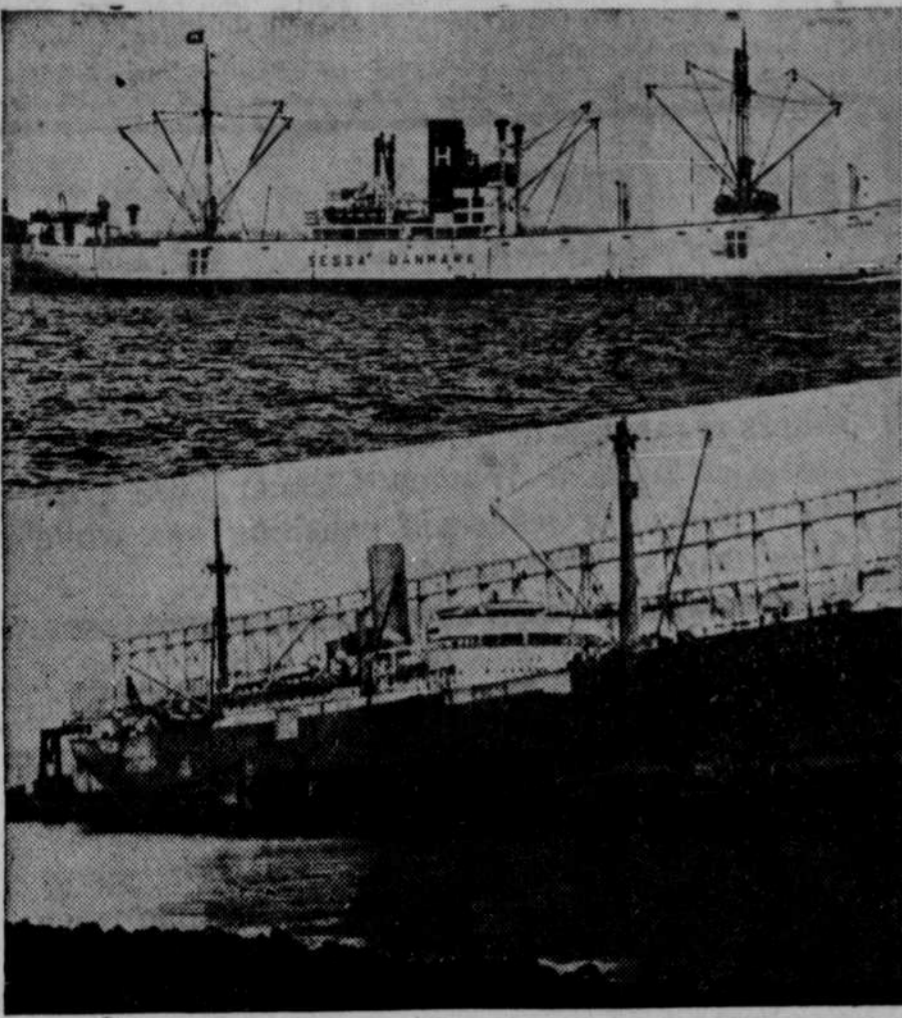


Victims of Axis Raiders



Shown above are two ships which figure in the five sea incidents mentioned in President Roosevelt's "shoot first" address. Pictured at top is the American-operated S. S. Sessa, former Danish freighter, torpedoed and sunk off Iceland. Below: American freighter, Steel Seafarer, shown at Baltimore dock, which was sunk by an Axis bomber in the Red sea.

Orders Navy to Free Western Sea of Raiders



President Roosevelt as he delivered his momentous message to the world, following recent attacks on American shipping by Axis submarines. The President warned Axis powers that he had issued orders to the navy to shoot first if Axis war craft are sighted within American defense zones. He pledged protection of all shipping.

Confers With F.D.R.



Constantine A. Oumansky, Soviet ambassador to the U. S., arrives at the White House for a conference with the President and Secretary of State Cordell Hull. It is believed they discussed the Chief Executive's radio address to the world.

Questioned on FBI



Keith Ferguson, 21, New York model, one of several girls questioned about shakeup of G-men in New York city. She threatened suit against the FBI for its treatment of her.

