Schools AT WAR

A REPORT TO THE NATION



Independence Hall
PHILADELPHIA
1776

SPONSORED BY * * THE WAR SAVINGS STAFF OF THE U. S. TREASURY DEPARTMENT, THE U. S. OFFICE OF EDUCATION AND ITS WARTIME COMMISSION

☆

SCHOOL Sts. Peter and Paul's

ADDRESS 403 E. Oak St., Cushing, Oklahoma
STREET TOWN STATE

Cushing

WE REPORT TO THE NATION

We herewith submit a bird's-eye view report of our SCHOOLS AT WAR Program. It includes factual and pictorial accounts of our War Savings Program and other outstanding war activities. It is tangible proof of the resourcefulness, skills, activities and the will to win of every student, teacher and parent enlisted in our SCHOOLS AT WAR Program.

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Name of School Sts. Peter and Paul

Address 403 East Oak St.

Cushing, Oklahoma

Enrollment 38 Grades Elementary

No. of Teachers 3 No. of Classrooms 3

Size of Community Approximately 7300

Cash Value of War Stamps and Bonds sold during SCHOOLS AT WAR Program $20

A Salute

We
The pupils of Sts.
Peter and Paul School,
Cushing, Oklahoma.
dedicate our feeble efforts
in this Scrap Book to our
gallant men and women
in the Armed Forces
of our beloved country
A Salute to Them all

We Are Proud

Why I'm Glad I Be an American

I'am very proud to be an american. First of all our country stands alone of all the nations as the guardian of liberty. We americans enjoy a privilege no other country of the world can boast of enjoying, that is freedom of religion, freedom of speech freedom of the press, and a broveland. God leaving President who works with might and main to protect our country from the greatest enemy of manbind selfish dictators.

Today while all Europe is groaning under the scourge of tyrants we in america are enjoying the God given rights of equality and prosperity.

It is true we are called upon to sacrifice some thing but this we are willing to do in order to help win this war.

america has never started a war with

low class which there are in axis countries.

In America there is no state

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any nation. we like to see all men live in peace but america has been poulled into several wars. Once in, however, we have never been defeated. and I hope we never will.

all americans should be proud of a name. for it stands far all that is great and all that is true.

I for one an glad I am an American

[illegible] there is no high or low class which there are in axis countries.

In America there is no state

We

Why I'am Glad I'm an America

I'm glad that I'm an American because of the righteousness of our country, we have freedoms of religion, speech and press.
And protection of our homes and lands. We have our Constitution, the free choice of presidents and officials who believe in God. Our people who give voluntarily to the nation by buying war bonds and stamps. Collecting scrap rubber and metal.

We have no dictators in America. Our country has never started war on any nation unless we were driven to it, country is no bully.

All are equal. In the United States there is no high or low class which there are in axis countries.

In America there is no state

above God. There is no state above our Blessed Virgin.

There is plenty of work, land, food and homes for everybody.

We treat our fighting men royally with the U.S.O., Y.M.C.A. Red Cross, and stage door canteens.

When they are ill or wounded we have the Veterans Hospital.

We also have County hospitals, asylums, Deaf and Dumb Schools, and Home for the aged.

We have our poppy days to help pay for the medical care that the veterans need.

These and many other reasons is why I'm Glad to be an American.

to be Americans.

Why I'm Glad I'm an American

I'm proud to be an American because Americans are a nation of united people who, can except hardships and be proud of them.

Now especially when a war is going on all over the world. Uncle Sam is showing Hitler he can't take the United States.

We are proud when our Dads, Brothers, Sisters, go to the Services to show insane Hitler we can still have the four freedoms: freedom of religon, freedom of speech, freedom of assembly, freedom of press.

The Army, Navy, Marine Corps, are the three branches of Services in the United States. Now because we are proud we are Americans because we are not going hungry and staving to death like the poor people in Europe.

Now of all times we should be proud to be Americans. When our country is at war.

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School

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11" x 14"

We are also proud of our President. He will always hold a place in our hearts next to Washington and Lincoln as a great statesmen and a exceptional good leader.

My Dad is in the Navy, My Sister is in the Nurse Cor. and I'm trying to help out and do my part in this war even though I've only bought a few defense stamps.

The United States of America protects every on of its citzens. We have nevers made war on any other nation. We're not afraid to fight but we will fight and can fight if it is neccesary. Thats the reason were all proud to be Americans.

Why I'm Glad To Be an American

I'm glad to be an American because we have freedom.
I'm glad to be an American as we don't have dictators who want everything their own way.
Our president is not selfish. He thinks of the people not only of himself. He tries to do all for the good of the country.
I'm glad to be an American because in America we have every thing nice while in Europe the little children are starving because of the selfishness of dictators.
I love God and I thank God because I am an American.

Third Grade Pupil
St. Peter and Paul School
Cushing, Oklahoma.

Scrap Drive

Our Scrap Drive

In October the Saint Peter and Paul School collected three thousand pounds of scrap iron for bullets for our soldiers.

We collected about two weeks. The boys collected most of it.

The school tried to get as much as we could. We had wagons, irons, stoves and everything. We collected as much as we could.

Out of the money we bought defense stamps to help win the war.

The boys took wagons and collected iron at houses. We cleaned the town.

The pile got bigger and bigger every day. We almost had to get another pile.

All grades helped to make the pile to "slap the Japs" larger. We certainly were proud of our pile.

We did every thing to make our pile grow and it did grow.

We got most of it in two weeks but we still collected scrap.

We worked hard and felt very proud to do our share to help win the war.

Our Scrap Drive

Last October our school started a Scrap Drive. The object was to gather all the iron, tin, rags, etc; that we possibly could as the government was low on such things. The scrap was to be used in making bullets etc. for the soldiers.

For weeks and weeks the children went from house to house asking for scrap. Each night after school was over we got out our wagons and went hunting. Nothing could stop us we were determined to do our part. Rain or cold weather surrounds. We were well rewarded when toward the end of October 200 lb of scrap lay in our showyard. We felt we had done our part. at least we did our best.

Tin Drive

Tin Drive

Another one of our "school at war", program is collecting tin and tin cans. Each boy takes a wagon and goes on each side of the street. They go from house to house.

We are keeping it at school until the day a truck picks it up. One of the patrons of the school is letting us store them in his garage.

We have two furniture boxes full of flattened cans and tin.

Uncle Sam says, "Every time you throw away a tin can you throw away a hand grenade and machine gun mount."

We are in hopes we collect a whole lot more. We are going to collect as long as we can. We hope the Americans save tin cans, so we can win the terrible war.

The boys are feeling proud to collect tin cans for victory. The anthem is "Save Tin Cans". So for America's sake save tin cans.

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We ar
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are about 38 children in the entire school. The children are mostly little, none over 13 but we are still very anxious to do our part and help win a glorious Victory. For this

Another Program For Victory

We have started a war program. It is the collecting of tin cans. All the boys get their wagons, each one goes on the opposite side of the street collecting tin cans. We have been keeping our collection at school but one of the patrons is permitting us to store it in their garage. We have two large furniture boxes full of flattened tin cans.

Uncle Sam say everytime you throw away a tin can you are throwing away a hand grenade or machine gun mount. So for "Americas" sake save tin cans. You can make the tail of an airplane out of 1000 tin cans.

Our Schools Name is St. Peter's an Paul's. We are not a very large school in fact we are the smallest school in enrollment. There are about 38 children in the entire school. The children are mostly little, none over 13 but we are still very anxious to do our part and help win a glorious Victory. For this

we pray daily and we know God will hear our prayer.

11" x 14"

Stamp Page


UNITED STATES POSTAGE
1¢


UNITED STATES OF AMERICA
INDUSTRY AGRICULTURE
SRC-OCT 42
KANSAS CITY
MO
SRC-OCT 42
FOR DEFENSE
POSTAGE 1 CENT


UNITED STATES OF AMERICA
INDUSTRY AGRICULTURE
FOR DEFENSE
POSTAGE 1 CENT


UNITED STATES POSTAGE
1 CENT 1


UNITED STATES POSTAGE
FEB 17
PM
1939
2 CENTS 2

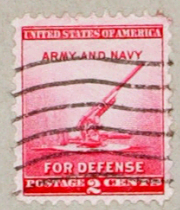

UNITED STATES POSTAGE
1 CENT 1


UNITED STATES POSTAGE
ARBOR DAY
1872 1932
2 TWO CENTS 2


UNITED STATES POSTAGE
1½ CENTS 1½


UNITED STATES POSTAGE
6 CENTS 6


UNITED STATES POSTAGE
KANSAS CITY
MO.
SRC-NOV 42
20 CENTS 20


UNITED STATES OF AMERICA
ARMY AND NAVY
FOR DEFENSE
POSTAGE 2 CENTS


UNITED STATES POSTAGE
KANSAS CITY
MO.
MW-JUN 42
10


YORK
19


UNITED STATES POSTAGE
SRC-SEP 42
MO.
14 CENTS 14


SRC-SEP 42
KANSAS CITY
MO.
17 CENTS 17


UNITED STATES POSTAGE
9


UNITED STATES POSTAGE
8 CENTS 8


GOETHALS
3 CENTS POSTAGE
CANAL ZONE


UNITED STATES POSTAGE
MW-AUG 42
KANSAS CITY
MO.
11


UNITED STATES OF AMERICA
SECURITY EDUCATION
CONSERVATION HEALTH
FOR DEFENSE
POSTAGE 3 CENTS


KANSAS CITY
MO.
WASHINGTON
3


CANADA POSTAGE
3
CENTS


UNITED STATES POSTAGE
3 CENTS 3


U.S. POSTAGE
SUSAN B. ANTHONY
SUFFRAGE FOR WOMEN


UNITED STATES
3
CENTS 3


UNITED STATES
3 CENTS 3


WAR THE WAR
3¢ 3¢
UNITED STATES POSTAGE


UNITED STATES POSTAGE
BENJAMIN FRANKLIN
½ CENT ½


UNITED STATES POSTAGE
WASHINGTON
3
CENTS 3


UNITED STATES POSTAGE
THE WHITE HOUSE
4½ CENTS 4½

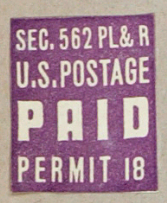

UNITED STATES
KANSAS CITY
MO.
MW-JUN 42
13 CENTS 13


WASHINGTON
3
CENTS 3


NATIONAL EXPOSITION
3
CENTS


5 CENTS 5


UNITED STATES
KANSAS CITY
SEC-DEC 42
MO.
13 CENTS 13


SEC. 562 PL& R
U.S. POSTAGE
PAID
PERMIT 18


UNITED STATES POSTAGE
WASHINGTON
1½ CENTS 1½


POSTAGE
2
CENTS


UNITED STATES POSTAGE
MARTHA WASHINGTON
1½ CENTS 1½


UNITED STATES POSTAGE
CYRUS HALL McCORMICK
3¢

UNITED STATES POSTAGE
3¢ 5¢
FRANCES E. WILLARD

AIR
6¢

ALL FIRST CLASS MAIL
by AIR
IT'S COMING!

SMASH THE AXIS
BUY BONDS

3
CENTS
UNITED STATES POSTAGE

ALL FIRST CLASS MAIL
by AIR
IT'S COMING!

50TH ANNIVERSARY
IDAHO
1890-1940
U.S. POSTAGE
THREE CENTS

United States Post
3
Cents

UNITED STATES OF AMERICA
POSTAGE
3¢
VERMONT
150TH ANNIVERSARY OF STATEHOOD

UNITED STATES
POSTAGE
3¢
1792
1942

AIR 6 MAIL
CENTS
UNITED STATES OF AMERICA

UNITED STATES
POSTAGE
3¢
1792
1942

UNITED STATES POSTAGE
2
CENTS

SPECIAL DELIVERY
AT ANY UNITED STATES POST OFFICE
10
CENTS

UNITED STATES POSTAGE
2
CENTS

UNITED STATES POSTAGE
30 CENTS 30

UNITED STATES POSTAGE
1 CENT 1

VINGS
TAMPS
JEFFERSON

UNITED STATES POSTAGE
3
CENTS

U.S. POSTAGE
6¢
AIR MAIL

War Vocabulary

Infantry
Calvary
Singnal Corps.
regiments
Field Artillery
Coast Artillery
Air corps
Engineers
Finace Department
medical Department
Ordanace Department
Chaplans
ment
Partment
National Gaurd
Aids
Genaral staff
Military Police
marksman
Plane Crew
landing crew
ground crew
tank crew
Jeep drivers
deep sea crew
Gliders
Motor Boats
Cost Defense guns
Fighter pursuit
Transprot Plane
Cargo Plane
Training Planes
Platoon Brigde

