

SCRAP BOOK

Box 7
Mayes
County

11" x 14"

11" x 14"

25

Center Hill # 24
Mayer Co.

CENTER Hill - Salina
(ON BACK COVER WITH ADDRESS)

11" x 14"

11" x 14"



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FROM THE PAINTING BY JOSEPH BOGGS BEALE

see page 76.

LINCOLN AS A RAIL SPLITTER—1834

Lincoln

Abraham Lincoln was born in 1809 and died in 1865. He was the sixteenth president of the United States.

Lincoln was born in a little log house in Kentucky. In the county of Hardin.

He married Nancy Hanks, and before the two ever had a chance to be born a child, Lincoln was killed.

Lincoln was shot at the Ford's Theater, by the shot of a gun on April 13. He died the next morning, April 14.



UNITED STATES



ENGLAND



RUSSIA



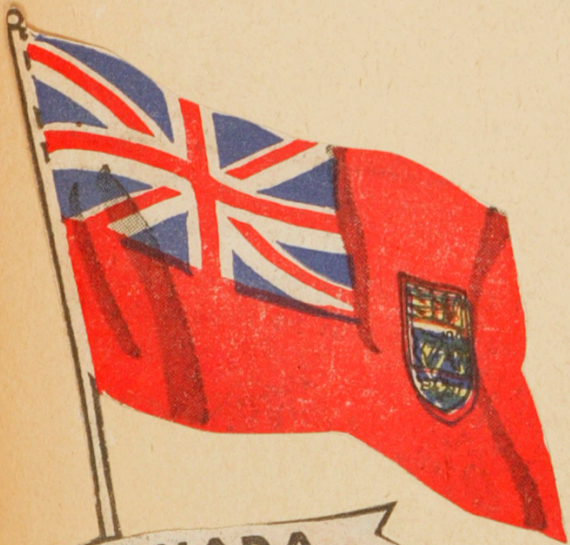
CHINA



AUSTRALIA



BELGIUM



CANADA



COSTA RICA



CUBA



CZECHOSLOVAKIA



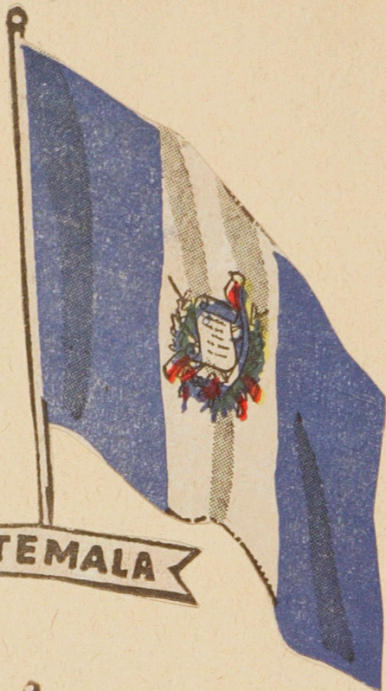
DOMINICAN REPUBLIC



EL SALVADOR



GREECE



GUATEMALA



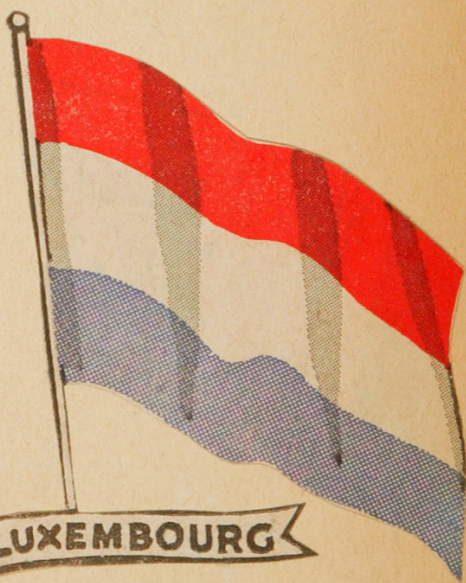
HAITI



HONDURAS



INDIA



LUXEMBOURG



NEW ZEALAND



NICARAGUA



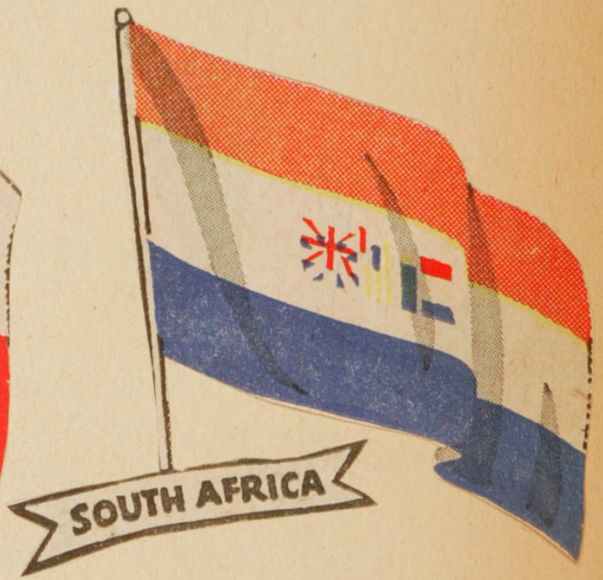
NORWAY



PANAMA



POLAND



SOUTH AFRICA

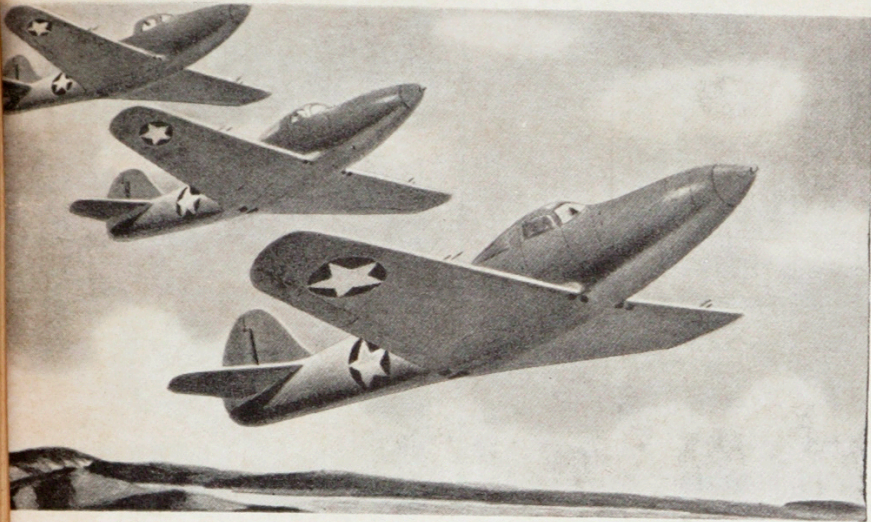


YUGOSLAVIA

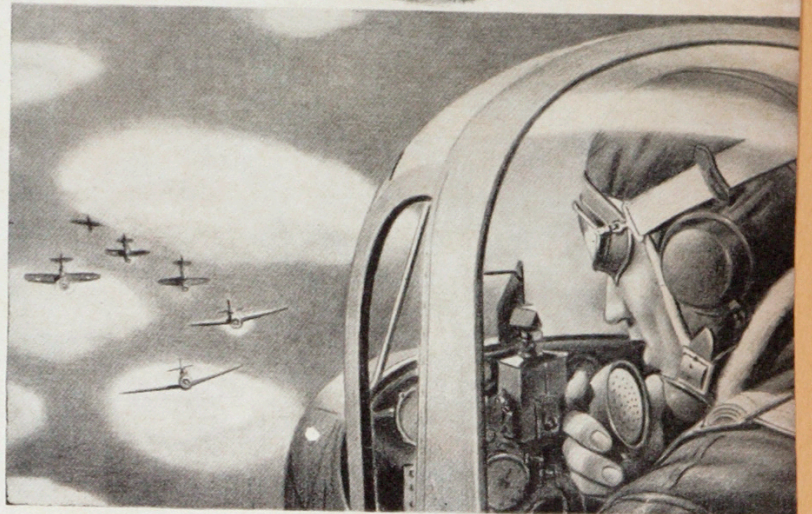
"NOTHING'LL STOP THE ARMY AIR CORPS!"



