

Duke of Kent Welcomed to New York



His royal highness, the duke of Kent, brother of King George VI of England, is welcomed to New York city by Mayor Fiorello H. LaGuardia. The duke, in a plane of the Canadian air force, landed at LaGuardia field, where this picture was made. He took an automobile for Hyde Park, where he spent the week-end with President Roosevelt.

Bombs Explode in Havana



A chain of five bombs rocked downtown Havana injuring 15 persons and wrecking store fronts. Police believe the bombs were thrown by an anti-Spanish political group. The store "La Moda," well known to tourists from Miami and other parts of the U. S., is shown after the blast.

'Miss America of National Defense'



Alma Carroll, 18, above, captured the title of "Miss America of National Defense" awarded during the annual Mardi Gras celebration at Venice, Calif., by the army, navy and marines. Candidates were "drafted" in drawing from goldfish bowl, designating them to represent training camps throughout the U. S. Then enlisted men made their selection. Miss Carroll represented Quantico, Va., marine base.

First Lady at Pan-American Girl Scout Rally



Mrs. Franklin D. Roosevelt (center) is shown with scout leaders (unidentified) as she prepared to address the second Western hemisphere encampment of Girl Scouts and Girl Guides at Camp Bonnie Brae, East Otis, Mass. Behind her are Girl Scouts from North, Central and South America and the Caribbean area.

Now Serving Nation



Training schooner, Vema, one of America's largest yachts before conversion to U. S. service, sails from New York on maiden training cruise with some 100 apprentice seamen aboard. The ship was presented to Uncle Sam for \$1.

Thumb Ride



A surprise strike of street car and bus operators caused 400,000 workers in Detroit to struggle with make-shifts. Here Evelyn Maleski and Daphne Hare are thumbing their way to work.

Let the Sirens Blow



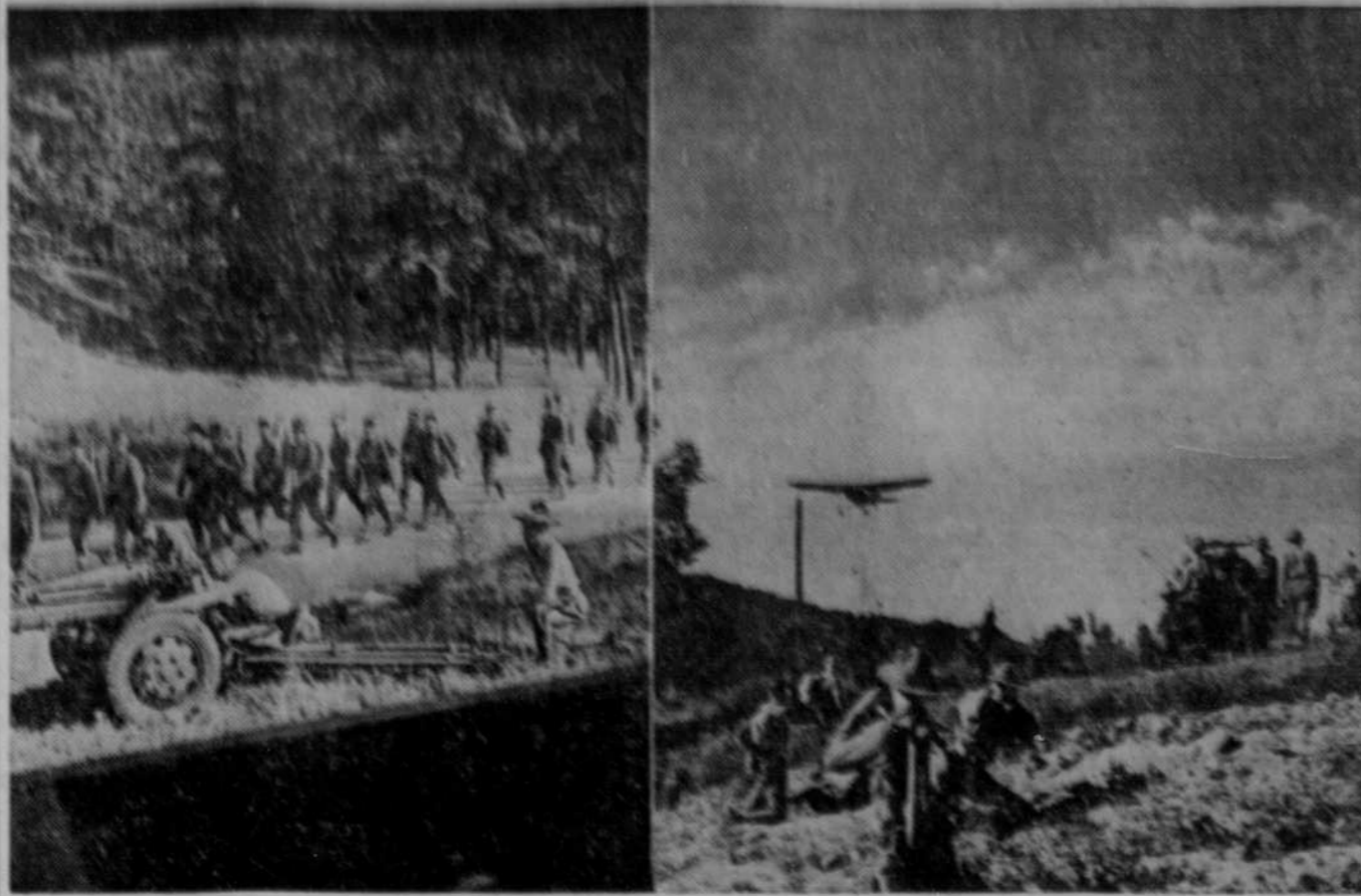
If all the air raid wardens are as easy to look at as Joan Leslie, well, the more air raids the better, says we. Miss Leslie poses here (in New York) in the first women's air raid uniform, which is completely fire resistant and protects body against fragments.