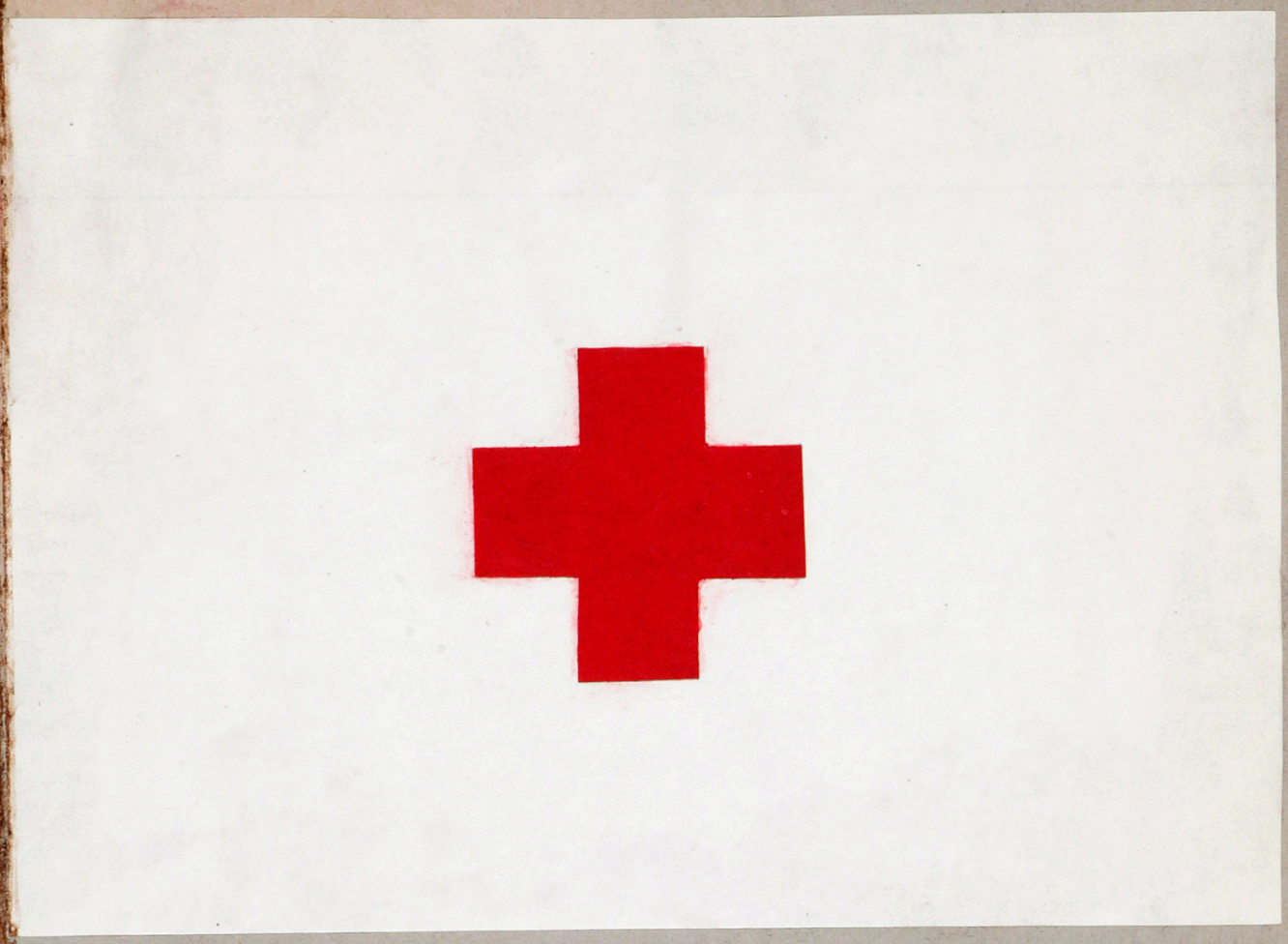
Commander-in-chief
Captain
General
Major
Lieutenant
Colonel
Corparol
Admiral
Private
Buck Private
1st. class seaman
Technecue Corporal
Coast Guard
Soldier
Sailor
Nurses
Waves
Wacs
merchant Marine
Marine
Aviator
Bombadier
machine Mate
Vice Admiral
Rear Admiral
major Genral
Brigadier
Ajutant Gen.
Ensign
Senior Pilot
Pilot
Allies

West Point
Randolf Field
Kelly Field
Langly Field
Fort Bliss
San Diego
Camp Barkley
Camp Pearly
Norfork Virgin.
Willamsburg Virg.
Newport mich.
Pearl Harbor
Guidon
Naval Academy
Ft. Dix
Ft. Wayne
Gulfport Field
Shepard Field
Roger Field
Will Roger Field
Ft. Sitts
Brookfield
Chanute Field
Camp Murply
Camp Color
Observation Unit
of artillery.

Jeeps
Peep
Antiaircraft gun
155 mm. gun
Light Bomber
medium Bomber
Heavy Bomber
Destroyers
Tanks
Search Light
Blinkers
Armored cars
Army trucks
Cruisers
Yacht
Scout Bombers
Defense guns
Machine guns
Air cobra
howizer
P. T. Boat
Bomb
Bullets
Bayonet
guns
rifles

11" x 14"

Junior Red Cross



Our School
ranks 100%
in the Junior
Red Cross.

Stamp and Bond Report.

Defense Stamps Program

One of our "School at War" programs is buying and selling defense stamps. Since September the total of stamps and bonds of the children in the school comes to $673.60.

The children give up things they want, to buy defense stamps.

The children buy defense stamps as often as they can. They try to buy two or three stamps a week. They buy a whole lot of stamps.

Out of scrap money we buy defense stamps for the school.

The stamps you buy cost from a dime to five dollars. Each room in the school has a poster telling how necessary it is to buy defense bonds and stamps.

We are very grateful we can buy defense stamps and bonds to help win the war.

11" x 14"

Our Boys

Lieutenant Robert Berton attended St. Peters and Paul's School for the grades and graduated from Cushing High School in 1934. He attended Oklahoma University for two years. Then he worked at the Shell Pipe Line Company until he enlisted in the navy on April 17, 1940 in San Diego Calif. In Sept, 1942 he was made 1st Lieutenant J. G. At present he is an instructor in Navigation at Long Beach, Calif.

Another sailor who is on maneuvers on the east coast is Johnny Higgins. His grade school years were spent at SPPS.

Staff Sergeant Bill Timmons who volunteered in July 1940 is now on maneuvers in Louisiania at the Observatory Unit of Artillery. He attended grade school at St. Joseph's Perry and at St Peter's and Paul's School he graduated in 1938 at the age of 15. Bill attended Cushing High School one year and half, before he enlisted.

Pvt. Carl Garrett, a Cushing Highschool of 1940 enlisted Sept 20, 1942. He is now at Dalhart, Texas in the Air Corps. On November 4 he was 22. Before volunteering he worked at the Santa Fe Railroad Company with his dad for two years. He attended St Peters and Pauls in the grades.

24 year old 2nd Lieutenant Tim O'Keefe is a chemist in the Air corp in Aberdeen Md. He attended Our Ladys grade school in Oklahoma City, Okla. He graduated from Cushing High School in 1936 and finished Chemistry at Okla. A and M in Aug. 1941.

Pvt. Jack [illegible]

While attending Iowa University at Ames, Iowa he studied dairying. He spent his grade school years at St Peter's and Paul's and graduated from Cushing Highschool in 1940.

Sgt. Jack Kunard who enlisted on April 7, 1941 and is now in Pueblo, Colorado. While Jack was living in Cushing he worked for Starcks Electric Shop and the Texas Empire, before he volunteered.

Lieutenant Mortimer Kunard is at Mission Texas He got his wings Jan. 14, 1943. He clerked at Cookseys Grocery before enlisting on May 17, 1941. He also graduated from Cushing Highschool in 1936 when he was 17 years old.

Pvt. Bill Hinley attended St Peter's and Paul's school and Cushing H.S. He continued his studies at St. Gregorys, Shawnee, Okla. until he was drafted on Feb. 3, 1943.

Another graduate of St Peter's and Paul's school in 1941 is Sergeant John Widener. At present he is at the air base in San Diego, Calif.

Private G. A. Price attended St. Peters and Paul's and graduated from there in 1935. In 1939 he graduated from Cushing H. S. and at Oklahoma A and M he studied commerce. At present he is taking a course of Meterology in the air corp at Chanute Field, Ill. When at home he would work at the Consolidated Theatres in Cushing.

Pvt. Francis Wilson attended St Peter's and Paul's School where he graduated in 1941.

In the fall of 1942 Frances was [illegible]
NYA production School until he was drafted
on Feb. 3, 1943.

Pvt. Richard Cantrell enlisted in the navy
on October 21, 1942. He attended S.P.P.S. and
C.H.S. While at home he worked at Copple's
Plumbing Company. He is now taking a course
in plumbing in the navy at San Diego, Calif.

Pvt. Harold Palmer is a merchant marine in
Galveston Texas. He graduated from S.P.P.S in 1937.
He continued his schooling at C.H.S. and St.
Gregorys college at Shawnee. Harold helped
his father on the farm before he enlisted
September, 1942.

Sergeant Francis Coins of Lowry Field, Denver
Colo, spent a year at St. Peters and Pauls. He went
to Conception College, Conception Mo. At present he
is an Instructor in Photography at Denver. He
enlisted Jan. 1942.

Pvt. Elmer Adcock enlisted in March 1942 at
Fort Benny, Georgia At present he is in Chicago, Ill.

Corporal Paul Ryan was drafted May 21, 1942.
He graduated from S.P.P.S. in 1936. attended Cheathamt
Business college for 2 yrs. He worked at Shell Plant, Now at
Camp Murphy.

Corporal William Ryan enlisted Dec 10, 1942 He
graduated from S.P.P.S 1937. Now at Chicago, Illinois.

Lieut. James McNeil = now at Ft. Benny, Georgia, in the
Parachute troops. He attended S.P.P.S.
Cushing High and Military School, Hays, Kansas.

Our Favorite General



General MacArthur

Our Salute to you!



ON ONE OF FEW CALM SEAS THIS NORTH ATLANTIC CONVOY AT SUNSET WAS PHOTOGRAPHED FOR LIFE. IT TYPIFIES THE LONELY, MENACING GRANDEUR THAT INSPIRED TOM LEA



LEA, 34, FINISHES UP "COXSWAIN" IN EL PASO WHERE HE LIVES WITH WIFE AND SON

TOM LEA PAINTS NORTH ATLANTIC PATROL

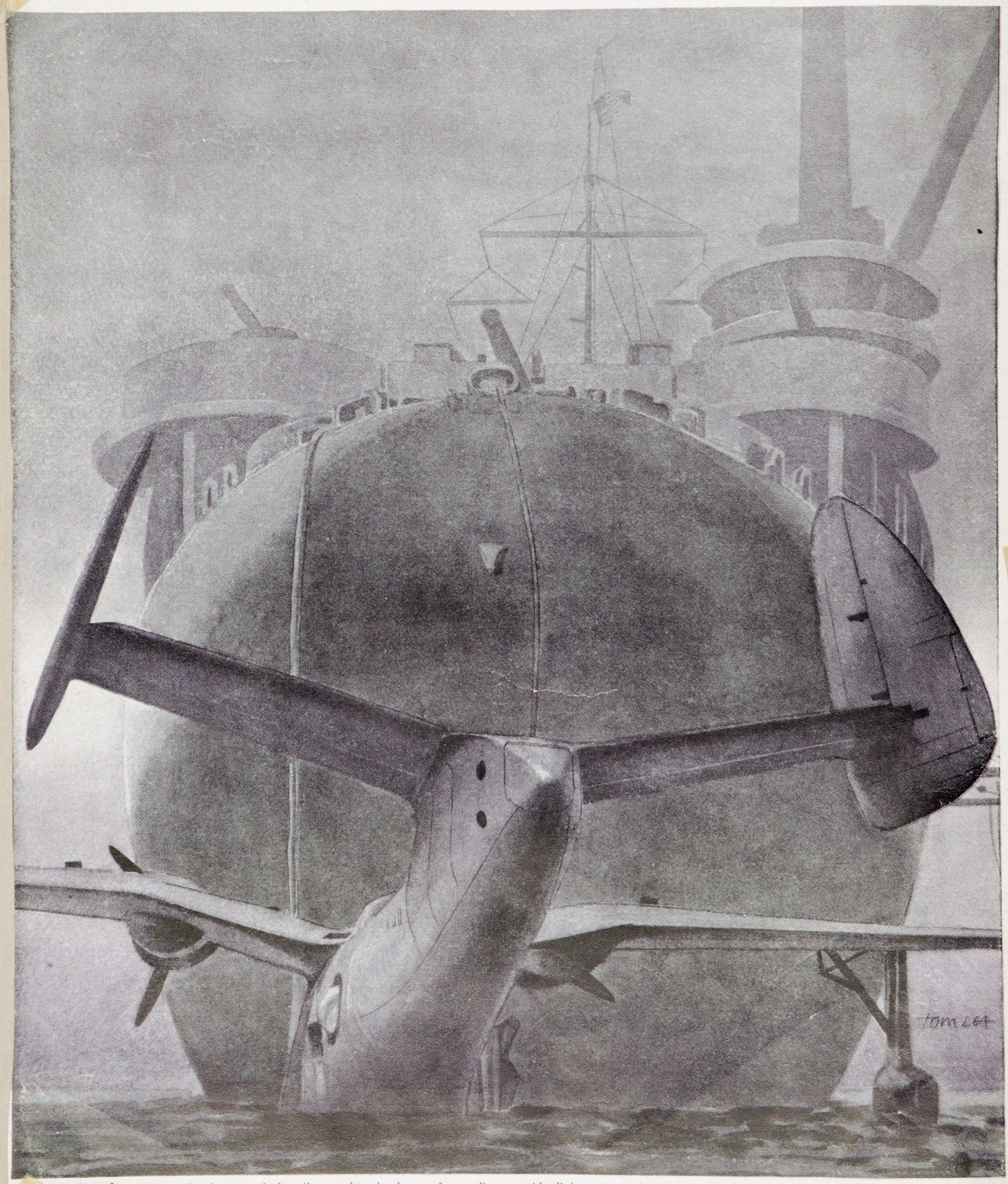
When LIFE assigned Tom Lea to paint the North Atlantic Patrol last winter, he left his home town of El Paso, Texas, with high zeal. For Lea's heritage has made him a top painter of pioneer life. His father was mayor of El Paso. His cousin was Homer Lea, an American general in the Chinese Army, whose book, *The Valor Of Ignorance*, is now winning belated honors because in 1909 it predicted Japan's war on the U. S. In the North Atlantic, Lea smelled a resurgence of pioneer spirit and he wanted to see it in action.

From Boston Lea sailed on a destroyer to a North Atlantic base. There he circulated through a number of ships in the Atlantic support force, including patrol bombers of the air arm. While he was at sea the Axis declared war on the U. S., although Axis submarines had long been preying on U. S. sea lanes. To an artist from the sand flats of West Texas, the great gray ships and bleak fog-bound coasts were extremely impressive, but Lea was most stirred by the courage of U. S. seamen who carried on jobs "when the owl's hoot was plainly audible from the other side of hell." From sketches made at sea, Lea completed his paintings in Texas. For their sympathy and accurate detail LIFE presents them here as an outstanding record of World War II.

Returning home after three weeks on a sister ship of the *Reuben James*, Lea summed up his warm regard for this destroyer of the U. S. Navy in these words: "Back in port I turned and saw my old lady for the last time. The dented, salt-crusted pipes, the rusty wounds of her old iron body, every tired detail of her indomitable old self were glorious beyond words. And strangely, the little, short, choppy salute I made to her was a self-conscious, sorry, small symbol of the humblest homage and fiercest pride I had ever known."