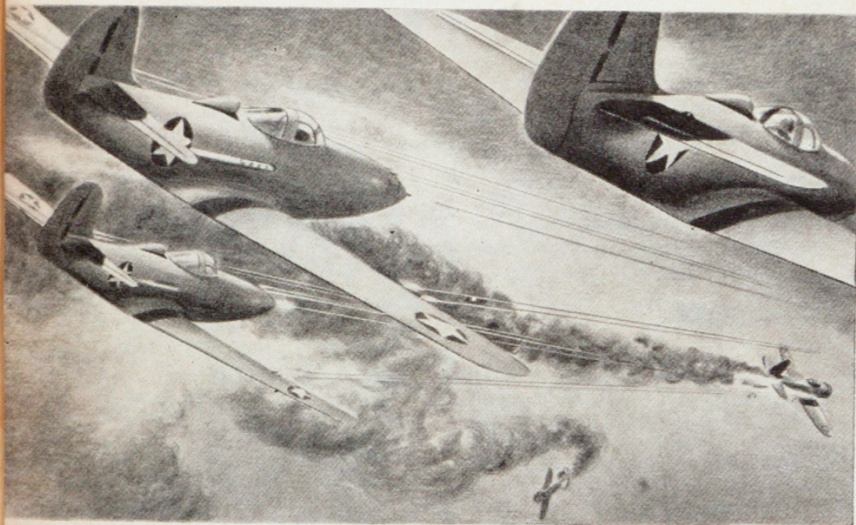
Words from the official song of the United States Army Air Corps, reproduced by permission of Carl Fischer, Inc. and the composer, Capt. Robert Crawford, U. S. Army Air Corps.



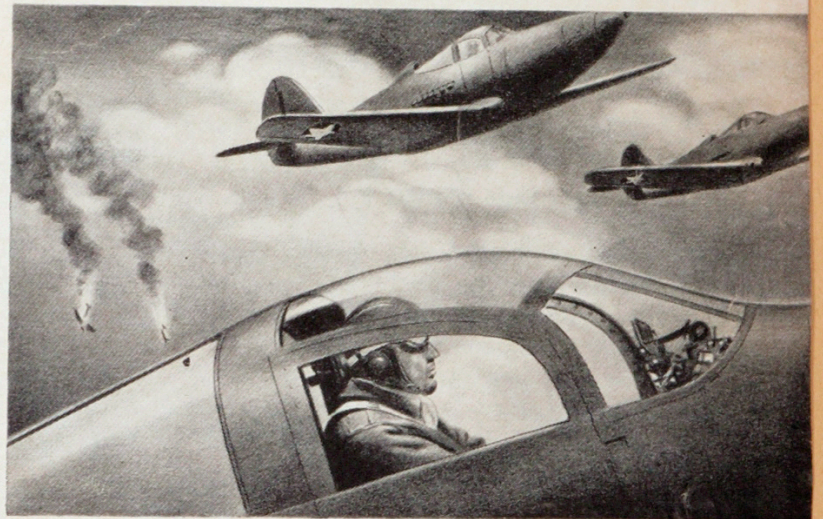
"Off we go into the wild blue yonder,
Climbing high into the sun.



Here they come, zooming to meet our thunder,
At 'em boys, give 'er the gun!

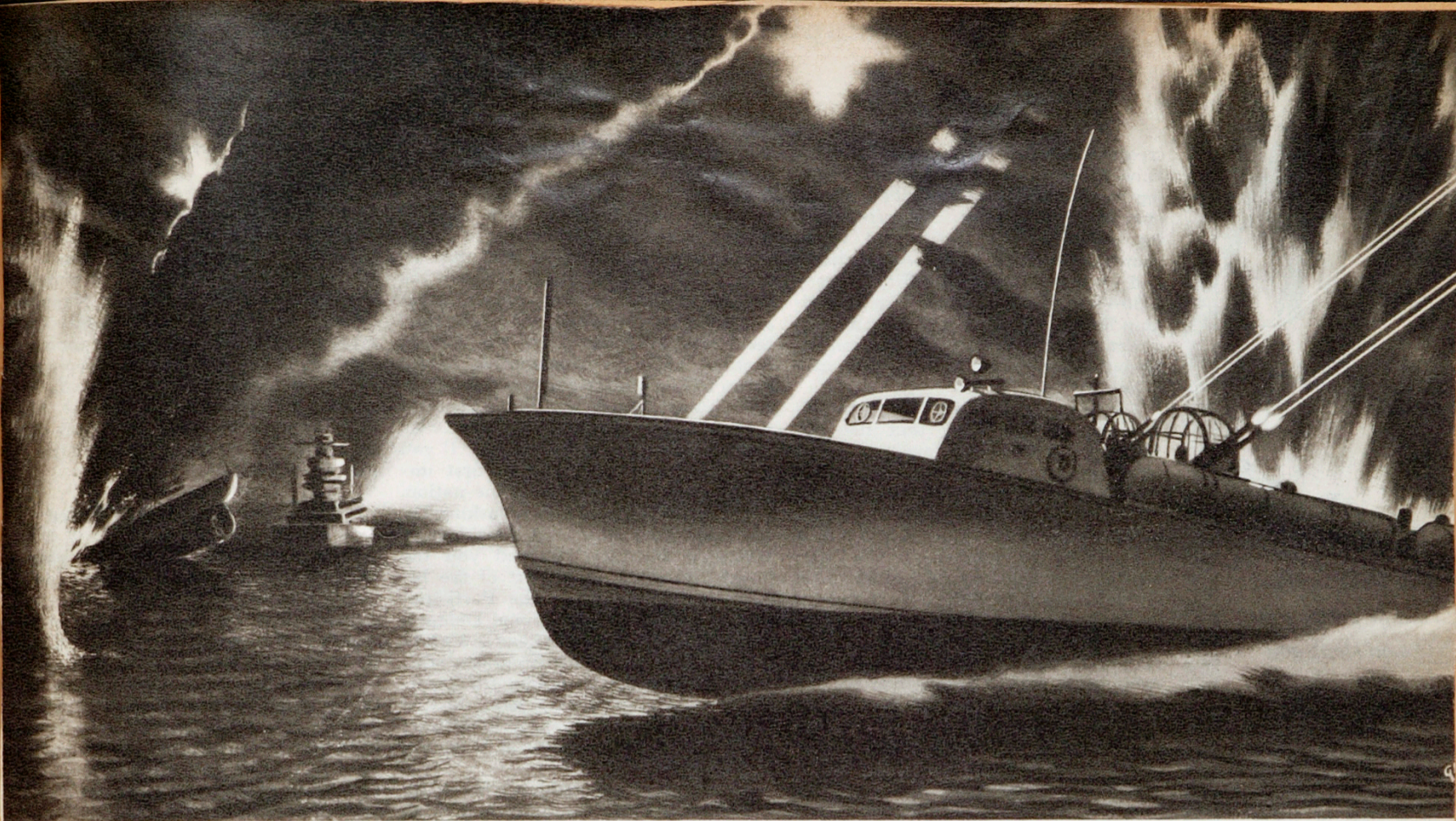


Down we dive, spouting our flame from under,
Off with one terrible roar.

