

After London's Worst Air Blitz



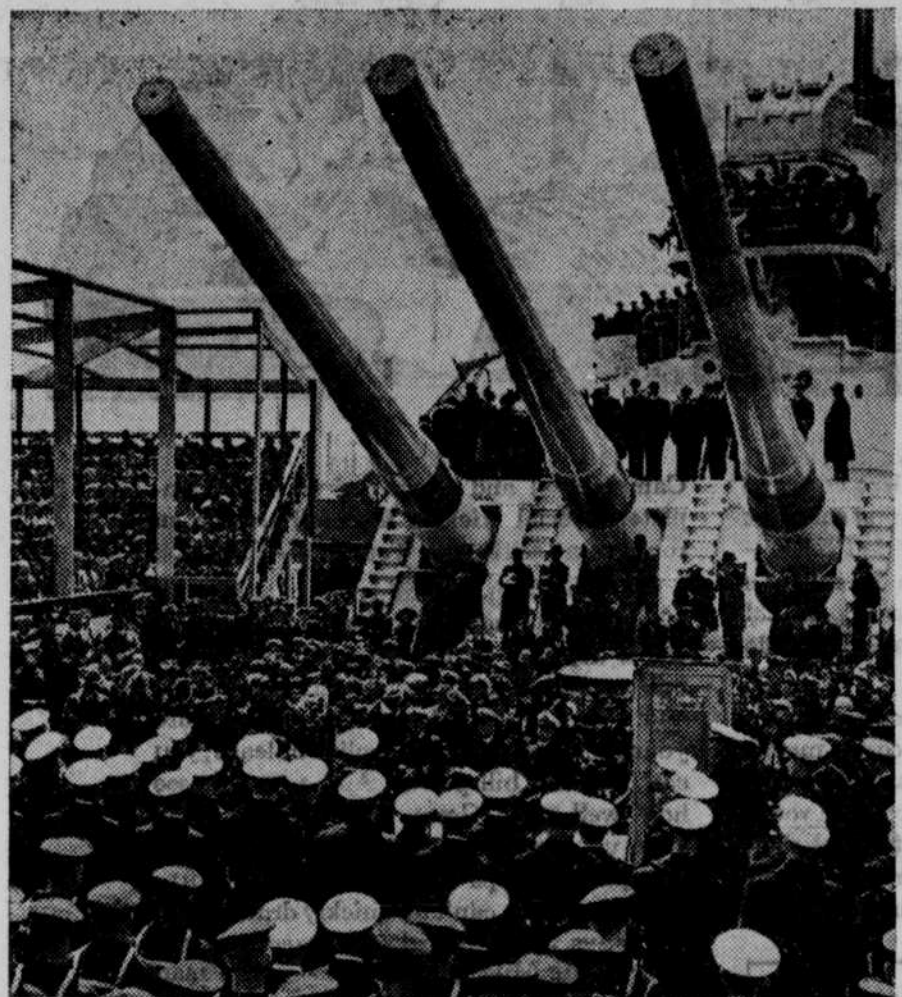
After what is believed to be the worst air raid of the entire war on the capital of the British empire, workers are shown clearing up the debris in London, while the work of digging the dead and wounded out of the ruins was still going on. Material damage was terrific, thousands of high explosive and incendiary bombs having been dropped.

English Lord and Lady Killed



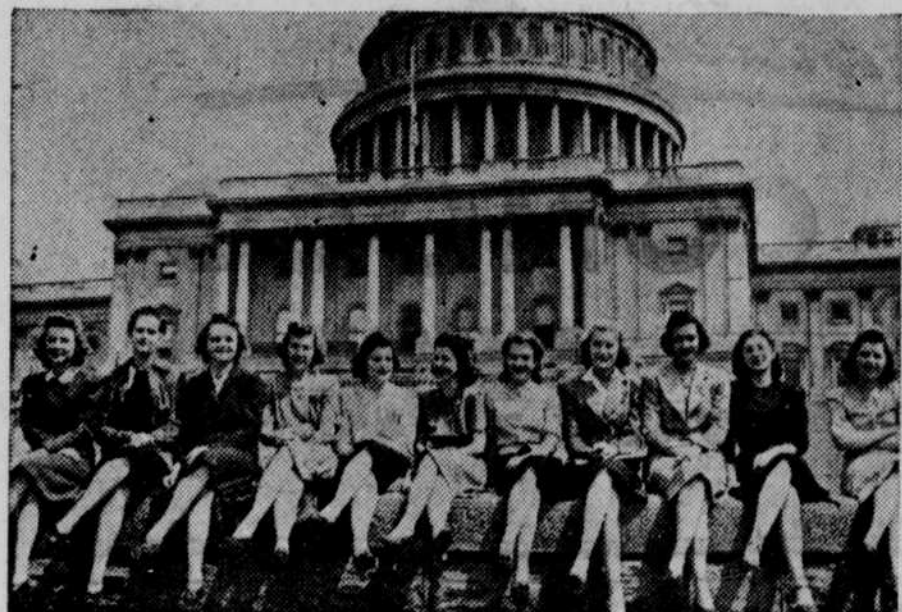
Two of the victims of the great air blitz on London were Lord and Lady Stamp. Both are shown above as they appeared on their last visit to America. Lord Stamp, better known as Sir Josiah Stamp, was Britain's leading economist. Their sons, Travor and Colin, were married to relatives of Gen. Charles G. Dawes.

