, they were taken to Iceland for treatment before being returned to the States.

'V' Girl and 'V' Flag



Marie Kiley, selected as "V" Girl in New York, sitting on huge "V" flag, which bears Britain's victory symbols, letter V and Morse code equivalent, dot dot dot dash.

Women Lend a Hand in Russia



Russian Red Cross nurses ride a truck to their posts during an anti-war raid drill in Moscow, U.S.S.R. Recently these nurses have been working under fire, as the Nazi Luftwaffe attempted again and again to burn out this camouflaged capital of painted spires and teeming millions. Moscow's citizens took the raids stoically.

Youthful Patriot



Bill Stahl Jr. is only 20 months old, but he is giving his toy autos to Fire Lieut. Edward McLaughlin of New York. The toys contain aluminum, which is needed for defense. It was Junior's contribution during National Aluminum week.

New Blood for U. S. Navy



Thousands of Americans who have never set foot on a warship have shed their blood for the U. S. navy. A shipment of that blood, dried and processed, is shown being taken aboard a man-o-war at Philadelphia navy yard. The blood was collected by the American Red Cross. It keeps indefinitely under proper conditions.

Freed by Spain



Josephine Winter, 25, American ambulance driver, who was held in jail at Figueras, Spain, for 11 days on suspicion of being a spy, shown on her return to the U. S.

Historical Highlights

by Elmo Scott Watson
(Released by Western Newspaper Union.)

First Credit Reporters

IF YOU'RE accustomed to "buying it on time" instead of paying cash for it, you can thank two brothers named Tappan for that convenience. For your ability to "buy it on time" depends upon your credit rating, and Messrs. Tappan were the first credit reporters. They established that business just 100 years ago.

Their doing so was one of the results of the panic of 1837, the first great financial disaster in America. Arthur and Lewis Tappan were natives of Massachusetts. In 1814 they established a dry goods business in Boston, importing most of their goods from England. They were very successful and accumulated a large fortune. Then they branched out and in 1827 became silk merchants in New York and financial sponsors of button manufacture, under the name of Arthur Tappan and Co.

For 10 years they prospered in New York. But when the panic of 1837 hit the country, among its first victims were the Tappans. Their failure was the result of the "freezing" of hundreds of thousands of dollars owed them by country merchants. Although they re-established their business within 18 months, this disaster gave Lewis Tappan an idea.

He realized that the method of granting credits to country merchants, often on forged letters of introduction, was not only unreliable but out-of-date. True, a few of the



big American importers had individual credit reporters and others operated to hire one. But the expense of sending a credit reporter into the West and South was too great even for a group of importers.

So he proposed the establishment of a mercantile agency, the function of which was to serve as a central office of credit information. This information would consist of the contributed experiences of the leading importers, commission houses, wholesalers and bankers which would be supplemented by the reports of correspondents appointed in every community.

After their disastrous experience with the old slipshod methods of extending credit, all of these business men were quite willing to listen to Tappan's proposal. So the first credit reporting agency was opened in New York on August 1, 1841, and was a success from the start. Soon two young men came into the company who did a great deal to develop the credit reporting business. They were Benjamin Douglas, the son of a West India trader, who joined the firm in 1846, and Robert Graham Dun of Ohio, who came in 1854.

In 1859 young Dun purchased full control of the company and the Tappans retired from the business to devote their time to the various philanthropies and social reforms in which they were interested. Meanwhile John M. Bradstreet had established a similar credit reporting company in 1849. For 85 years the two companies were competitors. Then in 1933 the Bradstreet company and R. G. Dun and Company were merged to form the famous combination of "Dun and Bradstreet" which has become synonymous with the word "credit."

In 1859, when Dun bought out the Tappans, the first "credit reference book" was published and it contained 20,000 names. The 1941 "Blue Book," its descendant, lists 2,300,000 names of commercial enterprises in 50,000 different communities! Moreover it is published six times a year and is the largest publishing venture of its kind in the world.

It is interesting to note that among the early correspondents of the pioneer credit reporters were four future Presidents—Abraham Lincoln, Ulysses S. Grant, Grover Cleveland and William McKinley.

The Tappans were also journalists and reformers. They started the New York Journal of Commerce in 1828 and Arthur Tappan founded the Emancipator, an anti-slavery organ, in 1833. Both were ardent abolitionists. Arthur Tappan frequently aided fugitive slaves in their flight northward and he rescued William Lloyd Garrison, editor of the Liberator, when he was imprisoned in Baltimore. He was president of the American Anti-Slavery society and contributed \$1,000 a month to its support for several years.