THIS BASE IS FOR SEAPLANES

[illegible] guards the planes that guard the savage Arctic Coast. Also from this base go forth bombers, escorting convoys far out to sea, ushering them home again, spilling their depth bombs wherever they spot a submarine. Viewed here from her hindside, the tender looms big and protective but from the sky she is only a speck, hardly visible at all. In the vast Northern wasteland she is like an unseen Intelligence guiding with her radio the lives of men. Out of the strange shapes of this boat and bomber—shapes beveled by wind and water—Tom Lea has created his most dynamic composition.



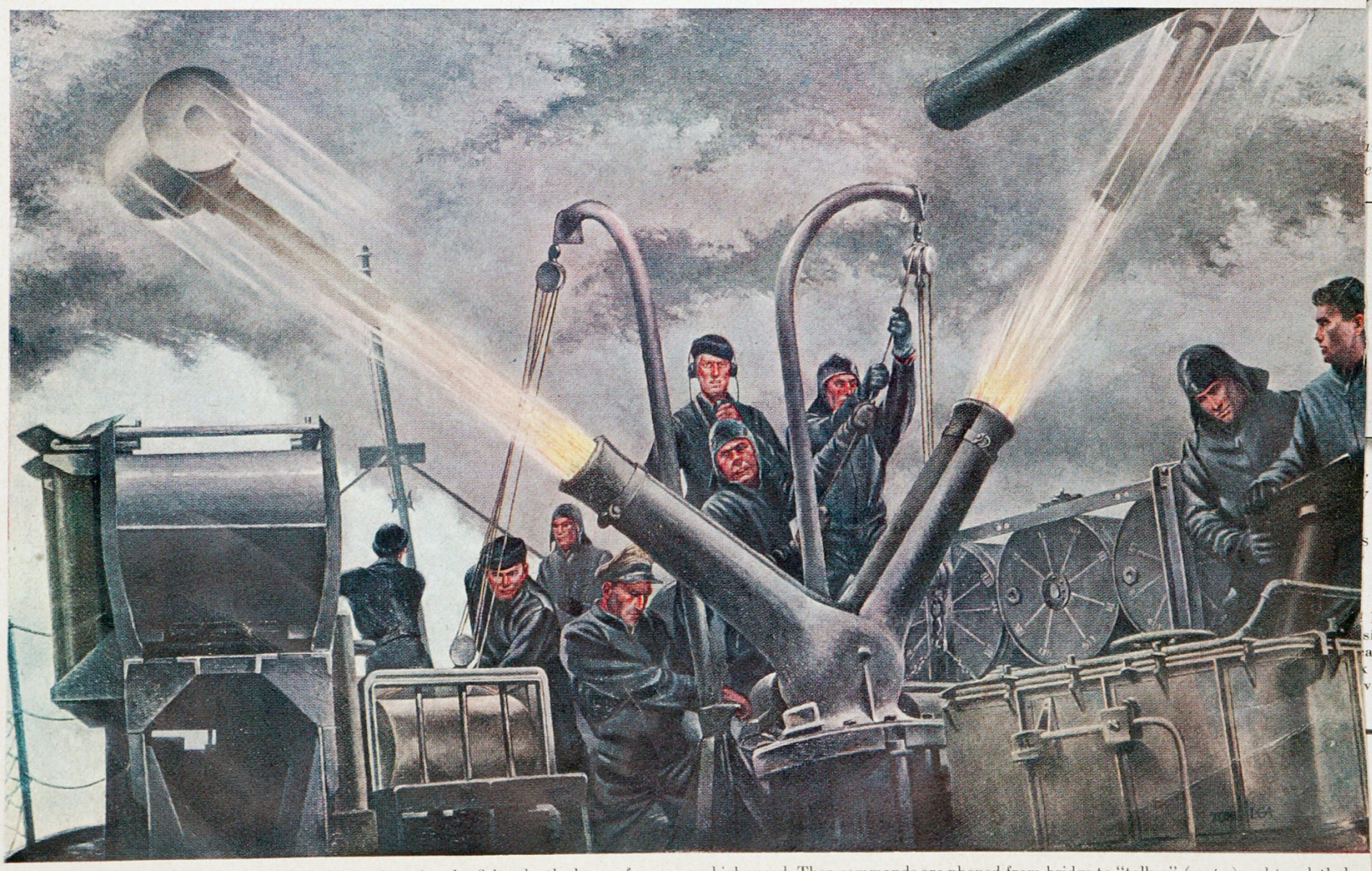
Martin patrol bomber nuzzles under the stern of a heavily armed tender, hungry for gasoline which is fed from the fuel line hanging at portside. Equipped as a repair and machine shop, this tender also serves as an arsenal, as a meteorological station for weather reports and provides living quarters for flying officers. Big bombers are hoisted on deck for repairs by the derrick at right, and a complement of smaller planes is housed up forward. During the long winter the North Atlantic is always at freezing point, spray turns instantly to stinging ice.



"Tin Can Skipper" shows a lieutenant commander standing on bridge of destroyer, holding stopwatch to time firing of depth charges at regular intervals. "Talker" stands at left, relaying command by phone to man at "Y" gun (*below*). Time is sun-up when submarines prowl.

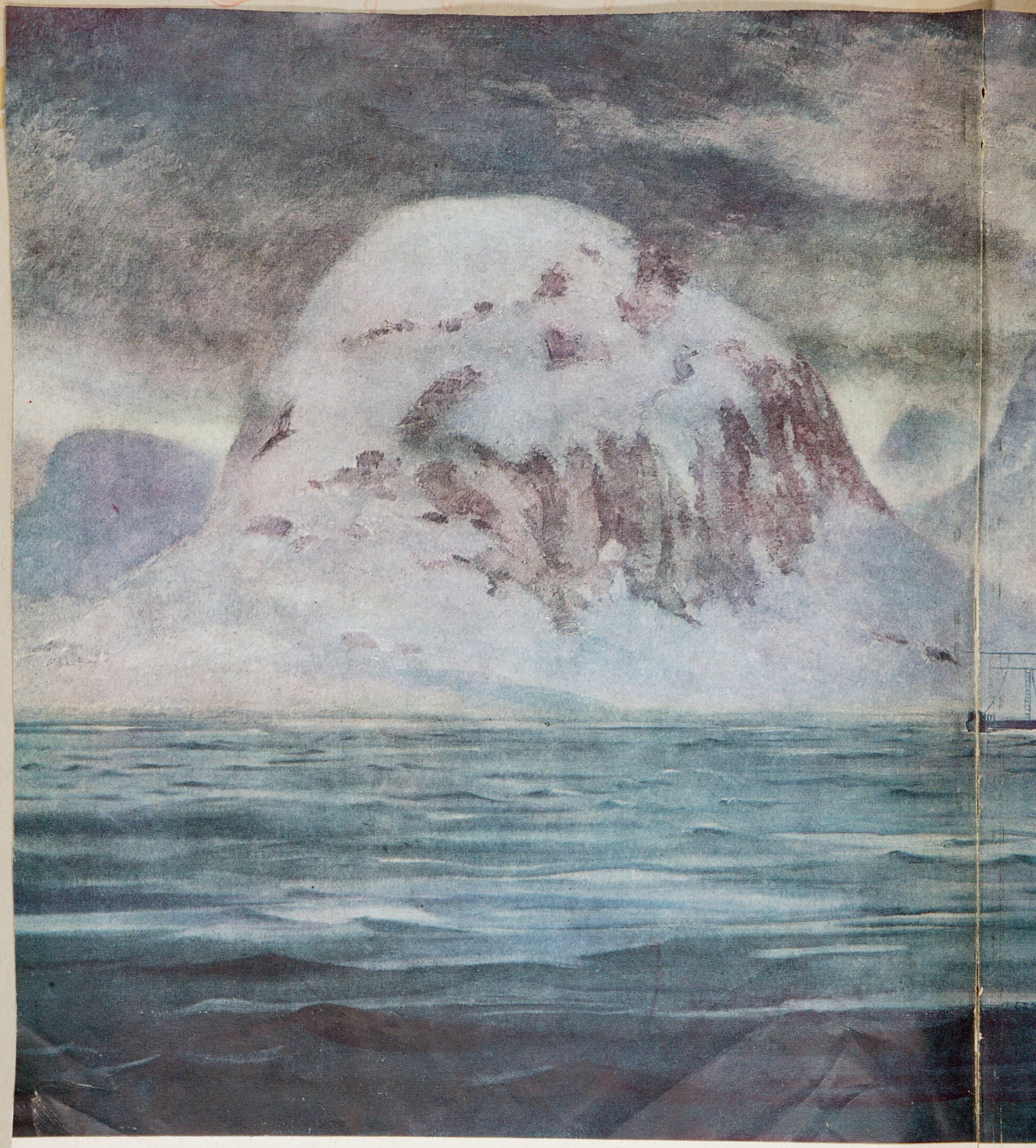


"Lookout On Flying Bridge" is portrait of a first-class seaman, masked and muffled again brutal arctic wind and spray. Perched high above destroyer, his job is to spot danger on t sea and in the air. Notice the handle bars to grip when his roost pitches like a bucking bron



"Tossing The Cans" shows how destroyer sinks submarines by firing depth charges from a "Y" gun in stern. Says Lea: "This is the deadly gray scorpion tail of a destroyer at work." After submarine is contacted by a sound device, its position is estimated and reached with high speed. Then commands are phoned from bridge to "talker" (*center*) and two lethal ca are shot simultaneously to form a crushing pattern of explosion in the depths below. Mea while seamen prepare new cans to be fired, all moving together in one great ritual of deat

Clipping



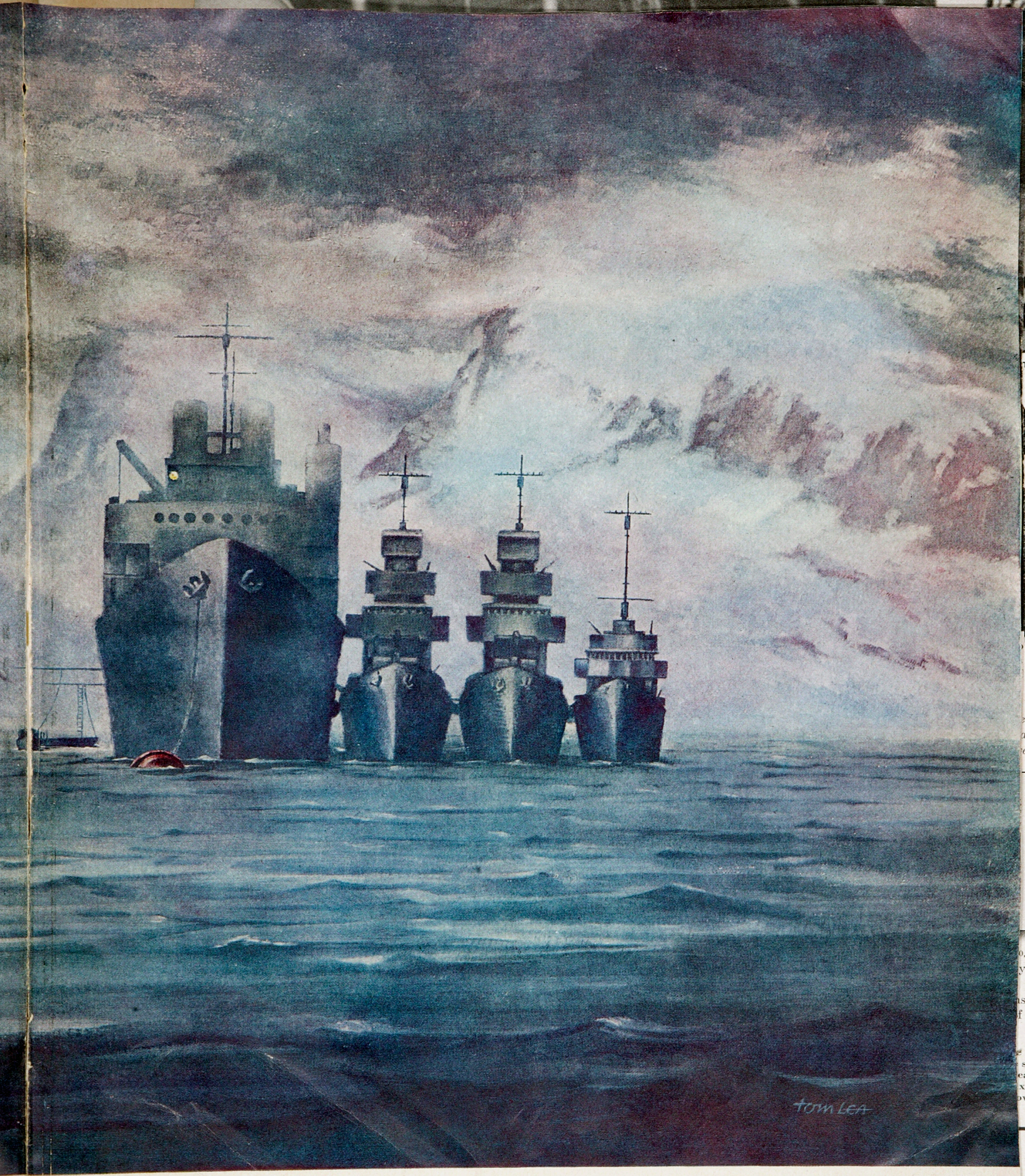
'HIS BAY IS A ESTROYER BASE

Out of a gray icy dawn, this is what Artist Tom Lea saw as he first approached this far northern base in a little motor launch. His own ship had anchored two miles away in a storm the night before.

Like a fierce mother with three children sits the big supply ship, blinking a message to the newcomers with her high starboard light. Lower to starboard project the booms to which are tied the motor launches that scurry around the anchorage.