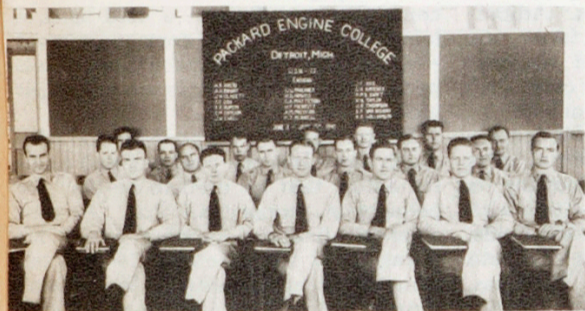


We live in fame—or go down in flame,
Nothing'll stop the Army Air Corps!"

Copyright 1939 by Carl Fischer, Inc.



In Action against the Enemy



Finishing School for Fighters—A class of U. S. Naval Ensigns studies Torpedo Boat engines at Packard. This picture was taken last June. In the front row, center, is Ensign G. E. Cox, who, six months later, was to pilot his Packard-powered Mosquito Boat into Subic Bay to sink a 5,000-ton Jap ship.



A Squadron of snarling PT boats race down the sea-board in echelon formation. Each of these Patrol Torpedo boats houses three 1350 h.p. Packard marine engines. Evidence of their tremendous power is clearly written in those white wakes and plumes of spray.



Inspired by one of Packard's Great Aircraft Engines, today's PT boat power plant is a combination of precision engineering and brute power. Packard's production of wartime horsepower is historic—beginning with the Liberty motor of First World War fame.



WHILE THEY STILL CAN HEAR!

ALL over the United States, in great cities and in little hamlets, men are thronging to the Army, Navy, and Marine Corps. They come from farm and factory, plow and workbench, mine and quarry. From exclusive clubs and from crowded slums. The great bulk of them are entering through the medium of the Selective Service Law, not because they would not volunteer, but because that is the most simple and orderly way of handling their increasing numbers.

If you've talked with these men, you know that every one is more than willing to serve, grimly resolute to do his best for a program which is the only practical means of restoring peace and security.

They are doing their job. Are we doing ours in regard to them? What is their last memory of the towns and cities they leave behind them? Do they go as heroes, or do they slink off as if they were on their way to the poorhouse? Can they turn single-mindedly to the huge task ahead, or are they harassed to distraction by inability to provide financially for obligations that they can neither meet nor ignore?

For instance, Chicago thought it was a patriotic city, doing more than was asked in every respect. But down a crowded sidewalk in Chicago, one afternoon last month, moved a rather dispirited procession of men, two by two, ambling along behind a bored guide. No one made way for them or marked their passing.

"Good heaven!" exclaimed a spectator suddenly. "Hasn't any one a spark of enthusiasm? That isn't an afternoon stroll, or a jury out for an airing! These are our soldiers. This is their last look at their home city, their last glimpse of these familiar streets for months, perhaps years, perhaps forever. What a memory to leave with 'em!"

When the "I will" spirit of the motto of Chicago once gets going, things happen. The next week came Army Day, and the Selective Service men for that day—more than 400 strong—were given a farewell with all the trimmings. The streets were cleared of traffic, they took the middle of the road behind the magnificent band of the Board of Trade Post of the American Legion, while wives and mothers clapped or cried,

and a major general just returned from the Philippines stood at salute. Before their train pulled out, Governor Green of Illinois and Mayor Kelly of Chicago came to tell them that their country understood and appreciated what they were doing.

All over the nation citizens are beginning to awaken to the realization that emotion means something in war. They are beginning to realize what the uniform means, and what its wearers have done, are doing, and must do.

The citizens who must stay at home are also doing something besides cheering. By order of President Roosevelt, a new organization has been set up for the prevention of financial distress—the Army Emergency Relief Fund. The Red Cross has contributed to get it started, the soldiers themselves will help it along, and its use will be in the hands of the army itself.

The basic need for the AERF is that in modern war our troops may at any time have to be moved considerable distances, and, since the movement of troops often must be secret, there is no way of appealing to any nonmilitary source for funds to enable individuals to help their families through such an unexpected emergency. The Army Emergency Relief will not in any way take the place of the Red Cross, with which it works in complete harmony; it will merely do things the Red Cross could not do. If a sergeant with a wife and babies is given confidential orders for Hawaii, he cannot leave them unprotected, or draw his army pay six months in advance, or run around telling his story and asking for relief. The AERF will have access to the same confidential orders, will call the sum a loan or a gift, as judgment dictates, and write a check at once. That is as it should be.

All of us know these men are fighting for us, for our liberties and theirs. Are we going to cheer and clap them on their way—with our voices and our wallets—or stand like dull clods and watch them go? This is the time, when they are going to camp, starting on the unknown. Of course, we could wait and have a little private cheer for them on some later date, at our own convenience. That might satisfy us.

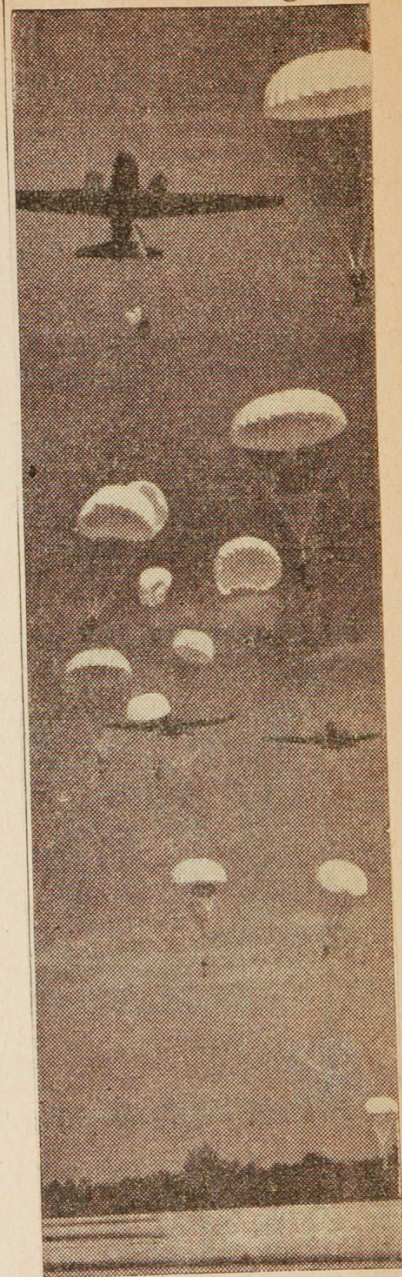
But they would not hear it!