Seven Man Super-Defense Board



First meeting of the Supply Priorities and Allocation board. Photo shows (l. to r.) standing: James Forrestal, undersecretary of navy, representing Secretary Knox; Robert Patterson, undersecretary of war, representing Secretary Stimson; Leon Henderson, administrator, OPA, and Sidney Hillman, associate general director, OPA. Seated (l. to r.): Harry Hopkins, William Knudsen, Henry Wallace, chairman of the board; and Donald Nelson, executive director of the board.

Parley Held to End Oil-Gas Shortage



Oil and railroad men met in Washington to discuss reductions in rates for hauling petroleum from south to northeastern seaboard. L. to R., front row, J. M. O'Day (Sinclair); A. J. Cleveland (railroad assn.); D. T. Lawrence (Eastern trunk lines). Back row: J. A. Farmer, chairman western traffic committee; J. G. Kerr (So. freight assn.); C. F. Dowd, (chairman sub-committee on transportation); and A. C. Hultgren (tank car transportation committee). Right: Unused tank cars in Philadelphia, photo of which was shown committee.

NATIONAL AFFAIRS

Reviewed by CARTER FIELD

U. S. May Build Base in Iceland . . . Transshipments Found Impractical . . . Army Experts Had Figured Germany Would Beat Russia in Four Weeks . . . and Lindbergh Had Said Russian Air Force No Good.

WASHINGTON.—Even American isolationists get a chuckle out of the German and Japanese protests at the "immortality" of the British and Russian invasion of what used to be called Persia, and especially the sensibilities in Berlin and Tokyo being shocked by this "unwarranted" attack on a weak and defenseless power. It is obvious, of course, that the infiltration of German "tourists" and "business men" had a fifth column significance.

But a story from Iceland is just as amusing, even if it is more than a year old.

It seems that when a British fleet steamed into the harbor of the chief port of Iceland a Nazi watcher on the docks rushed up to the German consulate to report it. The consul was not interested.

"It is not a British fleet," he said, "it is a German fleet. Don't bother about it."

Then he hesitated, and surprise showed in his face. "But they are 10 days ahead of schedule," he said.

Then he went about his business.

Contrary to the belief of many people in this country, Iceland is not being used importantly as a transshipment point for American supplies for Britain. It had been assumed here, after the sending of an American force to Iceland, that this would be done. The thought was that American ships, prohibited by the neutrality act from entering the war zone, could take supplies to Iceland, and then British ships could transport them the remaining 800 miles to Scotland.

Maybe this was the plan, but there were a lot of miscalculations about the facilities in Iceland.

The transshipment plan has been found impractical for the simple reason that there are no piers equipped with loading and unloading machinery of the modern type in any Icelandic harbor. To make transshipment of any ordinary freight possible it would be necessary to ship the equipment there and set it up—rather a large-sized undertaking.

THE EXPERTS GO WRONG ON SOVIET RUSSIA

In view of the possibility of a shooting war with Japan it might be wise to bear in mind that surprises may be expected, perhaps very unpleasant surprises. Nobody here believes there will be any surprise about the final outcome, but there may be developments of far-reaching importance which no one now envisions.

This skepticism applies to supposedly well-informed intelligence services of the army and navy as well as the man in the street, who knows only what he reads and can figure by looking at maps.

For instance: Within a few days after the attack on Russia by Germany a man in close touch with our army intelligence, a man whose business requires him to have contact there daily, was having dinner with some friends. He made a bet that night that the war between Germany and Russia would be over by September 1. After the bet was irrevocable, he smilingly informed the person he thought he had taken advantage of that he was betting on the best information in the world—the opinion of military experts in the army intelligence!

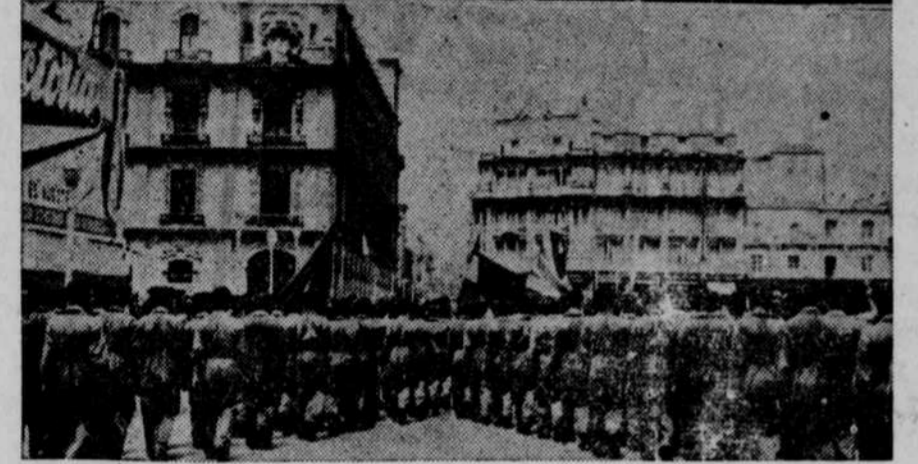
It would seem to the casual observer that the army should have been better informed both as to the strength of the Soviet and the morale of its people and troops. It was a great military mistake. Wars have been lost because of less grave errors than that.