Hugging the big ship's portside are two new-style destroyers and one old four-stacker from World War I. In every sense the big ship is their haven. She con-

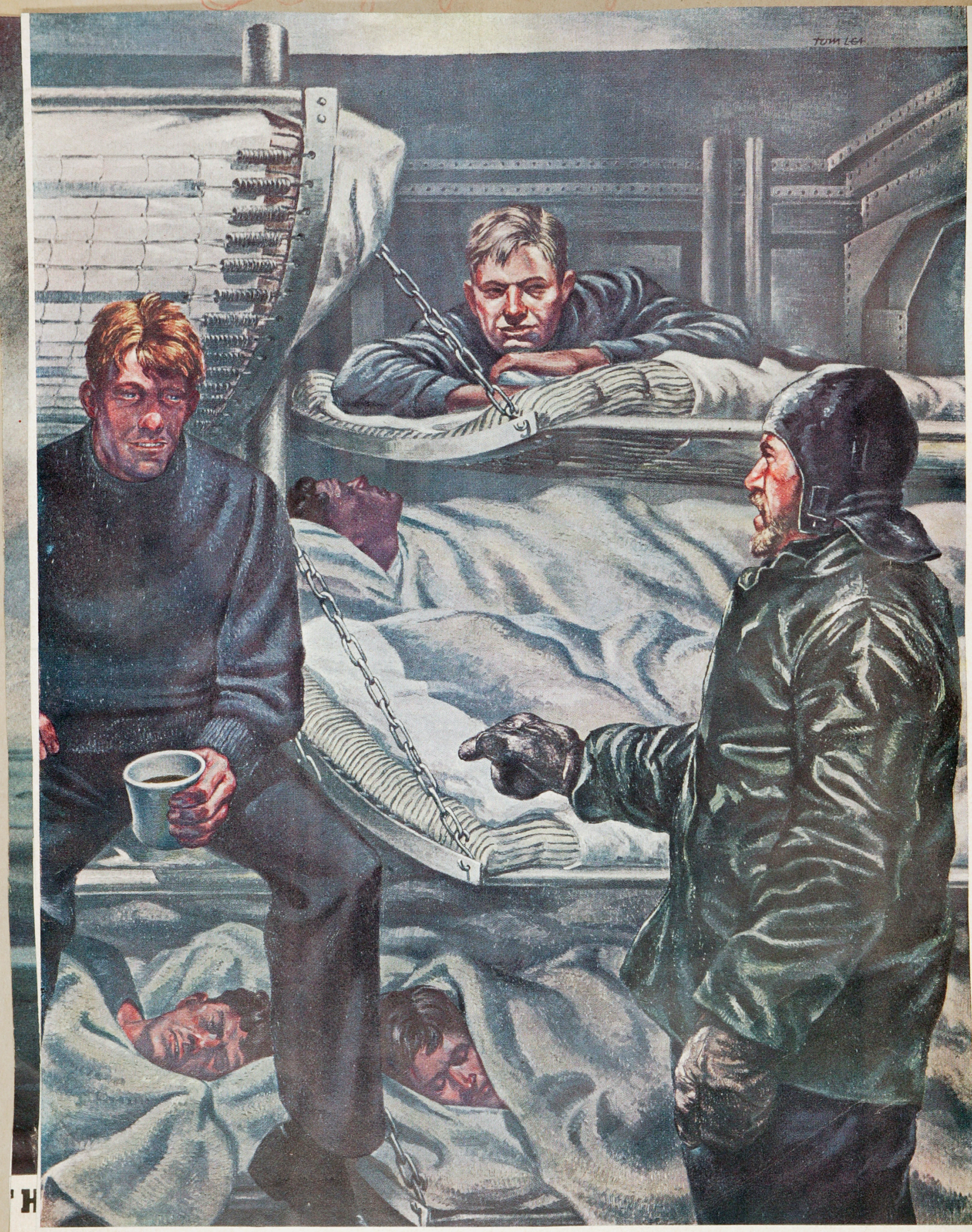
11" x 14"



tains wonderful machine shops for maintenance and repair of destroyers. She ministers to their need, whether it is for more ammunition, or medical supplies or coffee. In close communication with the Fleet, she is a center of news—news for men's cheer and safety. After a few hours at her sheltering side, ships leave her with renewed vigor to transact their deadly business on the winter sea.

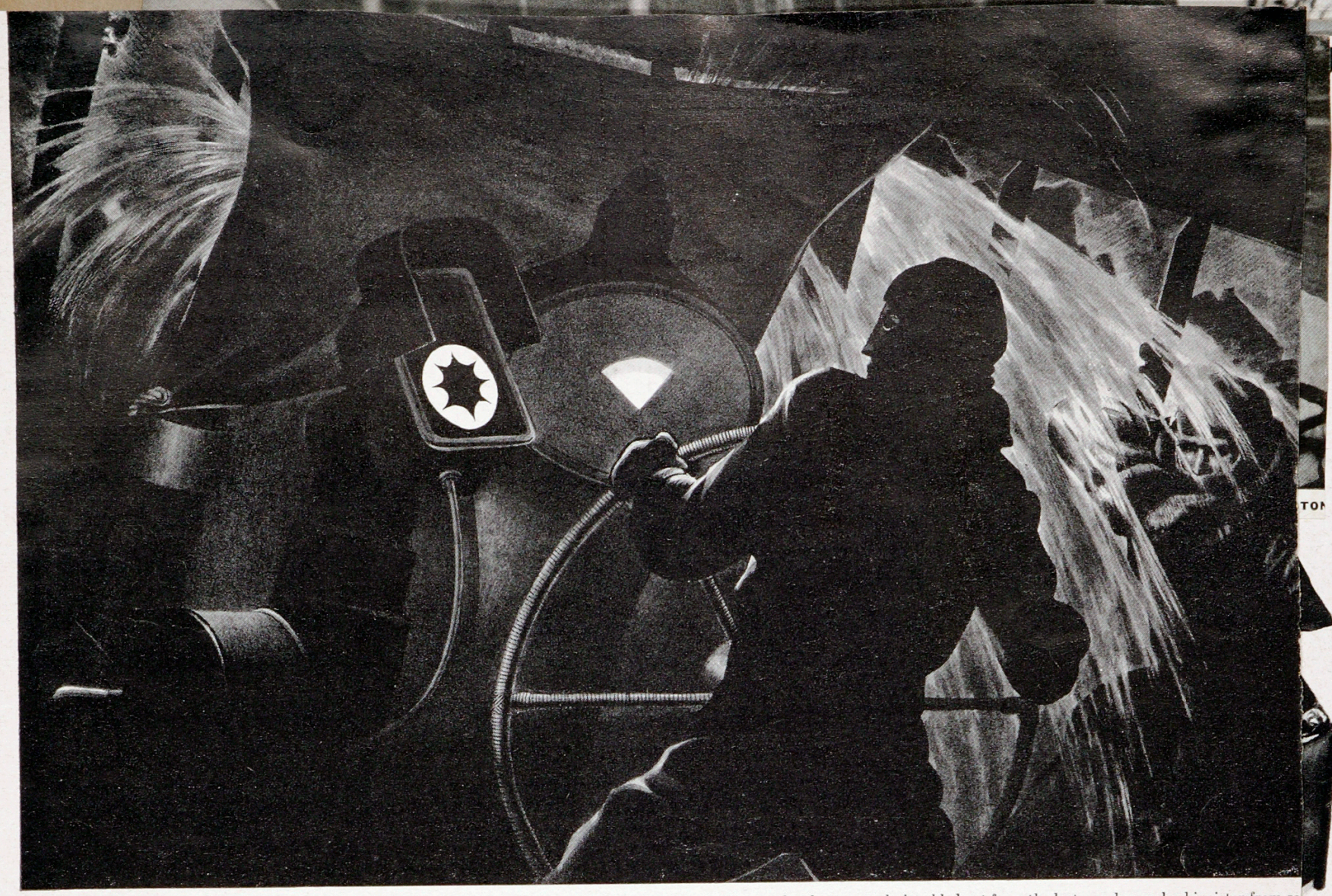
With the bleak mountainous land, sailors have little to do. The perpetual wind and perpetual clouds seem part of this land. Here there is practically no vegetation, and a brackish slime covers everything. By contrast the ocean seems clean and fresh, though from the warmer currents of the Gulf Stream it takes on a milky, vaporous look. Only the big rounded mountain at left calls for much attention. Because it is the one feminine form in this cold place sailors refer to it often and intimately as Mae West

Clipping



"Hittin' The Sack," in Tom Lea's own words, "shows crew's quarters on a destroyer where the boys have just come off watch to flop into their sacks for two or three hours of nerveless dead forgetfulness before they go out again into the icy tension of the midwatch. Maybe the petty officer in oilskins has come in to raise hell about something in the last watch. Red is taking on a bowl of jomoke (coffee) and shootin' the breeze about a blonde in Newport, while Smitty and Mazelli below are already dead Indians in a dreamland no breeze disturbs."

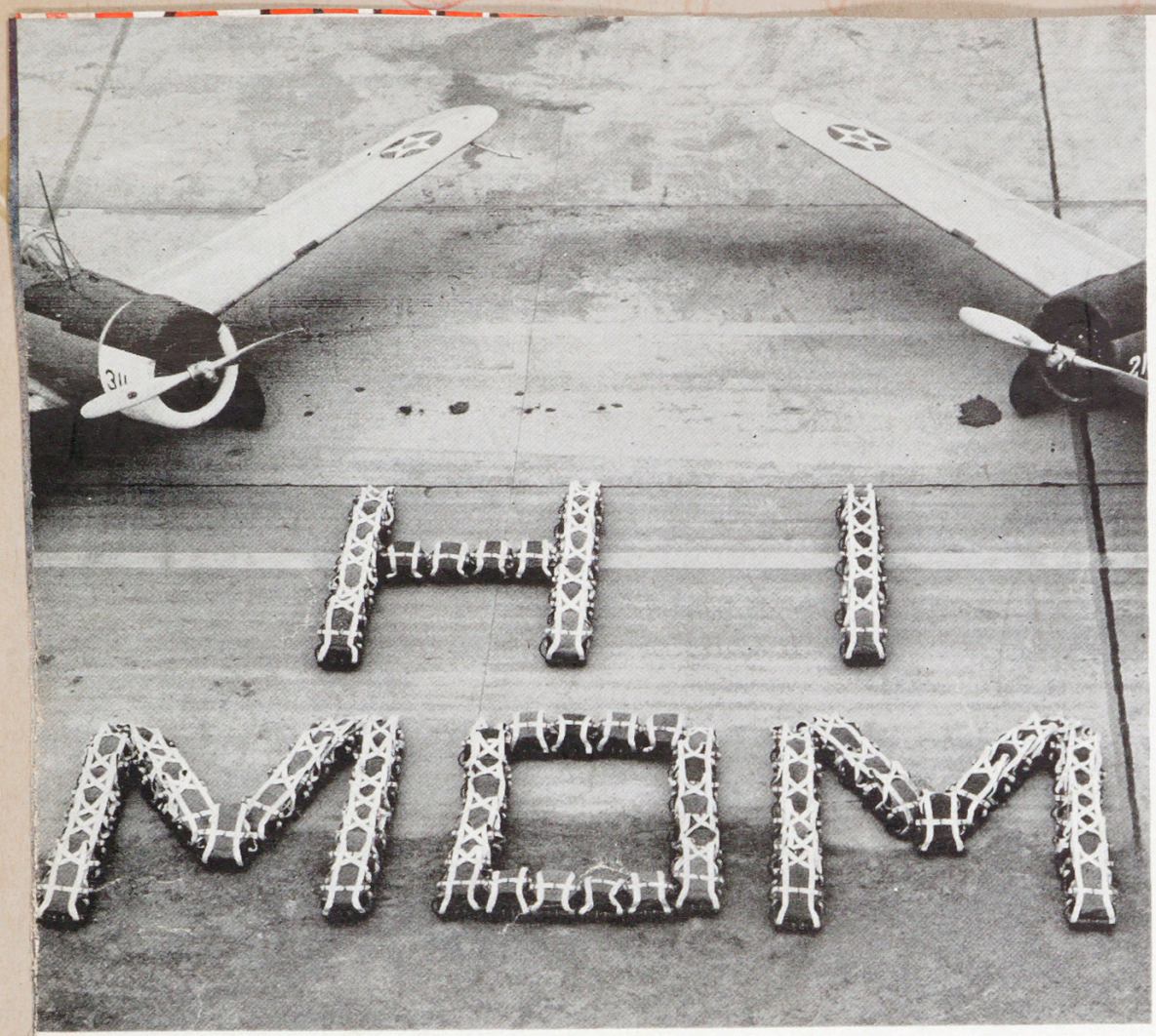
11" x 14"



"Hell in the Wheelhouse" shows darkened bridge of destroyer in enemy waters. Hurricane seas have smashed windows and tarpaulin is rigged up to protect quartermaster at wheel from ice-forming spray that hits him in the face at every wave. Shivering at his side is officer of the watch, who wears a knitted helmet from the last war dug up by his sister from so where. Together they steer a course with only the eerie glow of gyro and compass indica to comfort them in what Lea calls "the kicking, black, howling malignity of the long nig



"Below Decks" shows ship at same cyclonic moment as the wheelhouse scene at top of page. Officers are trying to relax in chairs lashed to tables. Lieutenant commander yells up to bridge while the speaking tube leaks water. With cigar in mouth, another officer is looking at girlie pictures in magazine during moment of relaxation before going to chart room to deal wit course due to hurricane. Meanwhile mess attendant balances coffee which is served pr ly in cup and saucer in spite of rough sea because officers' quarters must always be up to



CKED PARACHUTES SPELL MOTHER'S DAY GREETING FROM AIR CADETS AT ARMY'S TRAINING SCHOOL AT ENID, OKLA.