U. S. Troops on Aleutian Island



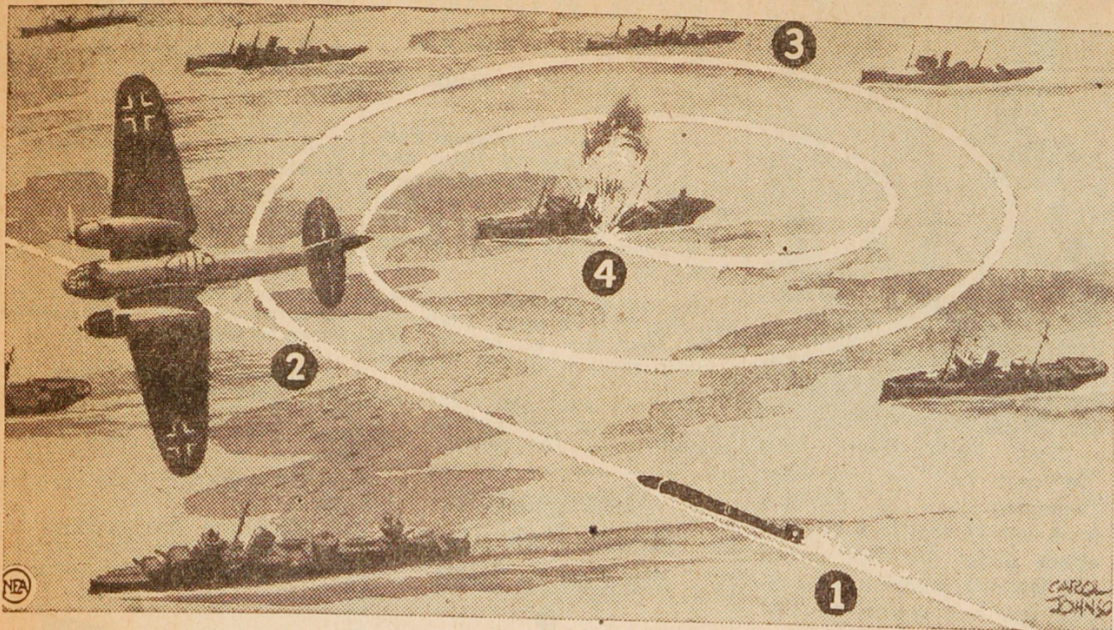
Troops of the U. S. occupation force that took over the island of Andrean of the Aleutian chain clean their mess kits, top, after a hard-earned meal. In the bottom photo a sign-post shows what's on their minds. (U. S. Signal Corps Newsreel photo from NEA Telephoto).

Just Practicing



U. S. Army paratroops training in Britain for the second front float to earth from low altitude operational jumps. They received basic training in the U. S.

Germans' New 'Run-Around' Torpedo



A recent report from Moscow describes a new type of "run-around" torpedo used to attack convoys, the first time apparently being against a Russia-bound British-American convoy. Descriptions indicate that instead of launching the torpedo directly at a specific target ship, the German plane comes down low and discharges the missile about 1,000 yards away, aimed at the general convoy area. Rudders of the torpedoes are so adjusted that they follow a spiralling course of ever smaller circles. This circling makes successful dodging more diffi-

cult. The picto-diagram above shows the principle of the new "run-around" torpedo:

(1) Straight-line wake shows how ordinary torpedo missing ship it is aimed at, can go straight through the convoy area without touching a ship. But (2) "run-around" torpedo goes off at a tangent, circles directly in path of on-coming ships, has multiplied chances of a hit as at (3) where it has almost struck two vessels. It comes around with a close shave for ship at lower right, finally scores on ship at (4).

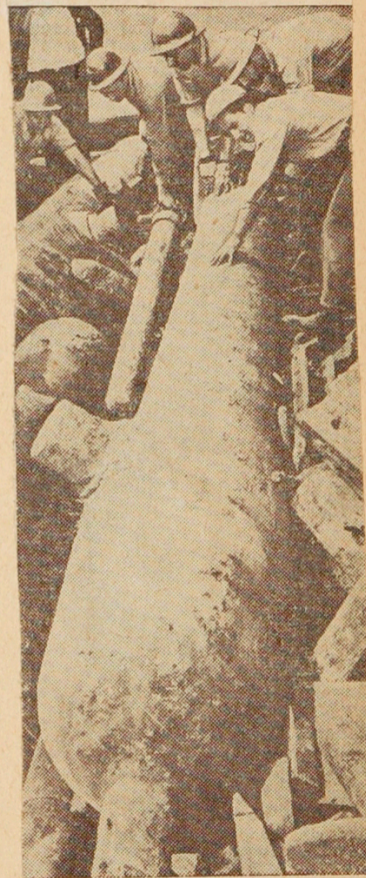
By NEA Service

Russians Rout Nazis From Soviet Village



Finishing off Nazi stragglers, Russian troops rush across an open field after waging a fierce and successful battle for possession of a soviet village on the southern front. (Passed by censor)

Old Scrapper



Shipyard workmen in Brooklyn, N. Y., inspect one of three one-ton cannons, vintage 1812, found in an old vessel. Yes, they're going to war again.

Skipper of Torpedoed Ship Taken Prisoner



Here's a dramatic photo taken somewhere in the South Atlantic by a sailor of an allied merchantman that had just been torpedoed by a Nazi sub. The photo, made from the life raft in the foreground, shows the U-boat partly surfaced with conning tower and deck gun above water as it waits for another lifeboat (right) from the torpedoed ship to pull alongside. The captain and engineer of the sunken ship were taken aboard the German sub by its commander for questioning.

DOOMSDAY U. S. destroyer's powerful depth charge blasts hopes of a U-boat



Soviet Civilians Learn of Nazi 'New Order'



A long line of captured Soviet civilians hunch down on the lip of their own mass grave waiting for the hail of Nazi lead in their backs. The picture was found on the body of a German officer. (Passed by censor.)