Chiefs Meet



After a talk with defense leaders, Lord Beaverbrook, British supply minister (left), said he had found Wm. Knudsen, production chief (right), very "honest and generous."

Land and Air Maneuvers at West Point



Framed against the hills (left) an infantry column of the West Point cadets moves along a road in the vicinity of the U. S. military academy, West Point, N. Y., at the start of the cadets' annual field exercises. Picture at right shows a low-flying "attacking" plane getting a hot reception, as cadet infantry and anti-aircraft guns open fire on it.

'Love Your Enemies' on Eastern Front



Picture at left shows captured Nazis receiving bread from Russian soldiers, according to the Moscow and London censor-approved caption. In the picture at the right German troopers are giving first aid to a wounded Russian soldier. It would seem that both sides in this terrific conflict like to send out photos showing their men rendering aid to wounded enemies.

Mystery Blaze Sweeps Brooklyn Waterfront 'Gold in Them Peaks'



Darting as close to the flames as it dared go, a cameraman on a special plane made this unusual photo of the conflagration that swept pier 27 in Brooklyn in one of the worst fires in recent years. In the center, between both piers can be seen the Cuban liner, Panuca, ablaze. Scores of firemen were severely injured and some military supplies were damaged.

Home from 'The Wars'



The U. S. S. Wakefield, formerly the S. S. Manhattan, is shown arriving in New York harbor with the force of soldiers who recently went south to co-operate with the U. S. marines in mimic war. Landing exercise and beach head tactics on the coast of North Carolina were high spots of the "war."



Goldminer Frank Gimlett, in from Colorado, gets his first glimpse at New York's architectural peaks. Equipped with pick, shovel and gold pan, he stands atop the Pennsylvania hotel with the Empire State building in the background. He is 76 years old.

'Ears Pinned Back?'



This German plane looks like it had its "ears pinned back." Not so, however. It was a fine, almost undamaged specimen of the latest German fighting plane.

NATIONAL AFFAIRS

Reviewed by
CARTER FIELD

U. S. and British Airplanes May Be Decisive Factor in War . . . Substitutes Could Result in Japan's Losing Post-War Silk Market.
(Bell Syndicate—WNU Service.)

WASHINGTON.—Britain has the Germans beaten with regard to fighting planes. America is producing the best bombing planes in the world. Britain is in production on these crack fighting planes. America is in production and rapidly approaching huge quantity production on the bombers.

That is the airplane picture of the present war. It is likely to be the decisive factor in its settlement. The British fighter is now so superior to anything the Germans have, and is being produced in such numbers—plus the fact that the training program for the men to fly and fight them is well under way as told in a previous dispatch—that any thought of the Nazis winning air superiority over Britain is highly unlikely.

It is interesting to note the reasons why Britain has excelled in fighters and the United States in bombers. The whole thought of the British has been devoted since long before Munich to defense—defense of their island—preventing of fleets of bombers from making a shambles of their country.

Hence they specialized on small, very fast planes with heavy gunfire, or, as the experts prefer to call it, fire power.

These planes not only had to be fast—with heavy fire power—they had to be able to climb quickly, so that when the fleet of attacking bombers, coming at high speed, were noted they could get in the air and attack them.

Whether they had long range or not was not important to the task contemplated. Hence they saved weight and added to speed and climbing capacity by reducing the amount of gas carried.

American Problem Entirely Different

Now consider the American problem, as it has been viewed ever since we took aviation seriously—or rather since the admirals and generals have admitted that airplanes are good for something besides scouting.

We planned a defensive war. So we wanted long-range ships—big ships that could fly long distances and deliver their blows and return. We sacrificed fire power and engine weight (speed) to this great desire for long-distance operation. A problem, the West Indies, Hawaii, and the Panama Canal gives part of the clue to this line of thought.

But without going into rhapsodies about this new British fighter let us consider some details. This plane is the new Typhoon. It will replace the famous Spitfire. Now the Spitfire had a speed estimated at about 420 miles an hour. We do not know how fast the Typhoon is, but observers have seen the Typhoons "walking away" from the Spitfires in speed bursts. The Typhoon is equipped with one engine, the new "Sabre" made by the Napier people of automobile fame. Experts say its horsepower exceeds 2,400, and a report to an American news service recently stated it was 2,550. Compare this with the Allison engine, which now has 1,350 horsepower, recently stepped up from 1,050!

Japan May Lose Post-War Market

Deprivation of her best silk market, by the banning of imports by the United States, may not deter Japan so far as this emergency is concerned. It may even drive her into that long-predicted war with Uncle Sam, which most of Japan's statesmen, and practically all naval officers, of the United States, and of other nations as well, have been expecting ever since the first World War.

But, reverting to the silk situation, Japan is likely to rue the day she crossed Uncle Sam so sharply, and not because of any TEMPORARY silk embargo. The point is that when this emergency is over, when this war is done, and Uncle Sam officially will welcome trade with Japan once more, there may be very little demand in this, the best market in the world, for Japanese silk. Or any other silk!

People who are compelled to use substitutes sometimes get to like the substitutes. This is not always true, of course. Most women in this country today would prefer to have silk stockings than any of the substitutes on the market. But the substitutes now being offered may be no more like the substitutes that will be offered when this war is over than the Model T Ford is like the 1941 version.

American manufacturers, more than any other class in the world, are given to improving products.

So long before Atlantic liners are steaming up the new St. Lawrence Seaway, this writer predicts, American mills will be turning out stockings made of substitutes for silk which will be as cheap or cheaper, and as good or better, than any hosiery derived from silk worms.