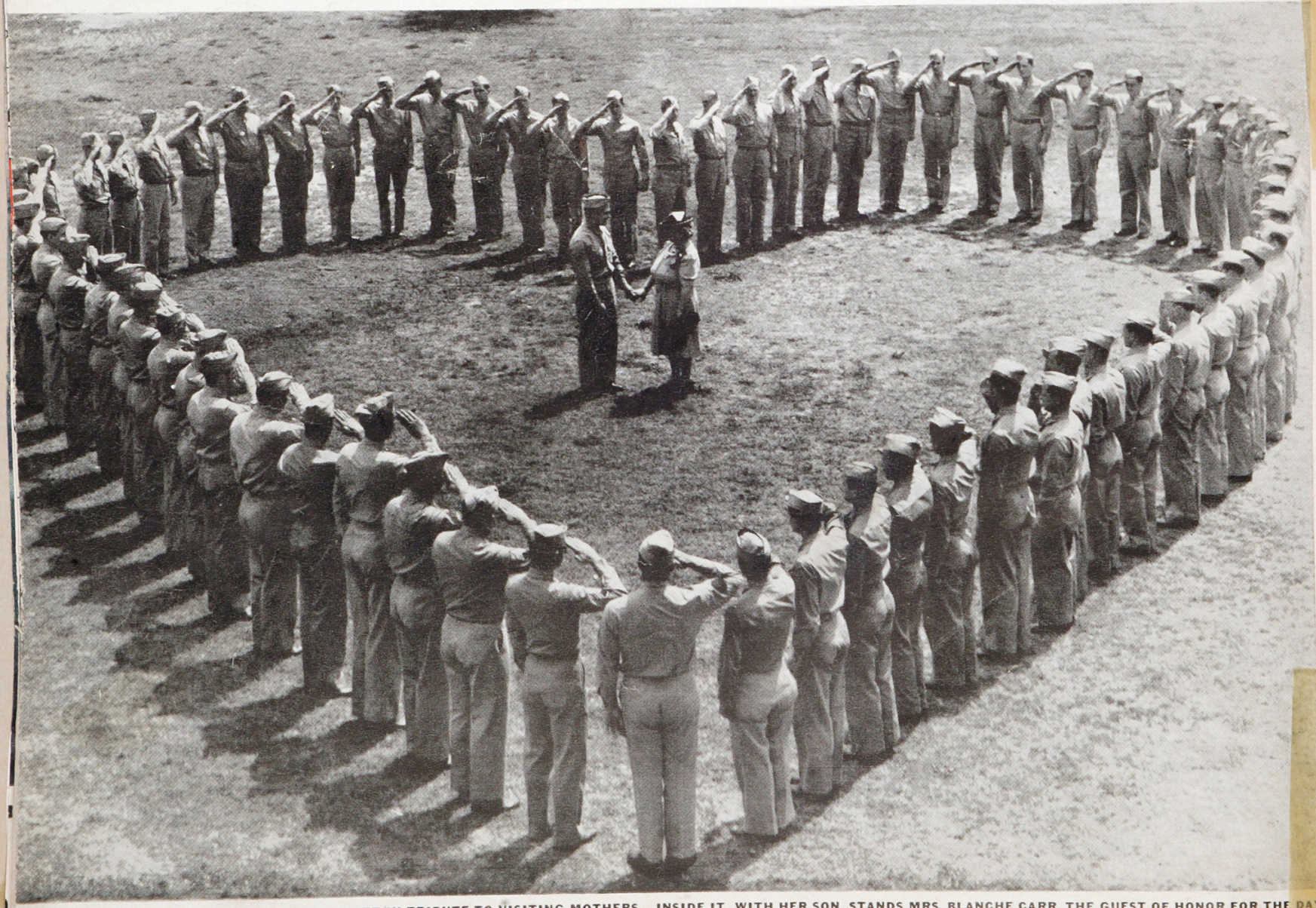
MOTHER'S DAY

Armed forces throughout U. S. unite to honor mothers near and far away

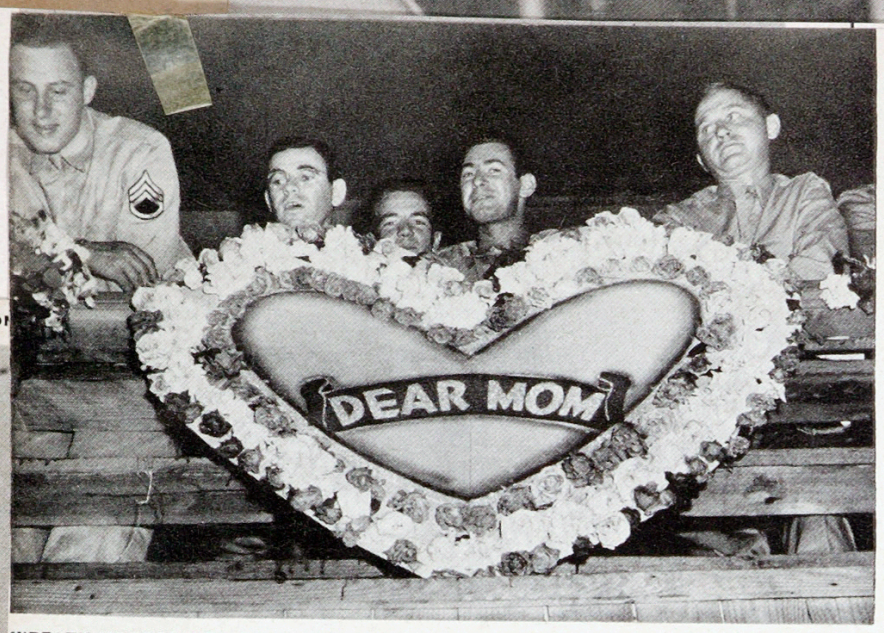
On Sunday, May 10, Americans honored their mothers in a unique, American way. Since 1914, when President Wilson signed a Congressional resolution designating the second Sunday in May as Mother's Day, its celebration has taken many forms—some cheaply commercial, some reverent, some flip. But to the nation this dark and thunderous spring, Mother's Day inevitably bore new and poignant connotations.

Throughout the land nearly 3,000,000 mothers who had never before been separated from their sons now faced the realization they might never see them again. And their sons, faced with the same grim possibility, swamped telegraph companies with their messages home. In Army camps, airfields and plain private homes, young men in uniform united in countless observances of the day. To commanding generals from coast to coast had gone orders from Washington to urge every officer and enlisted man to write home May 10 "as an expression of the love and reverence we owe to the mothers of our country."

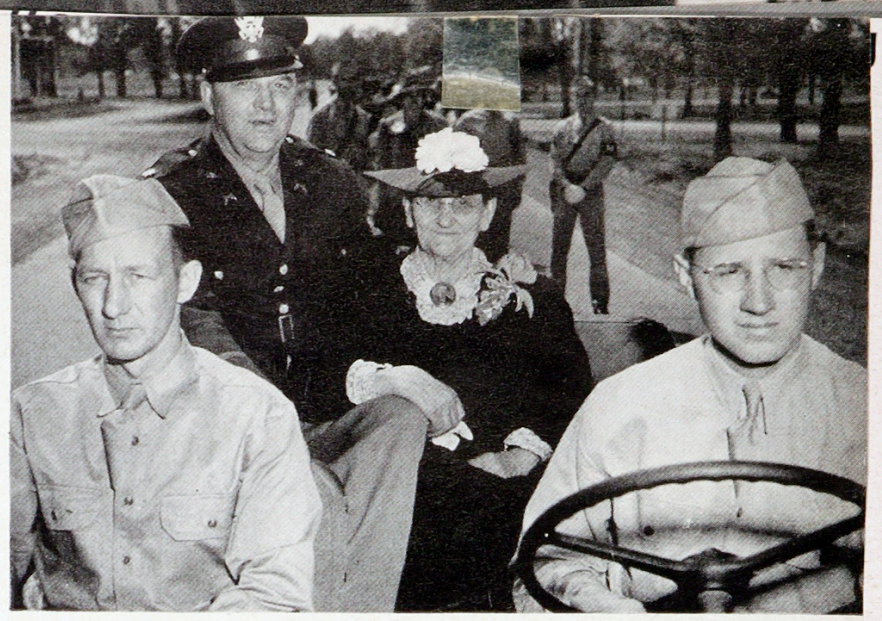
At Camp Forrest, Tenn., soldiers elected Mrs. J. W. Covington, 88, their "Dear Mom" for the day. Brought from her home at College Grove, Tenn., she was reunited briefly with her son, awarded a $1,000 war bond, and then while soldiers sang *That Wonderful Mother of Mine*, she was reverently crowned with a garland of white roses and carnations (*opposite*).



MEN AT LANGLEY FIELD, VA. FORM A GIANT HEART IN TRIBUTE TO VISITING MOTHERS. INSIDE IT, WITH HER SON, STANDS MRS. BLANCHE CARR, THE GUEST OF HONOR FOR THE DAY



WREATH HONORS MRS. COVINGTON AND ALL U. S. MOMS AT CAMP FORREST CELEBRATION



MRS. COVINGTON MOTORS TO CORONATION VIA JEEP WITH SON, MAJOR W. L. COVINGTON



"Stop, Shirley, you're robbing the till!"



COLONEL M. F. WALTZ, CAMP FORREST COMMANDER, CROWNS MRS. COVINGTON "DEAR MOM." NOTE MINIATURE OF HER HUSBAND ON COLLAR. SHE LOST FOUR BROTHERS IN CIVIL WAR



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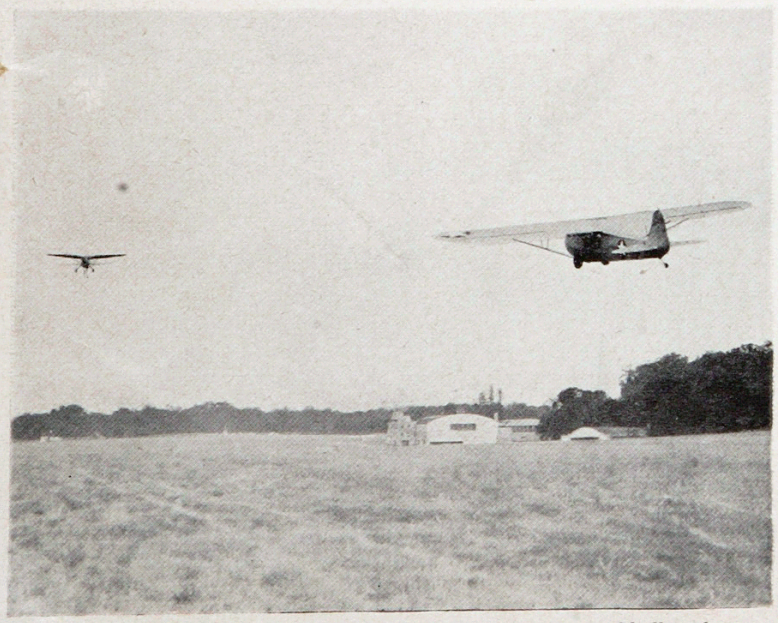
THE COAST GUARD
VS. SUBMARINES

COASTAL MERCHANT SHIPS ARE SILHOUETTED BY SETTING SUN AS THEY CARRY FUEL AND SUPPLIES TO EASTERN PORTS. AS NIGHT FALLS THEY HUG THE SHORE AND MAKE FOR HARBOR



CUT LOOSE from its tow plane, a big glider turns and dives for the ground. Quickest possible landing keeps unarmed glider from being easy game for enemy fighters.



PICKUP COMPLETED, glider is in the air. In combat, this system would allow the same gliders to be used over and over again, evacuating wounded on trips back to base.



SHIRLEY: G'wan, I'm just throwing away some carbon paper. I've already used each piece about 20 times. Isn't that enough?

MARY: *Of course not. Don't you remember? Last week the office switched to Royal Park Avenue Carbon Paper!*

SHIRLEY: I know they did. So what?

MARY: *Why, one sheet of Park Avenue can be used up to 60 times, clearly and cleanly. Here, I'll show you a test copy that proves it:*

This is the sixtieth copy made with the same sheet of Royal Park Avenue Carbon Paper. This sheet of carbon paper had been used 59 times before! The test was made at the United States Testing Company, Inc., one of America's largest independent testing laboratories. See what a clear, legible copy this sixtieth one is!

Laboratory test No. 20960-NY, issued July 30, 1942

SHIRLEY: Well, I'll be jiggered! It looks like a *first* copy. What makes it possible?

MARY: *The Royal man told me it's because Park Avenue is* deep-inked. *Seems they use a special process that soaks the ink right down into the paper. Then, too, Park Avenue's extension edge lets you reverse each sheet, top to bottom, so that all areas of the paper can be used.*

SHIRLEY: Sounds sensible, all right. From now on, I'm making every sheet of carbon paper work overtime—just as long as it's Royal Park Avenue!

Park Avenue is only one of the outstanding carbon papers in the Royal line. Why not get *your* purchasing agent to call in the local Royal representative today? He can quickly show you which weight and finish of Royal Carbon Paper exactly fits your every typing need.

Royal Carbon Papers and Ribbons are made by the Roytype* Division of the Royal Typewriter Company.

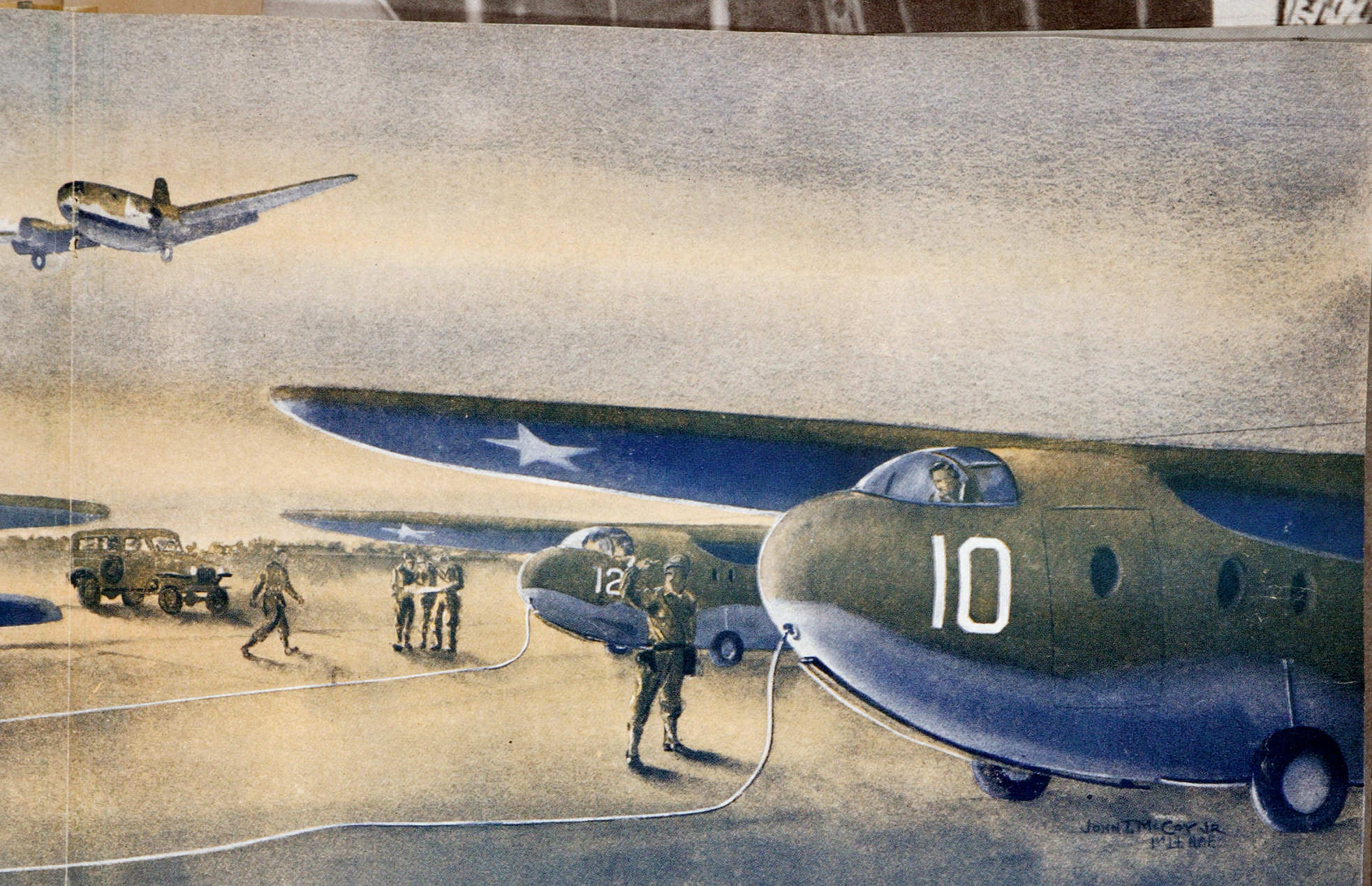
The armed forces need typewriters! See how many of your standard machines (made since Jan. 1, 1935) you can spare. Call your nearest Royal Branch—we will buy them, affix the Government seal and pay you the Government fixed price.