Tellin' the Folks at Home



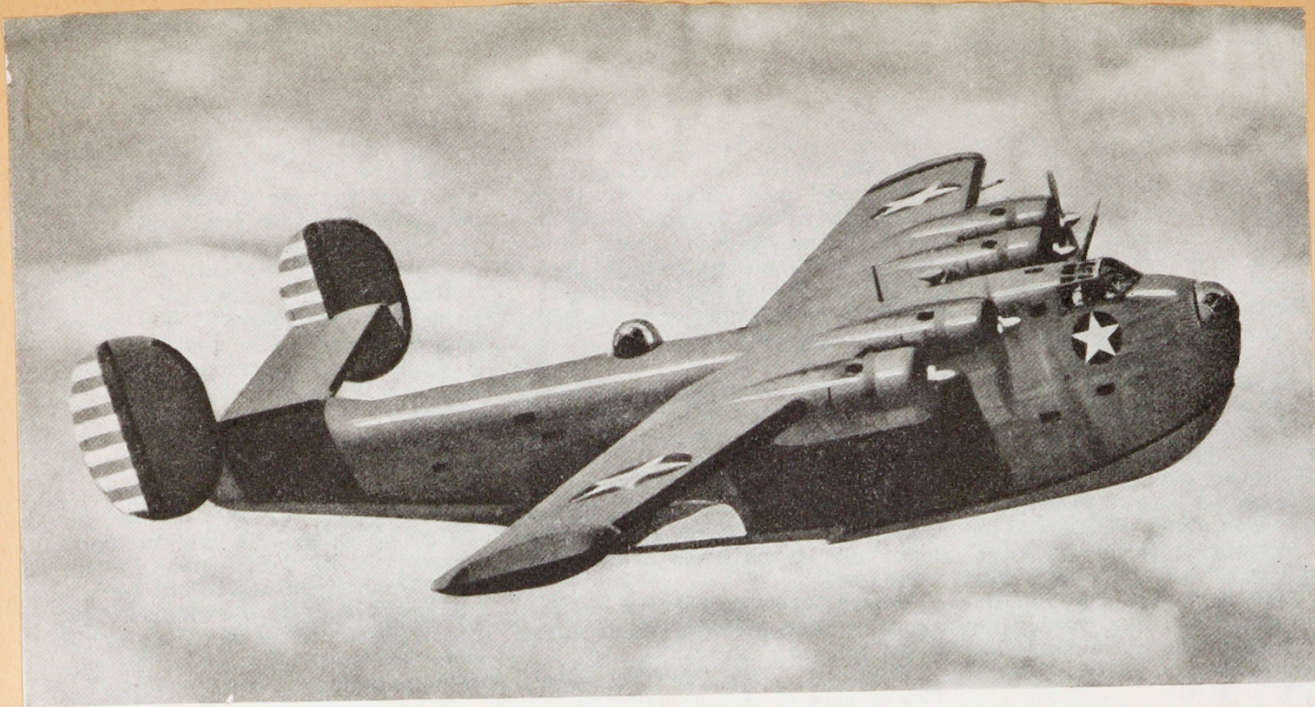
World's Own Service

ENID, Jan. 2.—So that the folks at home can just play a record of his voice when they get lonesome for their departed soldier, the 475th Basic Flying school squadron at the Enid Army Flying school, purchased a recording machine. Each soldier in the squadron will be furnished one record a month. The record will give the soldier eight minutes of time to tell the folks at home about army life. Homer Stathem, 34, son of Mr. and Mrs. Edward C. Stathem, 711 North Fifth street, Pekin, Ill., makes a recording with Pvt. Charles H. Proffitt, 2426 East Tenth, Tulsa.

Saga of the Atlantic



This spectacular aerial photo of a United States tanker torpedoed somewhere in the Atlantic graphically illustrates heroic role U. S. merchant sailors, despite raging oil fire, played in bringing these flames under control. The tanker, towed to port by a U. S. Naval ship, is now being repaired and soon will be back in service. Braving death in blistering heat and blinding smoke, (below), ship's carpenter moves down flame-twisted ladder to fight fire back across the deck. Oil and salt water surge about his feet. (Official U. S. Navy photo from NEA Telephoto).



"Eyes of the Fleet"—Consolidated also builds the PBY and PB2Y flying boats, known as the Catalina and Coronado. The 33-ton, 4-engined Coronado (*above*) carries a tremendous bomb-load, is literally an aerial

dreadnaught. Equipped with a complete galley and sleeping quarters for its crew, this giant patrol bomber has a trans-oceanic flying range, can stay aloft 24 hours at a time if need be.

Jap Invasion Equipment



An Australian soldier inspects equipment used by Jap invaders of Milne bay. In his hands are a flamethrower, which can throw a flame 30 feet, and a shoe with separated big toe. Such shoes are sometimes necessary because some Jap's feet are so deformed by sandal strap which is passed around the big toe. The equipment was flown to Australia from Milne bay for examination by experts. Photo passed by army censors.



Captain William Larson, the head man, misses nothing on his tours of inspection. The sailors had no advance notice of this one, but look at their shoes shine. Above: A baseball game and a devastating swing that fails to connect

Gen. MacArthur on Inspection

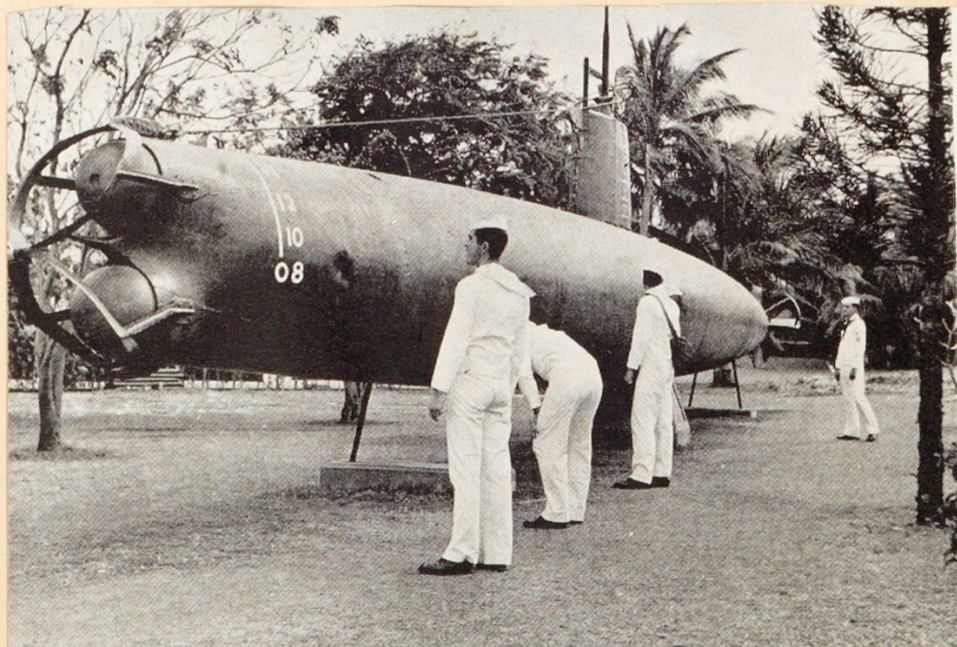


General Douglas MacArthur (center) walks with officers of an American division during an inspection trip "somewhere in Australia."



In The Ford-Built Navy School at the Rouge Plant, Uncle Sam's blue-jackets—2000 at a time—receive a complete instruction course in trades and technical skills necessary to modern naval operation.

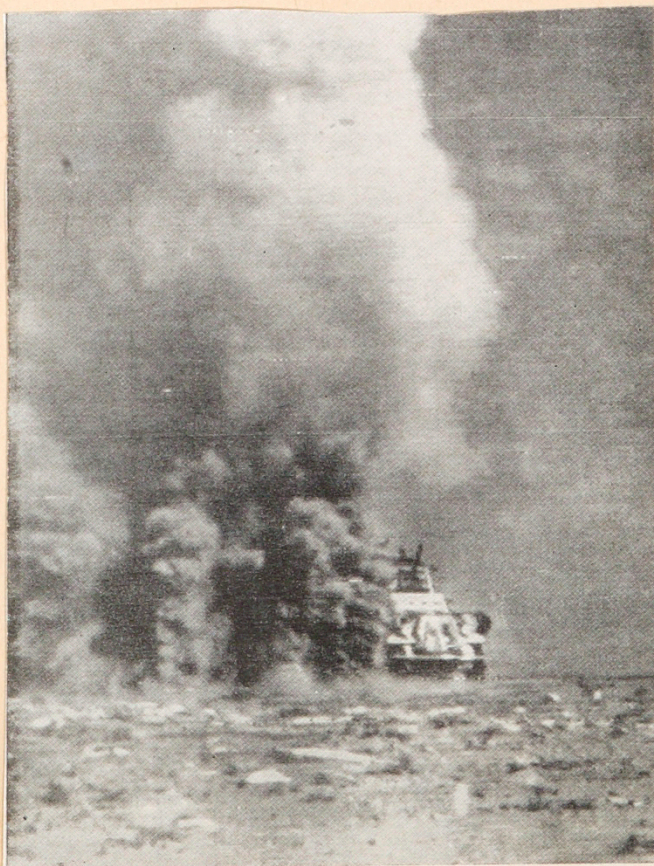
The British sail them and when the Nazis hit them, the Americans make the repairs. "Are they doing a job? What do you think?" said the captain of a damaged destroyer. He'd expected a two-week shore leave and got four days



CAPTURED JAPANESE SUBMARINE, a memento of the Dec. 7 raid, now is on exhibit at the Submarine Base ballground. It is a favorite spot for sailors on leave.