Mighty Battlewagon for Uncle Sam



Scene on the deck of the U. S. S. North Carolina, as the 35,000-ton battleship was commissioned six months ahead of schedule. Three of the battleship's nine 16-inch rifles form an impressive backdrop for the ceremonies at Brooklyn, N. Y. The North Carolina is the first of 17 capital ships authorized under the two-ocean navy program.

Capitol Hill Picks a Queen



Eleven girls in a row, and beauties all! From all this pulchritude pretty Bonnie Patton, sixth from the left, daughter of Rep. Nat Patton of Texas, was selected as "Miss Capitol Hill" by members of the "Little Congress." She is pictured with the runners-up. The "Little Congress" is made up of congressional secretaries.

Found Guilty



J. M. Schenck, (left) board chairman of Twentieth-Century Fox film corporation, leaving the federal court in New York with his lawyer, after being found guilty of income tax evasion. He faces a possible sentence of 10 years in jail and \$20,000 fine.

Fears 'He's Next'



G. Pantaleoni, former head of the Italian tourist information office in New York, who says his life has been threatened three times. All the threats, he claims, were made in the same manner as those received by his friend, John F. Arena, anti-Fascist newspaper editor who was slain in Chicago.

Brazilians



Alzyra Peixoto, daughter of the president of Brazil, arriving in Miami with her husband, governor of the state of Rio, in Brazil. They are shown on their way to Chester, Pa., to attend the launching of a ship, "The Rio de Janeiro," for Brazilian maritime forces.

To Leave Italy



Capt. William C. Bentley, assistant military attaché for air, of the U. S. embassy in Rome, whom the Italian government requested withdrawn from Italy, "immediately."

'Food Pilgrims'—and Food for France



Nearing Baltimore on their long hike towards the national capital, members of the "food for Europe pilgrimage" (left), trudge along. Their plan was to petition British and German embassies for a partial lifting of the sea blockade to get food through to starving Europe. Right: Bags of flour being loaded into the hold of a French liner, ready to sail for unoccupied France.



Australians Welcome U. S. Good Will Squadron



Above: The U. S. S. Clark, leader of the destroyer flotilla in the U. S. naval squadron that made the "good will" visit to Australia. At the right, U. S. service men are shown parading through Brisbane, capital of Queensland, in Australia, amid blizzards of confetti. Inset: Rear Admiral Newton (left) commander of the squadron, with Lord Wakehurst (center) and Lord Gowrie, governor-general of Australia.

Testify on Labor Relations



William H. Davis (left) vice chairman of the National Mediation board, testifies on the labor situation before the house military affairs committee investigating the national defense program. Below: Sidney Hillman, OPM labor director, before the committee. L. to R., S. Hillman, Rep. Harter, Rep. Thompson and Rep. May (chairman) of the committee.



Arrives in U. S.



Gen. Wladislaw Sikorski, prime minister of the independent Polish government in England, and commander-in-chief of the free Polish army, shown on his arrival in Washington, D. C.

NATIONAL AFFAIRS

Reviewed by
CARTER FIELD

Railroads can handle freight of coastwise ships required to aid Britain . . . New shipyards hold solution of problem of replacing freighters sunk by Nazis.

(Bell Syndicate—WNU Service.)

WASHINGTON.—Any day now all the ships in the coast to coast service via the Panama canal will be taken off that run and put into transatlantic business, whether under the British flag or some other. There are 113 vessels in this trade now, and the Pacific coast is all in a dither as to whether they can be spared. There are a lot of curious angles to the picture.

One of the funniest would seem to be that war makes even stranger bed fellows than politics. Back in 1914, the question of Panama canal tolls had the country by the ears.

The Democratic platform on which Woodrow Wilson had been elected in 1912 pledged continuance of free passage through the canal for ships in the coastwise trade—that is ships plying between Seattle, or San Francisco, or Los Angeles, on the Pacific coast, and New York or some other Atlantic coast port in this country. Under our law, foreign flag ships are not allowed to take part in our "coastwise" trade.

President Wilson decided, however, that under the Hay-Pauncefote treaty this business of exempting coastwise shipping from tolls was unethical, so there was a spectacular fight.