ROYAL
Park Avenue
CARBON PAPER

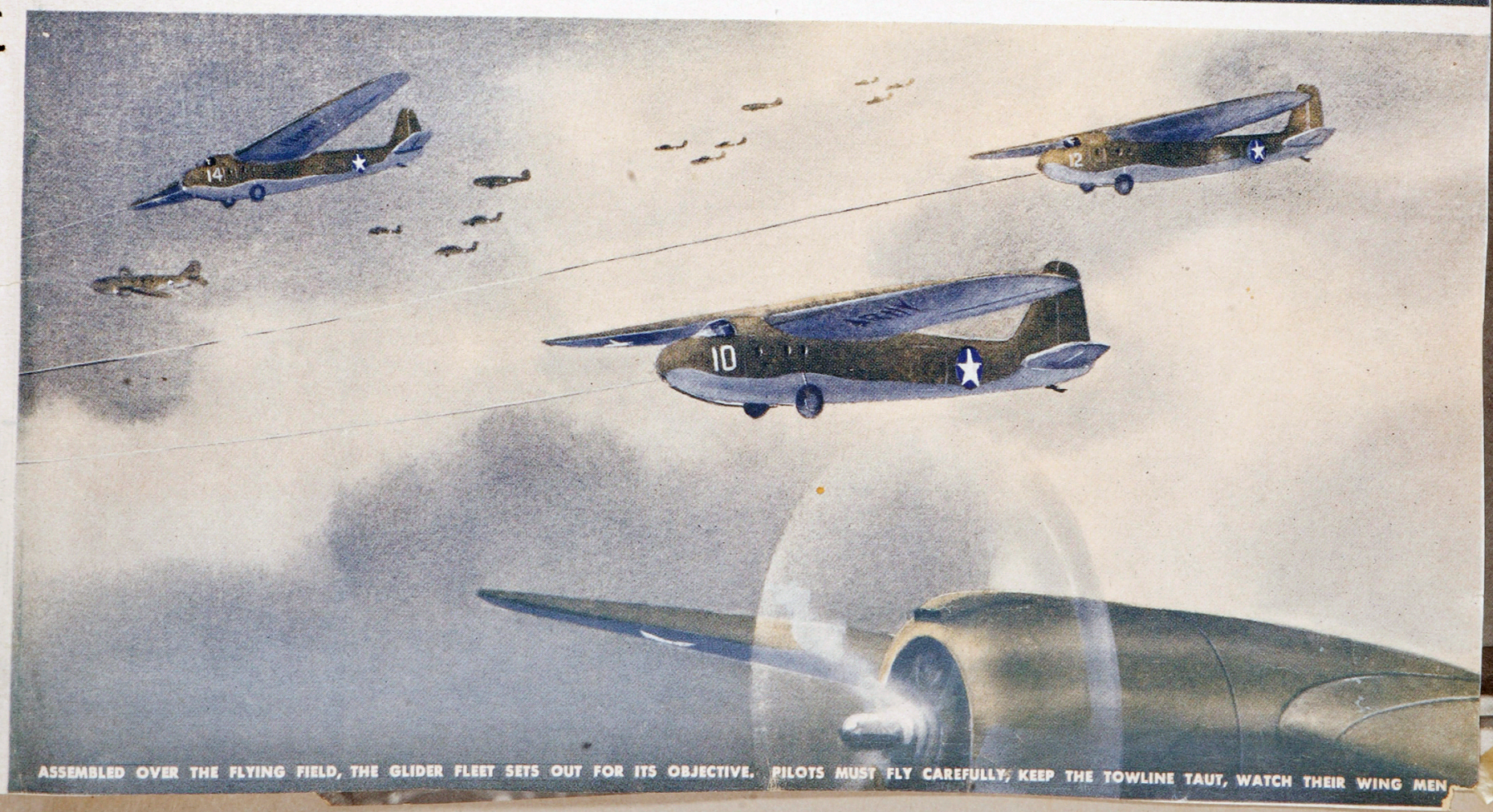
*Trade-Marks Registered U. S. Pat. Off.
Copyright 1942, Royal Typewriter Company, Inc.

FIRST LIGHT OF DAWN FINDS THE TROOP-CARRYING GLIDERS LOADED AND WAITING FOR TAKE-OFF AT THEIR SPECIAL FIELD. THE TOW PLANES, CURTISS C-46 TRANSPORTS, FLY IN FR

TAXIING AT FULL THROTTLE, THE TOW PLANE STAYS ON THE GROUND UNTIL GLIDERS HAVE CLIMBED. NOW THE GLIDERS WILL DIP, GAIN SPEED, WHILE THE C-46 TAKES OFF



ORTS, FLY IN FROM DISPERSAL FIELDS TO HITCH ON. GLIDER PILOTS WAIT AT THEIR CONTROLS WHILE OFFICERS IN CHARGE OF AIR-BORNE INFANTRY HAVE A LAST-MINUTE MAP CHECK



ASSEMBLED OVER THE FLYING FIELD, THE GLIDER FLEET SETS OUT FOR ITS OBJECTIVE. PILOTS MUST FLY CAREFULLY, KEEP THE TOWLINE TAUT, WATCH THEIR WING MEN

clipping



GLIDERS DELIVER TROOPS TO BATTLE

Here is the battle. Our troops are invading a narrow coastal plain. Since strong beach-head defenses of the whole coast are impossible, the enemy has kept its mobile forces inland, behind the mountains, ready to strike at any point where invasion comes.

Last night, as our fleet steamed its last lap coastward under the cover of darkness, parachutists were dropped near the vital mountain pass where the main road and railway line branch off (*center*) to a lonely coast town. There they cut telephone wires and blew



eneral Jimmy Doolittle in surprise White House

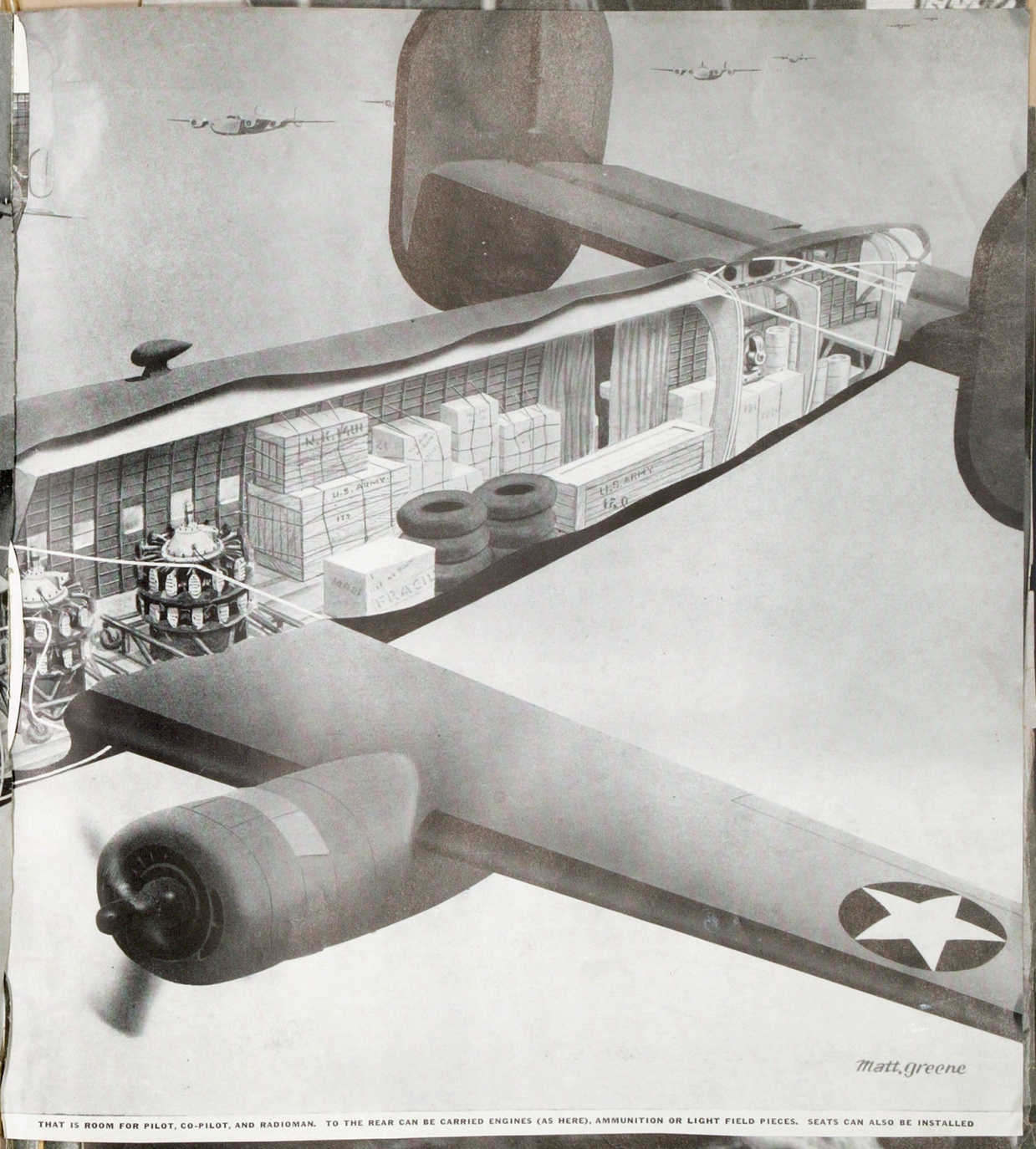
16" x 20"

Clipping

AIR TRANSPORT (continued)



A B-24, CONVERTED FROM BOMBER TO TRANSPORT, PROVIDES SPACE FOR EITHER CARGO OR PERSONNEL. THE BOMBARDIER'S POSITION IN THE NOSE IS A CARGO SPACE AND BEHIND



THAT IS ROOM FOR PILOT, CO-PILOT, AND RADIOMAN. TO THE REAR CAN BE CARRIED ENGINES (AS HERE), AMMUNITION OR LIGHT FIELD PIECES. SEATS CAN ALSO BE INSTALLED

Matt Greene

GLIDERS DELIVER TROOPS TO BATTLE

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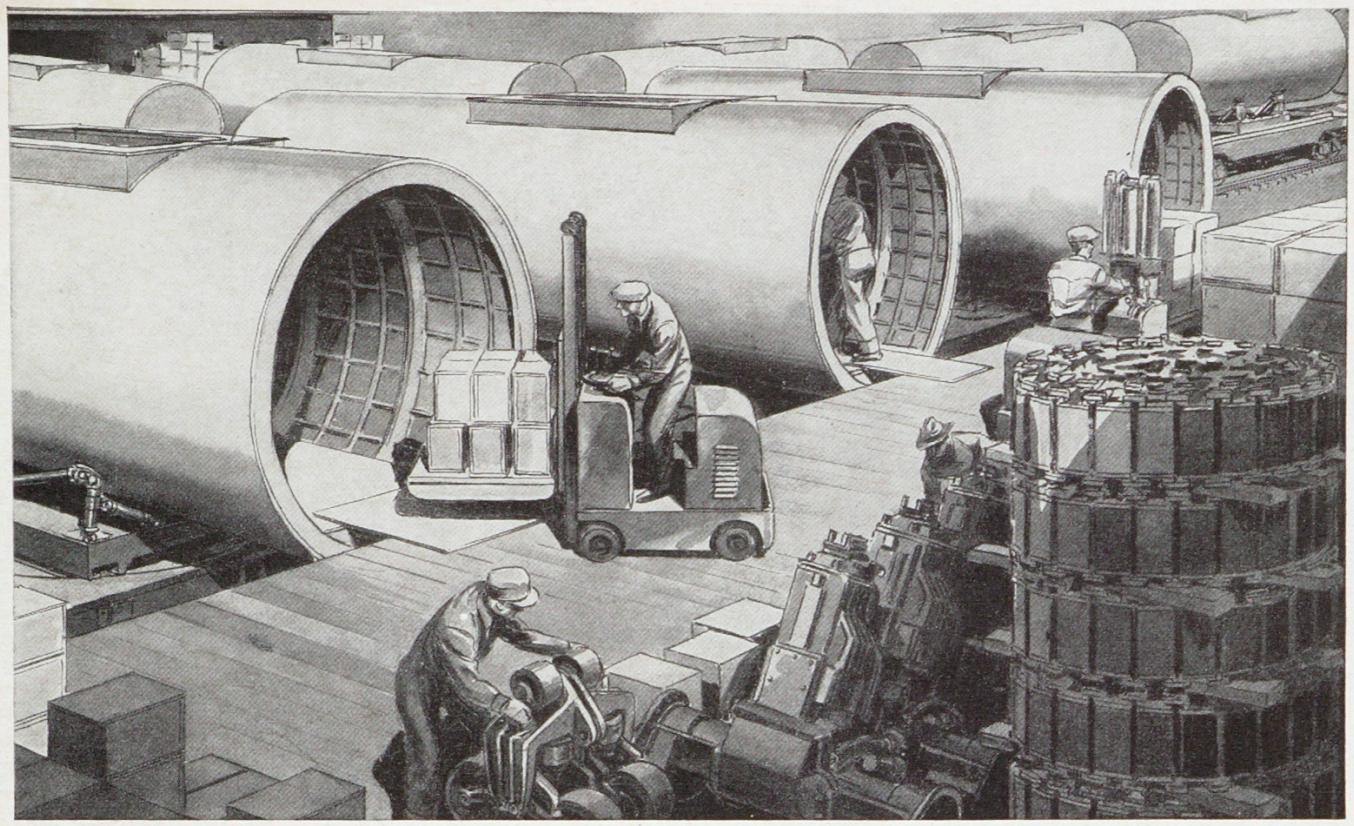
40cm x 50cm