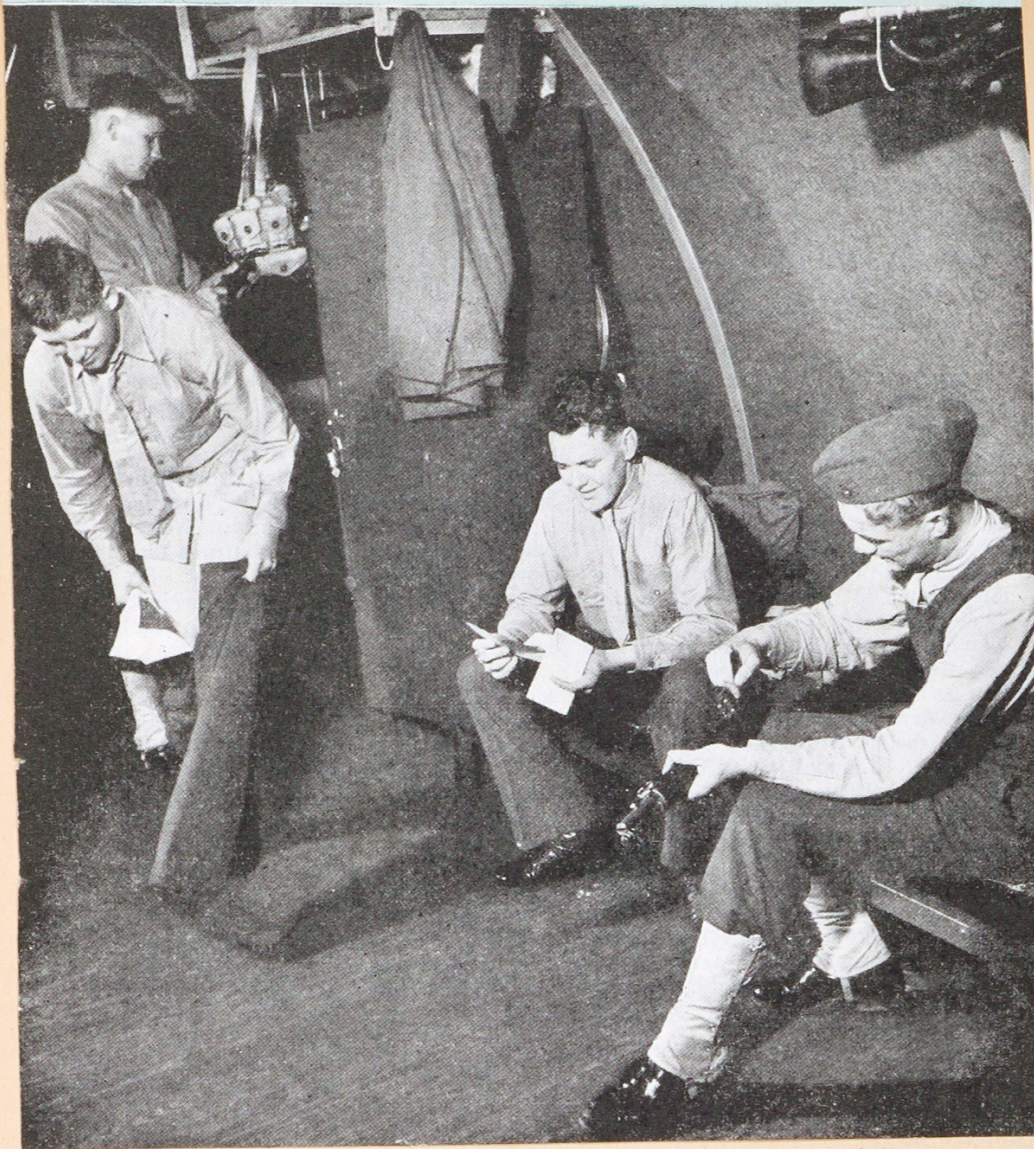


On the sight-seeing picnics held each Sunday, lunch consists of thick ham sandwiches, hard-boiled eggs, American beer. The shillelagh carried by the sailor is just a souvenir; he has more potent weapons for protection



British armored car takes a dangerously near miss from Axis shell, as it reconnoiters enemy lines. Its anti-aircraft machine gun is visible.

Inside a typical warm, clean Marine hut, Pvt. Malenkamp of Michigan cleans his gun and Pvt. Tewksbry of Boston, Mass., reads a welcome letter, while Pvt. Kilbro of Charlotte, North Carolina, gets ready to pose for this picture



Australian officer, with drawn revolver slung on lanyard, leads his riflemen down a slope toward a German-Italian

position that has already been pulverized by British artillery barrage. Montgomery gave first credit to infantry.



Bag of prisoners, some German but mostly Italian, is escorted back toward British rear. Correspondents report-

ed them younger, softer, less belligerent than ever before. British claimed a haul at week's end of 110,000 prisoners.

They Want to Be a General!



Tribune Staff Photo

"Every Man a General" was the goal—and almost the rule—among the 640 pupils at Irving school today. Military "rank" is given pupils on a basis of how much scrap they turn in and Dr. J. H. Hodges, principal, scratched his head when he discovered he had six "commanders-in-chief," highest rank offered.

"Guess I'll have to award 'distinguished service' medals to some pupils soon," he said. A pupil becomes a commander-in-chief when he brings in 10 times his weight; a general, seven; lieutenant general, six and a half; major general, six times, and on down the line through brigadier general, colonel, lieutenant colonel, major, captain and the noncommissioned ranks. He's a buck private until he brings his weight in scrap. As of Friday, commanders-in-chief were Billy Goins, 1,401 pounds; Gary Brasel, 1,350; Gary Cransford, 974; Eddie Davis, 864; Jerry Brasel, 863, and Clifford Childers, 710. Ten were generals. "We are going to start measuring it in tons for awards over commander-in-chief," Hodges said. Here, the top rankers and generals stand on the 20-ton pile on their school yard. Goal is 25 tons. They expect to reach it by Wednesday—10 days after the drive started.