Soon after Munich the editor of Aviation magazine, following a visit to Germany, wrote a story for the Saturday Evening Post, entitled: "Hitler Wasn't Bluffing." This backed up the much-maligned information given by Charles A. Lindbergh to the effect that the German air force was terrific. Lindbergh had added that the Russian air force was not very good.

This Lindbergh report was well in advance of the opening of the present war, in September, 1939. So, having laughed at Lindbergh in 1939, and seen his information confirmed in 1940, it would seem that the "experts" then accepted everything he had said in 1939 as still being true in 1941. In short there apparently was no information in the places in Washington where it should have been in June, 1941, that the Russian air force was strong enough to make some trouble for the Germans.

Other information about Russia seems to have been as cockeyed as the army's estimate that it could not fight more than four weeks. It may be that the government is about to make the same mistake in estimating the future.

Mexico Pledges Co-operation



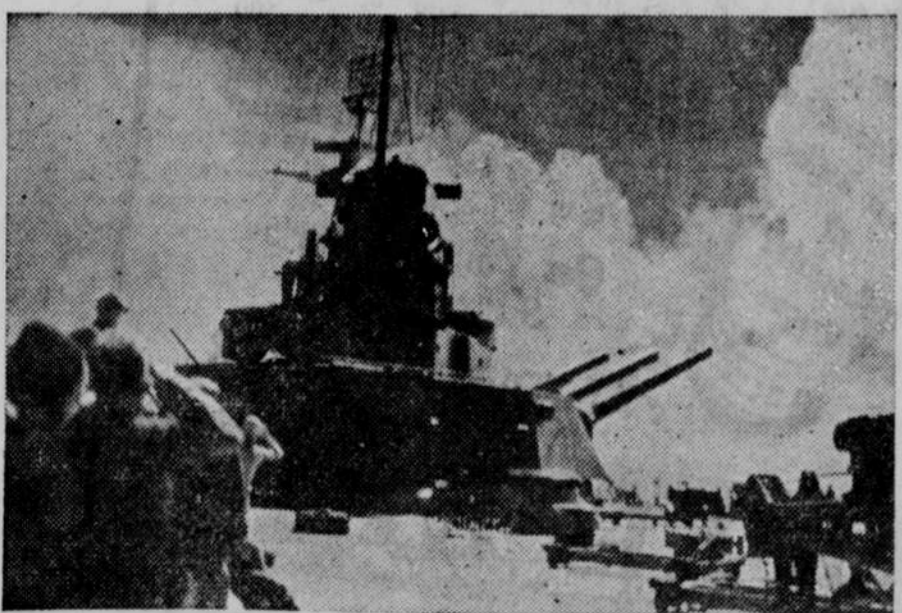
In top photo Avila Camacho, president of Mexico, delivers his first annual message to congress. He stressed the attitude of the Mexican government as favoring democracy, and pointed out the Mexican intention of co-operating in the defense of America. In lower photo labor union adherents to the O.T.M. stage demonstration as evidence of their support of the president's announced principles.

Curtain Falls



Mrs. Sara Delano Roosevelt, mother of the President, who died in her home on the Hudson river, at Hyde Park, N. Y., at the age of 86. Mrs. Roosevelt, famed for her beauty in youth, was from an era of grand dames and dowager duchesses and she ruled her household in a regal manner. She was buried beside her husband, James, who died in 1900.