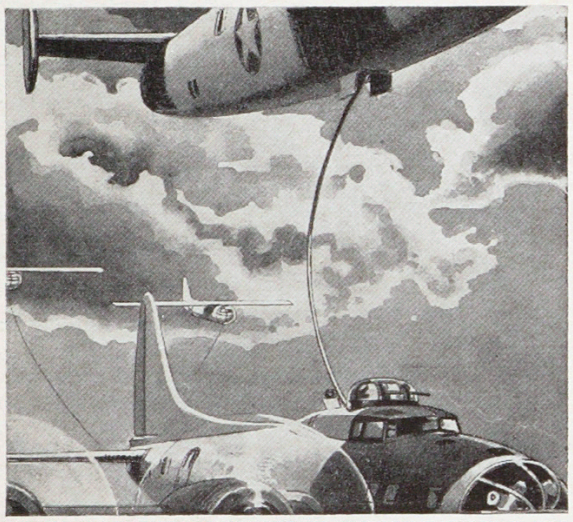
18% GRAY METRIC MAGNETIC COPYBOARD



At the factory, the easily made plastic central cylinders of the gliders' fuselages are loaded with tank transmissions and tank tracks. There is little waste in loading and, with a capacity of about ten tons each, the gliders are rolled right on their own flatcars to the airfield.



At the airfield, which would be one of hundreds scattered throughout U. S., the gliders



ALOFT, THE TOW PLANE IS REFUELED FROM TANKER PLANE

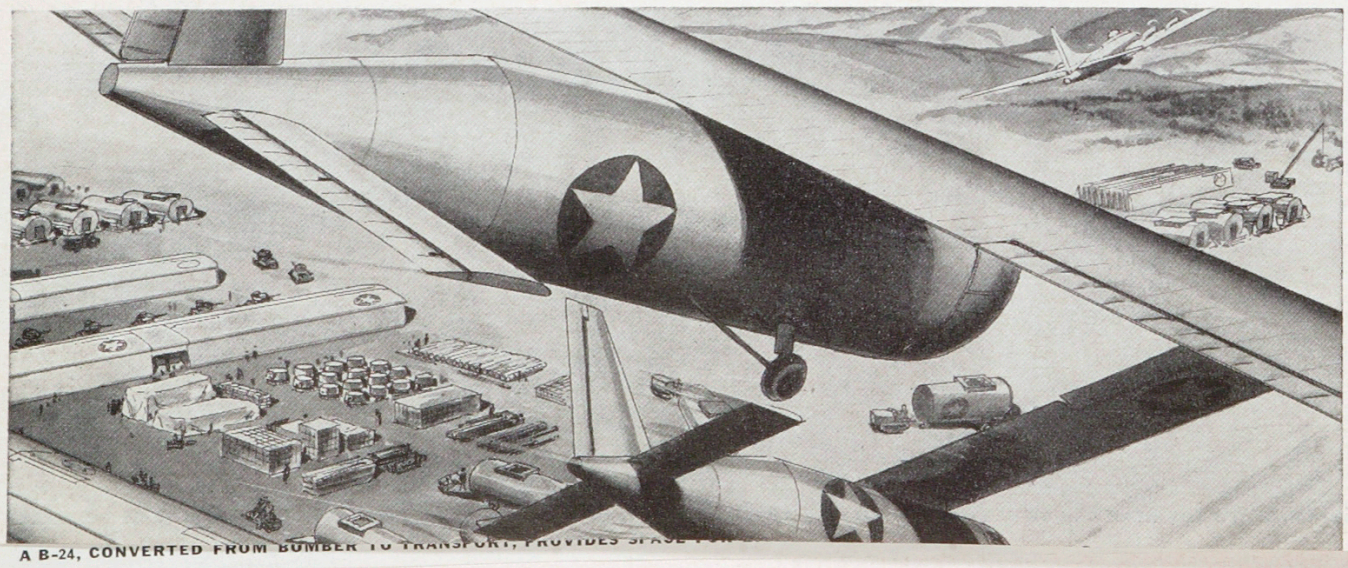
DRAWINGS SHOW HOW GLIDER

These drawings show what may happen to military transportation before the war is over—if it lasts long enough. They show a glider train in action.

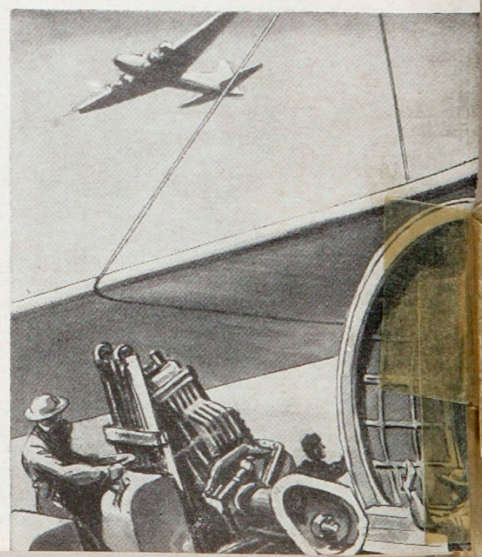
In their present form neither ships nor planes are wholly efficient transports. Ships are slow and planes burn too much gas and carry too little load for their weight. Ships carrying finished goods require a long time for loading, when loaded contain too much waste space. Goods are shipped from the factory by train or truck, then reloaded into a plane or ship. In the construction of metal ships and planes, much valuable steel, aluminum and copper is used. Finally, ships are particularly vulnerable to enemy submarines.

The efficiency of a transportation method depends upon how much cargo can be moved per pound of fuel and power unit. For overseas work, even with all its limitations, a ship is still the most efficient, though not the most effective, wartime transport. A 5,000-ton freighter can move 10,000 tons of cargo. But the most efficient type of sea transport is not the single ship. It is the towed barge, wherein a small power unit can move a tremendous bulk. Similarly the most efficient form of land transport is the freight train.

Logically it follows that the most efficient form of air transport should be the glider train, as shown here. With a freight-engine plane, designed purely for pull-



A B-24, CONVERTED FROM BOMBER TO TRANSPORT, PROVIDES SPACE FOR



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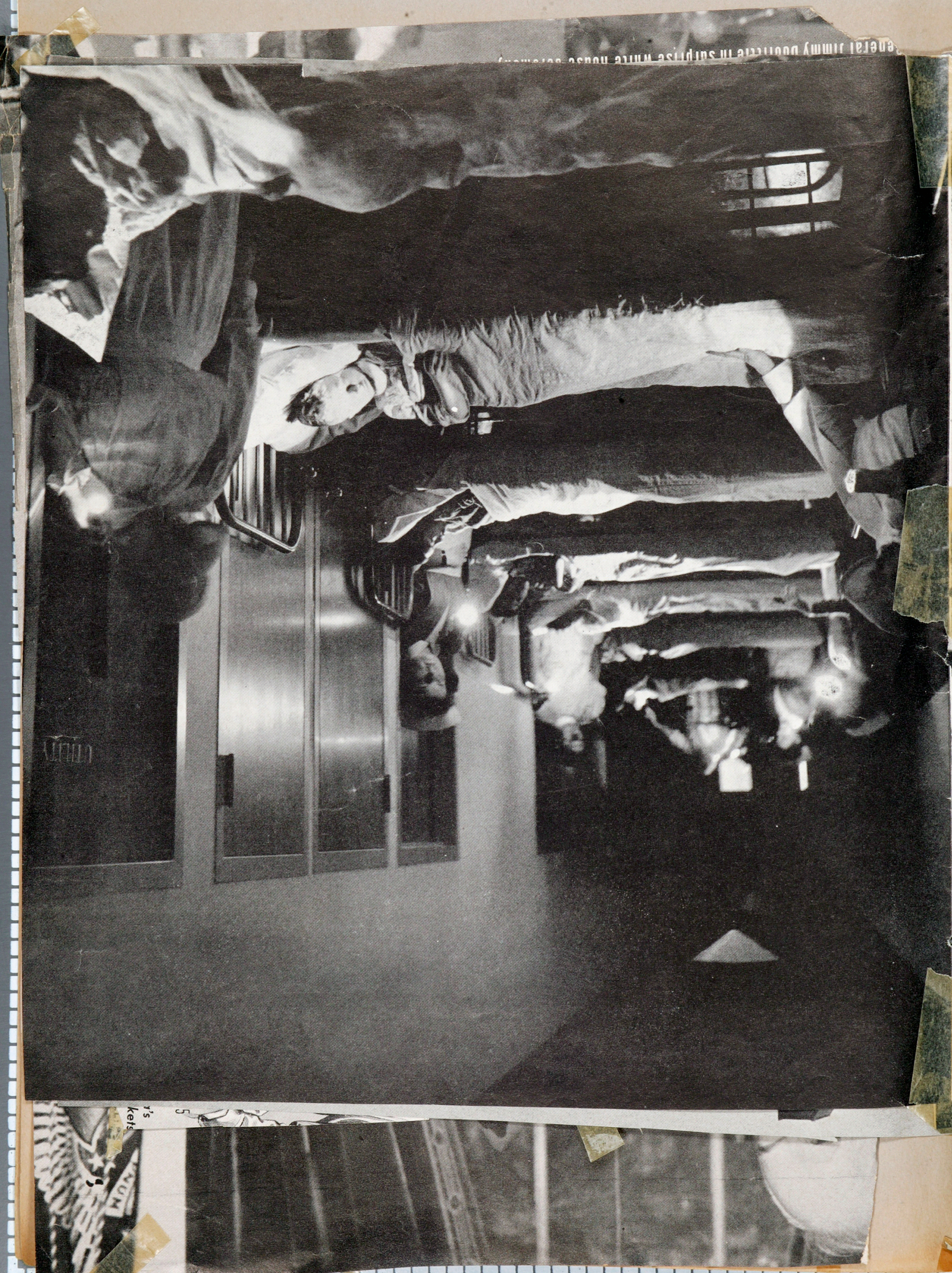
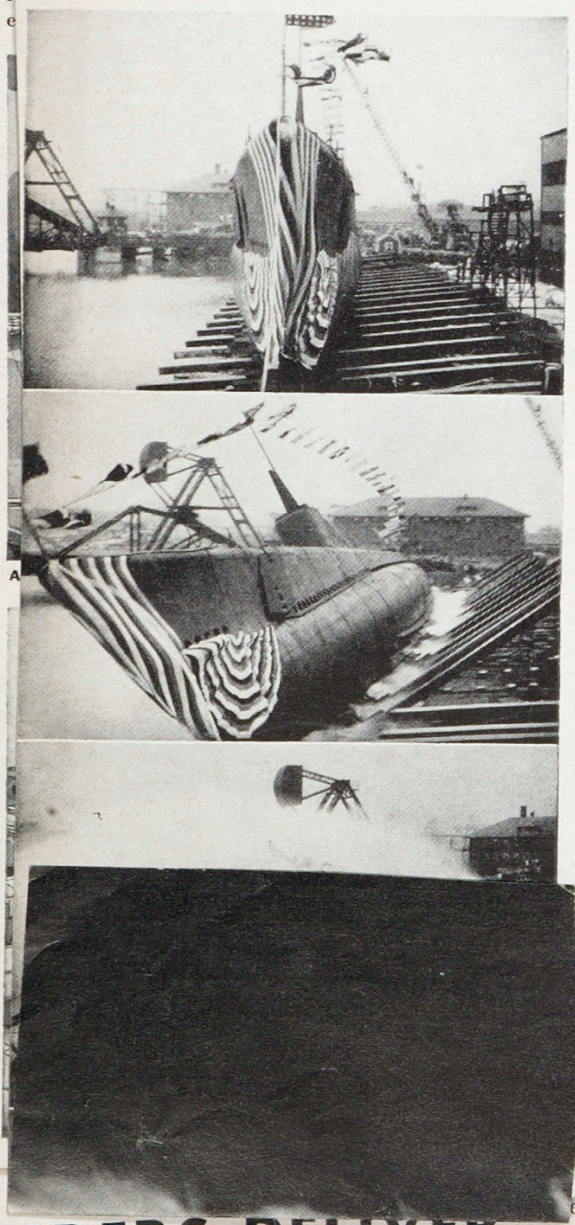
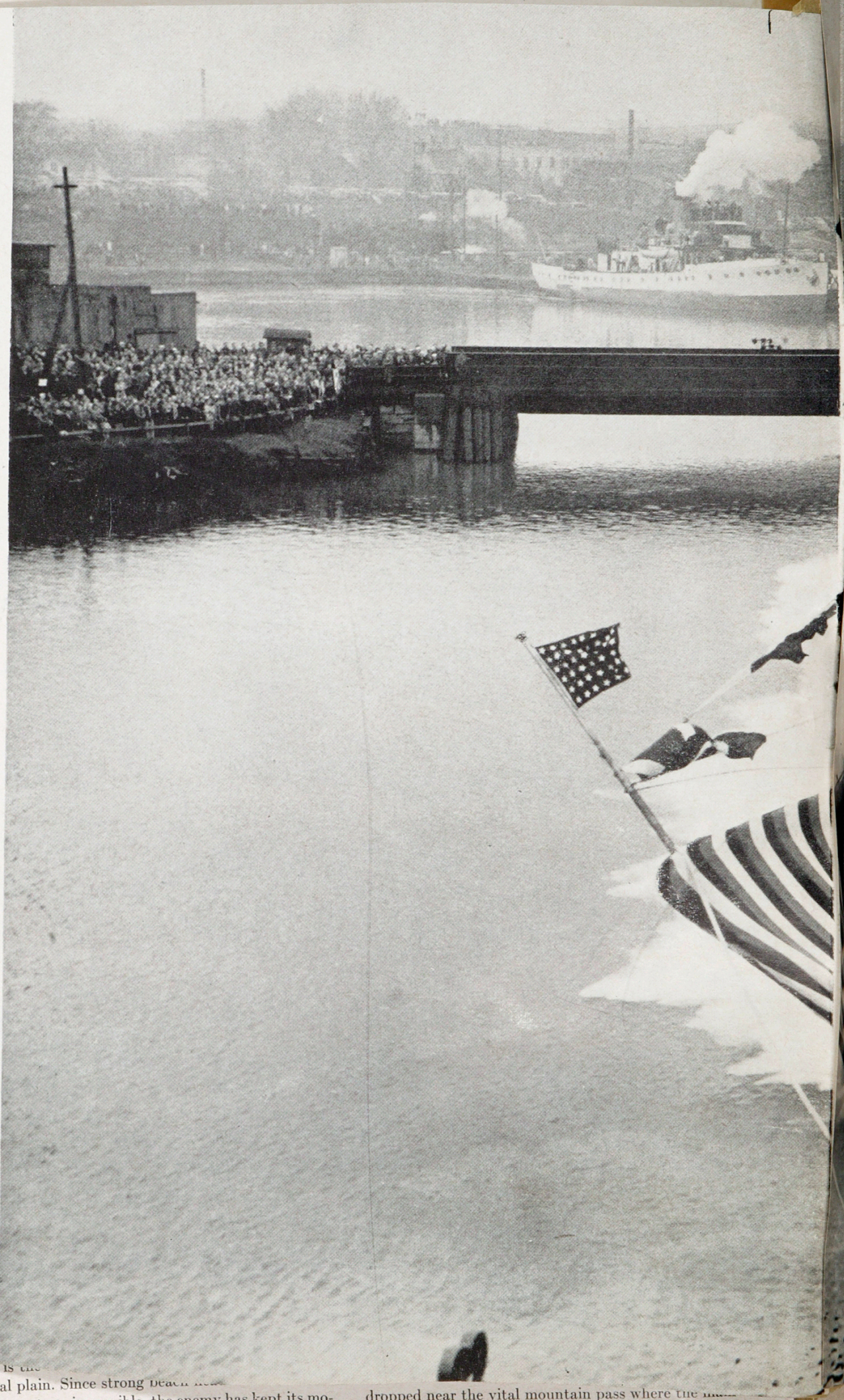
11" x 14"