THE PRESIDENT OF THE U. S. AND THE FOREIGN COMMISSAR OF SOVIET RUSSIA POSE MAY 30 AT THE PRESIDENT'S DESK BEFORE MAP OF EURASIA. THEY BOTH SPOKE ENGLISH

THREE GREATEST NATIONS SIGN ALLIANCES

A huge, four-motored bomber dropped out of the sky on England in late May and from it stepped Soviet Foreign Commissar Vyacheslav M. Molotov. On May 26 he signed with British Foreign Minister Anthony Eden a hard and fast alliance between Soviet Russia and Great Britain. This was the old-fashioned kind of "power pact." It called for mutual military assistance "against Hitlerite Germany" for 20 years to come. It pledged common action to preserve peace and resist aggression in the post-war period. It further commits both parties against "territorial aggrandizement" and interference in the internal affairs of other states. This kind of pact meant something.

Still in black secrecy, the Russian plane rose and sat down again in Washington at 4:30 p. m. May 29. Molotov spent the night at the White House, talking with the President and the U. S. military and diplomatic chiefs. But the U. S. was not interested in the kind of pact the British had signed. The President gave Molotov a verbal promise to join with Britain in the "urgent tasks" of creating a second front in Europe in 1942. But what Roosevelt offered Russia

was a lease-lend agreement to replace the vague billion-dollar credit deal under which we have been sending war supplies to the U. S. S. R.

Under this, both parties agree to "promote mu-

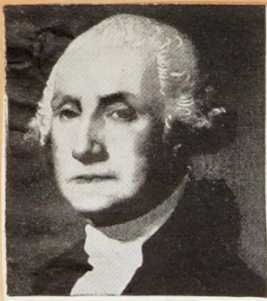


On arrival, King, Hull, Marshall, Molotov, Litvinov and Pilot Pusep pose beside plane which was four hours early.

tually advantageous economic relations" and to expand production and employment, to exchange goods, to eliminate trade discrimination and to reduce tariffs. Molotov agreed to this, including a promise to give the U. S. military aid in "articles, services, facilities or information." Then he went up to New York, sat in a movie audience without being recognized and flew back to Russia on June 4. On June 11, when he was safe home in Moscow, the news was released.

It was good news. In Moscow the radio interrupted a musical program to tell it. And all night the workers in the factories were jubilant with excitement. The Russians pointed out that another meaning of the Russian word for "urgent" is "inevitable," in the phrase "urgent tasks of creating a second front." They noted that the alliance with Britain applied only to Europe, did not include aid in Asia against Japan.

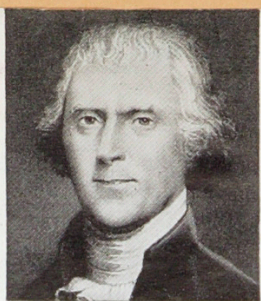
The shape of many years to come had been set, less by the vague terms of the lease-lend agreement with the U. S. than by the old-fashioned power pact signed between Britain and Russia. For the 20 years of power pacts that had led up to this, turn the page.



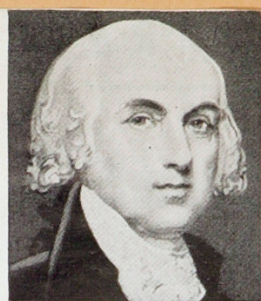
GEORGE WASHINGTON
No accurate record of popular vote



JOHN ADAMS
No accurate record of popular vote



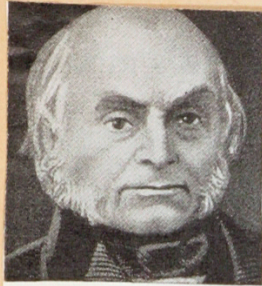
THOMAS JEFFERSON
No accurate record of popular vote



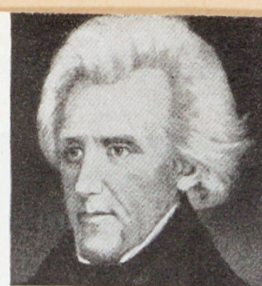
JAMES MADISON
No accurate record of popular vote



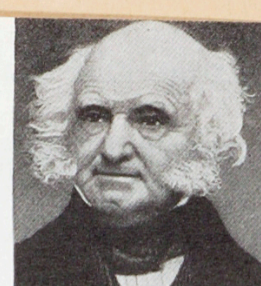
JAMES MONROE
No accurate record of popular vote



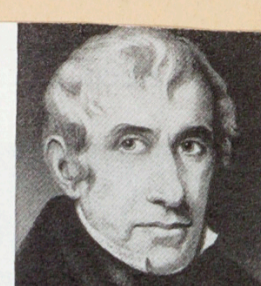
JOHN QUINCY ADAMS
Popular vote, 108,740



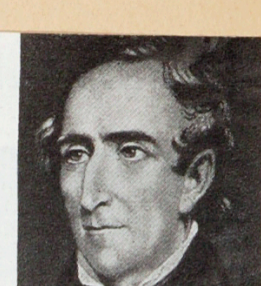
ANDREW JACKSON
Popular vote in 1828 . . . 647,286;
in 1832 . . . 687,502



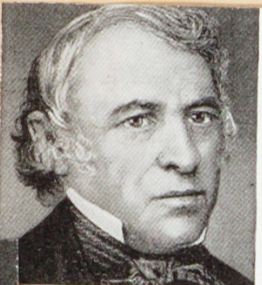
MARTIN VAN BUREN
Popular vote, 762,978



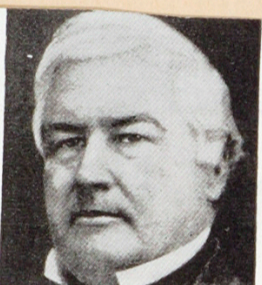
WILLIAM HARRISON
Popular vote 1,275,016



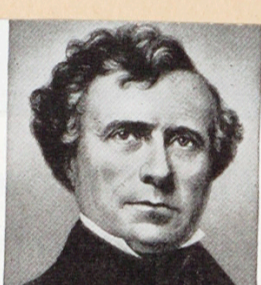
JOHN TYLER
Vice-President, succeeding
William Harrison upon latter's death



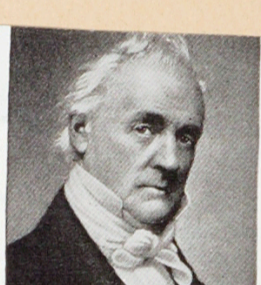
ZACHARY TAYLOR
Popular vote, 1,360,099



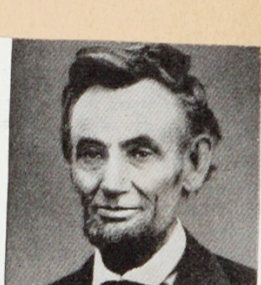
MILLARD FILLMORE
Vice-President, succeeding Zachary
Taylor upon latter's death



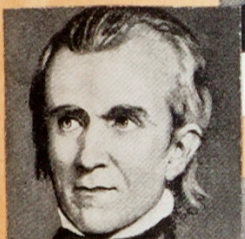
FRANKLIN PIERCE
Popular vote, 1,601,474



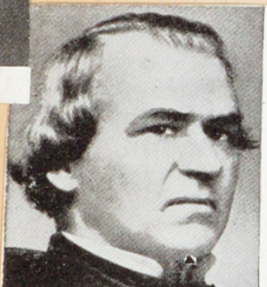
JAMES BUCHANAN
Popular vote, 1,838,169



ABRAHAM LINCOLN
Popular vote in 1860 . . . 1,866,452;
in 1864 . . . 2,216,037



JAMES POLK
Popular vote, 1,337,243



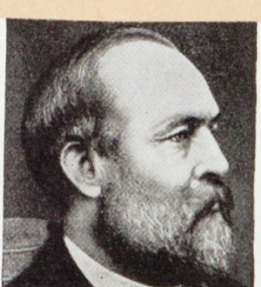
ANDREW JOHNSON
Vice-President, succeeding Abraham
Lincoln, upon latter's death