SHIPS BADLY NEEDED

Now the fight—if it can be dignified by that name—is over whether we are going to turn all our coastwise ships over to Britain. Those ships are needed to carry the supplies we want to give Britain across the Atlantic, and, as Col. William J. Donovan says, there is no use making the guns and shells and planes if we can't deliver them.

Next comes the question, what will happen to that freight that these 113 ships have been carrying? That's easy, too. M. J. Gormley, executive assistant of the Association of American Railroads, says the increase in the railroad business resulting would be so slight "we would hardly notice it."

The last available figures, if you are skeptical, are of the year 1937, but that happens to have been the best year since Coolidge. In that period eastbound traffic via the Panama canal amounted to 4,693,541 short tons, or 177,486 carloads, while westbound traffic amounted to 3,039,164 short tons, or 109,355 carloads.

The heavier eastbound traffic would amount, Mr. Gormley points out, to one train daily of 70 cars on each one of the seven transcontinental railroad lines, which, he insists, would not complicate the schedules of any one of them.

Cargo Ships Needed To Defeat Germany

The only risk about final victory over Germany in this war is whether enough ships can be provided to supply Britain in spite of the terrific sinkings of merchant vessels by Nazi submarines, planes, mines and raiders.

For some unexplainable reason this country has been very slow in realizing this danger, and in getting started on ship construction. British agents are urging that we revive Hog Island, which toward the end of the last war, was turning out more than 20 ships a month. Incidentally, while they were not the best ships in the world, they were much better than generally supposed.

So far this government has inclined to expanding existing shipyards rather than to constructing new yards.

LABOR SHORTAGE UNLIKELY

The chief objection made to new shipyards, such as Hog Island, is that they would drain workers away from existing yards. There is, of course, this danger. But there is also a lot of bunk to it. For example, the British in peace time, always made an apprentice work for seven years before he could be a boiler maker, but at Hog Island during the war men who had no more knowledge of machinery before going there than operating a lawn mower were turned into pretty good mechanics.

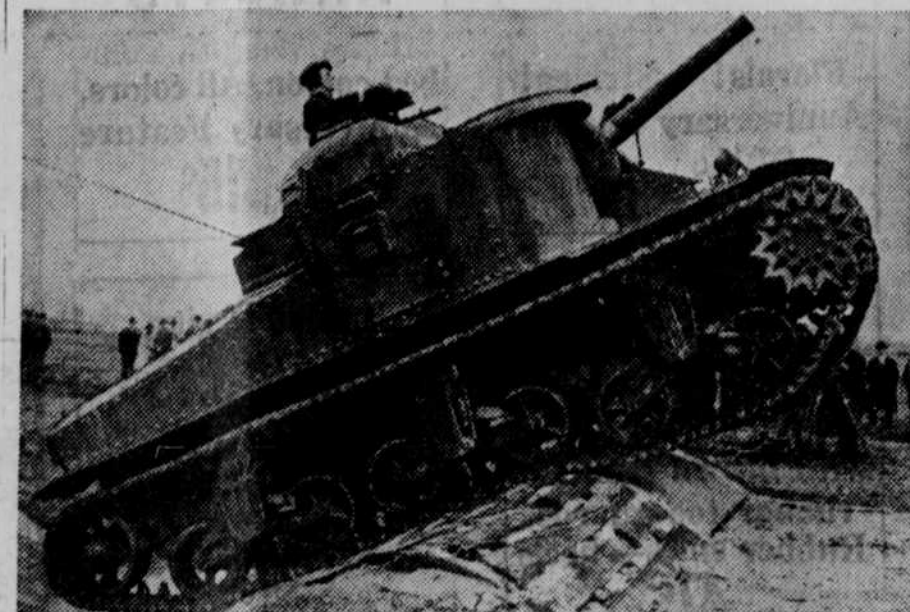
During the first World War also the ship building facilities of the Great Lakes were used heavily. Plenty of the very type of ships needed most can be built on the lakes now and transported to the ocean through the existing waterway, including the Welland canal.

Perfectly good freight ships have always used this route.

There is considerable point to building smaller ships for running the submarine blockade. One reason is that it is a much simpler proposition to build a small ship than a Queen Mary. Another is that it takes less experienced officers to navigate her. And finally there is much less loss when a torpedo sends her to the bottom.

Most of the transatlantic freight was always carried in small ships anyhow.

Forerunner of Mighty U. S. Tank Fleet



Forerunners of mighty tank fleets soon to roll from production lines roared into the rearment scene in a demonstration at Aberdeen Proving Grounds, Maryland. The tanks can travel more than 25 miles per hour, and mount one cannon and five machine guns. Photo shows M3 medium tank climbing out of a "shell crater" during the tests.

Sluggers, Both



Frank Peckinpaugh, 81, (left) with "home run king" trophy awarded him by the 34 Century club in St. Petersburg, Fla. J. W. Currier (right), who batted .631 average.