To Whom It May Concern



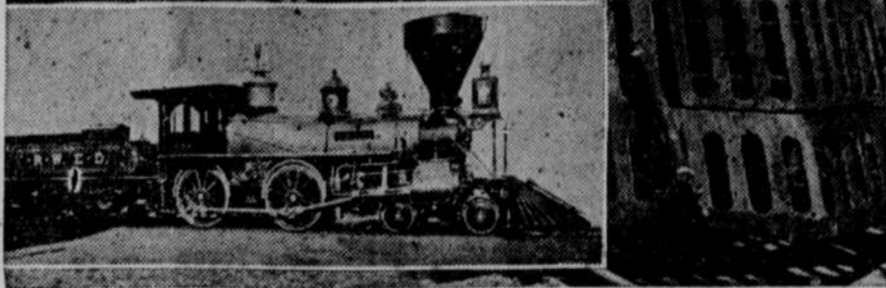
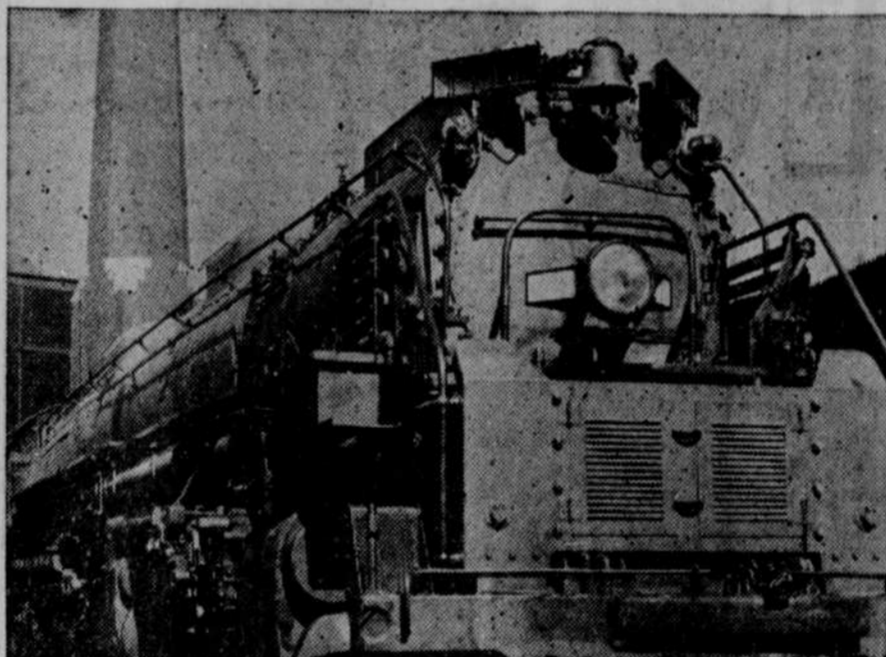
The 16-inch rifles on the No. 3 turret, aft, of the 35,000-ton U.S.S. North Carolina cut loose with a roar as they hurl shells about 26 miles to sea in the greatest broadside of history. This soundphoto was made from the stern of the navy's superdreadnaught during recent firing tests. The North Carolina is under the command of Capt. Olaf M. Hustvedt.

Miss America



The crown of Miss America of 1941 was placed on the blonde locks of Miss California, Rosemary La Planche, at Atlantic City, N. J. The 19-year-old, hazel-eyed beauty, resides in Los Angeles, and was a runner-up in last year's beauty pageant.

World's Biggest Locomotive Takes to Rails To Head U.S. Mission



"Big Boy," the largest and most powerful locomotive ever built. It was constructed by the American Locomotive company for the Union Pacific, to handle increased traffic resulting from defense orders. It is 132 feet long. In inset is shown the Seminole, built 75 years ago for the Union Pacific, whose total size was about equal to the tender of "Big Boy."



W. Averell Harriman will head the U. S. Mission to the joint conference at Moscow with Soviet and British authorities, looking to a co-ordination of greater resistance to the German threat. Picture shows Harriman at White House after conferring with the President and Harry Hopkins.

Captain Mountbatten Inspects His Crew



Capt. Lord Louis Mountbatten, left, and Capt. G. Seymour Tuck, center, inspect the crew of the aircraft carrier, H.M.S. Illustrious, shortly after Captain Mountbatten took command of the ship in an American shipyard. The Illustrious is the ship that was "sunk" many times.

Heads Soviet Mission



Soviet Gen. M. Gromov, hero of trans-polar non-stop flight of 1937, head of mission of 47 Soviet technicians who flew to Nome, Alaska, from Russia en route to Washington.