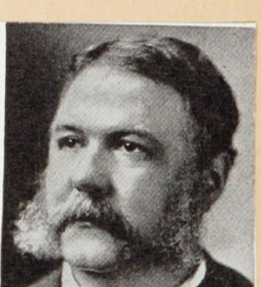
ULYSSES GRANT
Popular vote in 1868 . . . 3,015,071;
in 1872 . . . 3,597,132



RUTHERFORD HAYES
Popular vote, 4,033,768



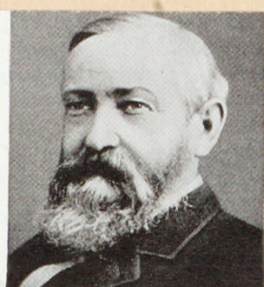
JAMES GARFIELD
Popular vote, 4,449,053



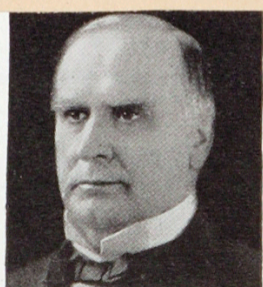
CHESTER ALAN ARTHUR
Vice-President, succeeding James
Garfield, upon latter's death



GROVER CLEVELAND
Popular vote in 1884 . . . 4,911,017;
in 1892 . . . 5,556,918



BENJAMIN HARRISON
Popular vote, 5,440,216



WILLIAM MCKINLEY
Popular vote in 1896 . . . 7,035,638;
in 1900 . . . 7,219,530



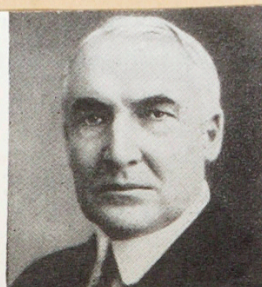
THEODORE ROOSEVELT
Popular vote, 7,628,834



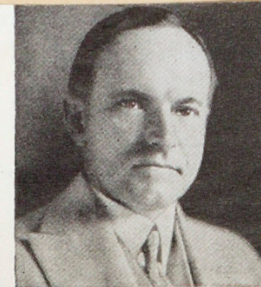
WILLIAM TAFT
Popular vote, 7,679,006



WOODROW WILSON
Popular vote in 1912 . . . 6,286,214;
in 1916 . . . 9,129,606



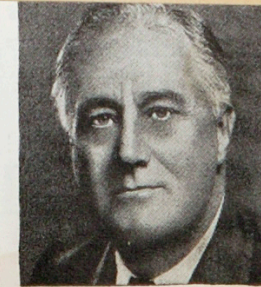
WARREN HARDING
Popular vote, 16,152,200



CALVIN COOLIDGE
Popular vote, 15,725,016



HERBERT HOOVER
Popular vote, 21,392,190



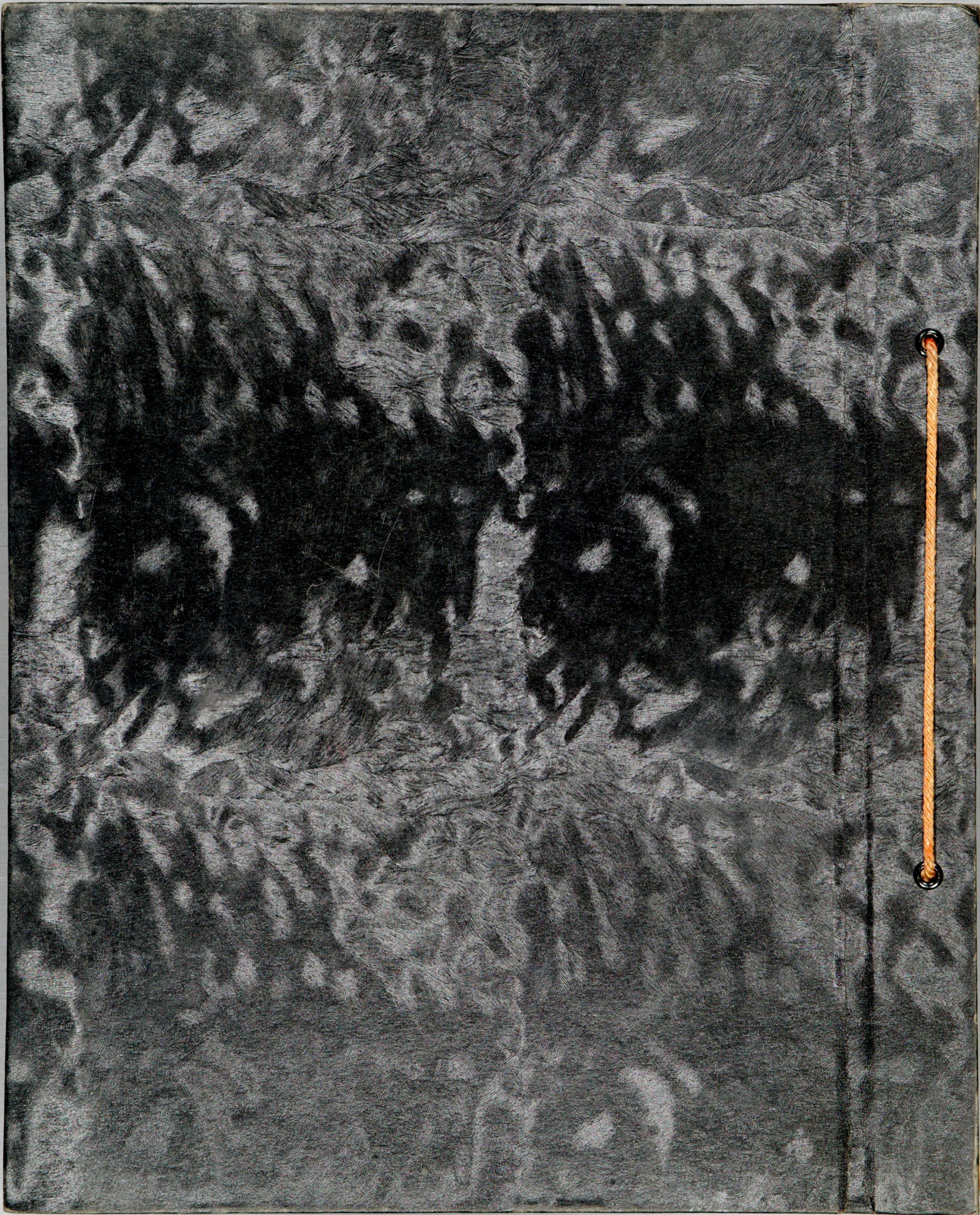
FRANKLIN ROOSEVELT
Popular vote in 1932 . . . 22,821,857;
in 1936 . . . 27,752,309;
in 1940 . . . 26,361,762 est.

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Bobbie Jean Adair
P 1 Box 12
Salina, Okla
Centerhill School

No. 501
FOR REFILL, ASK FOR
No. 511

11" X 14"



11" X 14"