SUB HITS WATER SIDEWAYS IN NAVY'S FIRST MAJOR LAUNCHING ON GREAT LAKES

In Manitowoc, Wis. on April 30, the 1,500-ton, submarine *Peto*, first major Navy vessel built on the Great Lakes, was launched sideways into a basin of Lake Michigan. It was a ticklish operation, for no U. S. shipbuilder had ever before pitched so complex and costly a craft as a submarine into the water on her beam ends. For months engineers at the Manitowoc Shipbuilding Company had been experimenting with a scale model of the *Peto* and a miniature slip, taking slow-motion pictures and studying every reaction of wedges, water and sub. At 11:49 a. m. after *The Star-Spangled Banner* had been sung, a vice president of the shipyard turned a switch that automatically cut all ropes holding the *Peto*. A Navy wife swung a bottle of champagne and the big ship roared down the timbers, cascaded into the water, rolled drunkenly for an anxious moment and then, as shipbuilders and naval officers sighed with relief, gently righted (*see below*).





GLIDERS DELIVER TROOPS TO BATTLE

ere is the coastal plain. Since strong beach ... whole coast are impossible, the enemy has kept its mobile forces inland, behind the mountains, ready to strike at any point where invasion comes.

dropped near the vital mountain pass where the ... road and railway line branch off (*center*) to a lonely coast town. There they cut telephone wires and blew

11" x 14"



clipping

AIR TRANSPORT



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TROOPS TO BATTLE

whole coast are impossible, the enemy has kept its mobile forces inland, behind the mountains, ready to strike at any point where invasion comes.



OFFICERS CONFRONT ORCHIDACEOUS AND LORGNETTED DELEGATES AT OPENI

D.A.R. MAKES HISTOR

The Daughters of the American Revolution did something really re
olutionary last week. They held their 51st Continental Congress
Chicago. Never before, since the society's founding in 1890, had its a
nual Congress met outside Washington and away from its beloved Co
stitution Hall. "D. A. R. is making history tonight," Mrs. Willia
H. Pouch, President-General proclaimed. "Some might get the impre
sion that we were driven from Washington, that here we are, war ref
gees trekking westward toward the great open spaces. Thank goodnes
it's not as bad as all that." The move was voluntary and undertake
simply to avoid adding congestion to an already congested capital.

Apart from its environment, however, the Congress seemed mu

PRESIDENT-GENERAL POUCH MOVES DOWN AISLE, ROBED IN DIGNITY OF OFFI

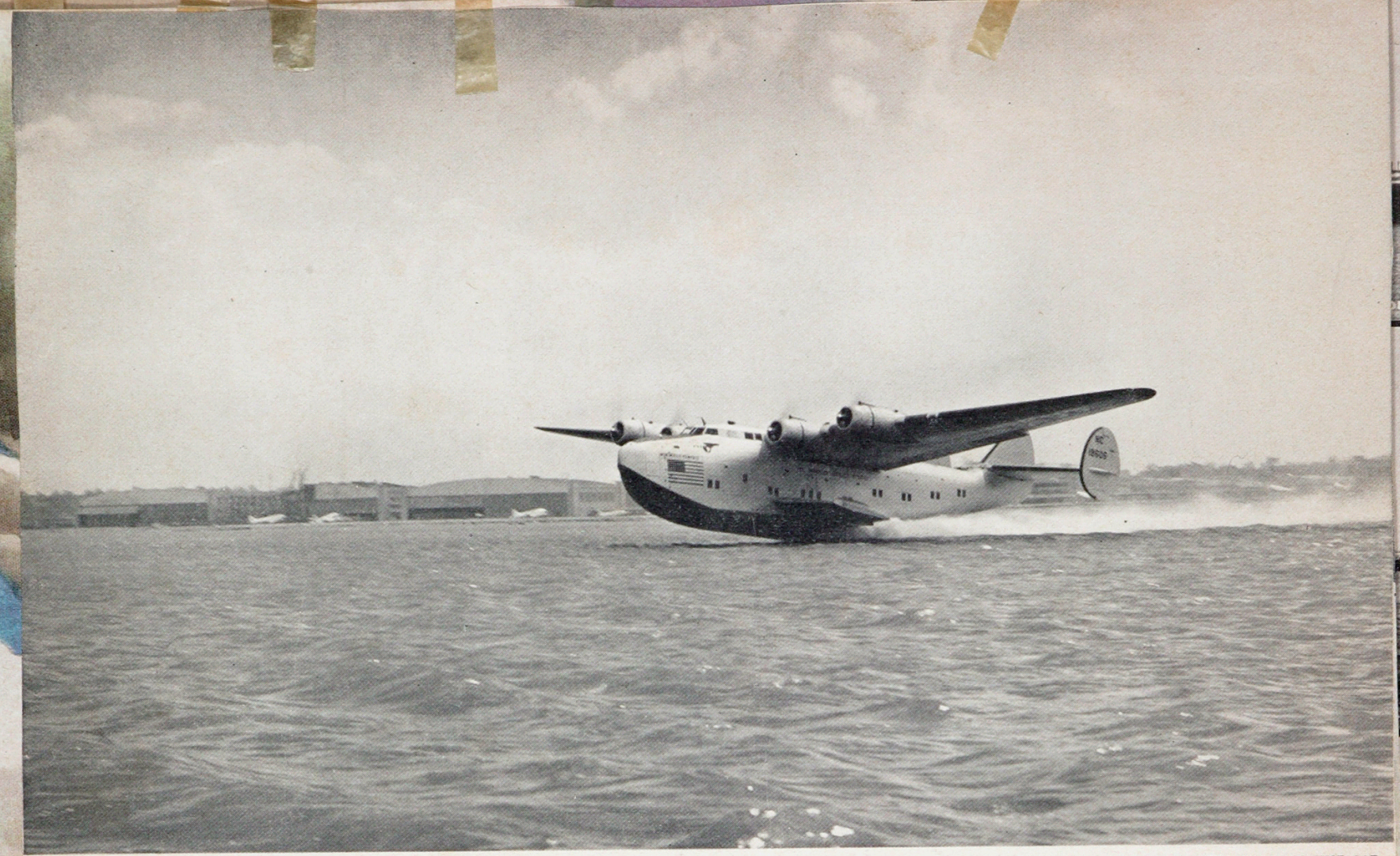


dropped near the vita
road and railway line branch off (*center*) to a lonely coast town. There they cut telephone wires and blew



President Roosevelt pins the Congressional Medal of Honor

eneral Jimmy Doolittle in surprise White House ceremony

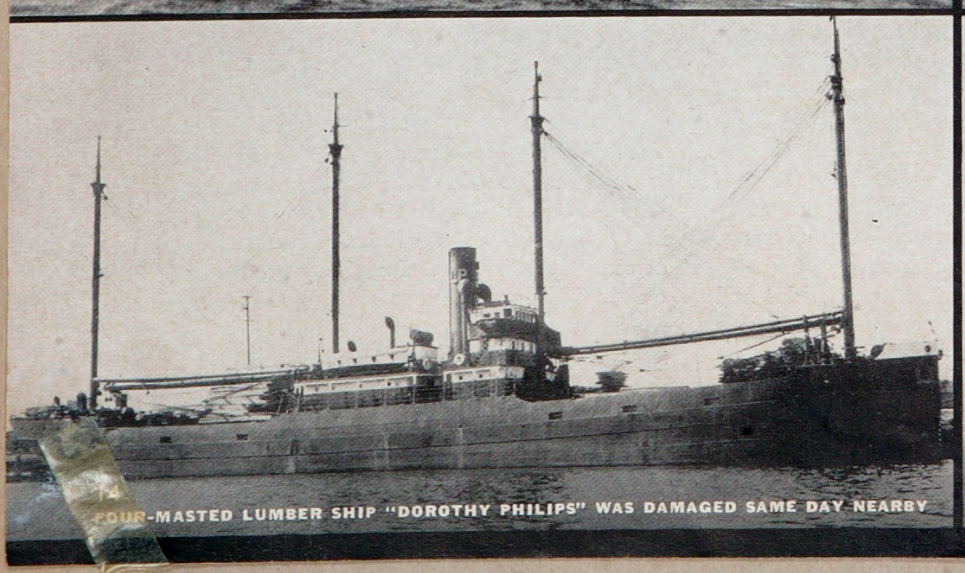


TAKE-OFF AT NORTH BEACH: STRAINING UNDER A FULL LOAD OF GAS, MAIL AND PASSENGERS, THE CLIPPER ROARS DOWN BOWERY BAY AND LIFTS HEAVILY INTO THE AIR



Lockheed Aircraft Corporation • Vega Airplane Company • Burbank, California

Fixed coastal gun can damage invading ship by a hit anywhere on the ship, but ship's guns must get a hit plump on the shore gun. This gun outranges Japanese light cruisers. The background in this picture has been extensively retouched, to avoid giving away location to Japs. U. S. gun crews generally can outshoot the Japanese and have longed for a chance to prove it.



FOUR-MASTED LUMBER SHIP "DOROTHY PHILIPS" WAS DAMAGED SAME DAY NEARBY



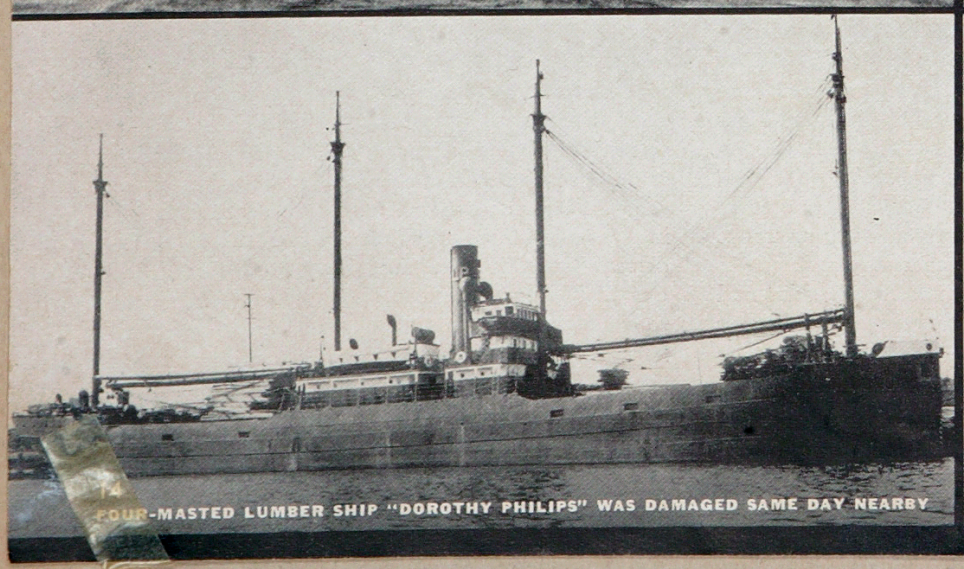
STEAMER "CITY OF ATLANTA," SUNK THE SAME DAY, SUFFERED GREATEST LOSS, 44 MEN

ALL FIRST CLASS MAIL by AIR
IT'S COMING!

Lockheed Aircraft Corporation • Vega Airplane Company • Burbank, California

Fixed coastal gun can damage invading ship by a hit anywhere on the ship, but ship's guns must get a hit plump on the shore gun. This gun outranges Japanese light cruisers. The background in this picture has been extensively retouched, to avoid giving away location to Japs. U. S. gun crews generally can outshoot the Japanese and have longed for a chance to prove it.

TANKER "MALAY" WAS STRUCK NEXT DAY, LIMPED TO PORT WITH FIVE OF CREW KILLED



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dation Colors are certain to blend with the color scheme
of your room. Choose from these handsome, long-lived



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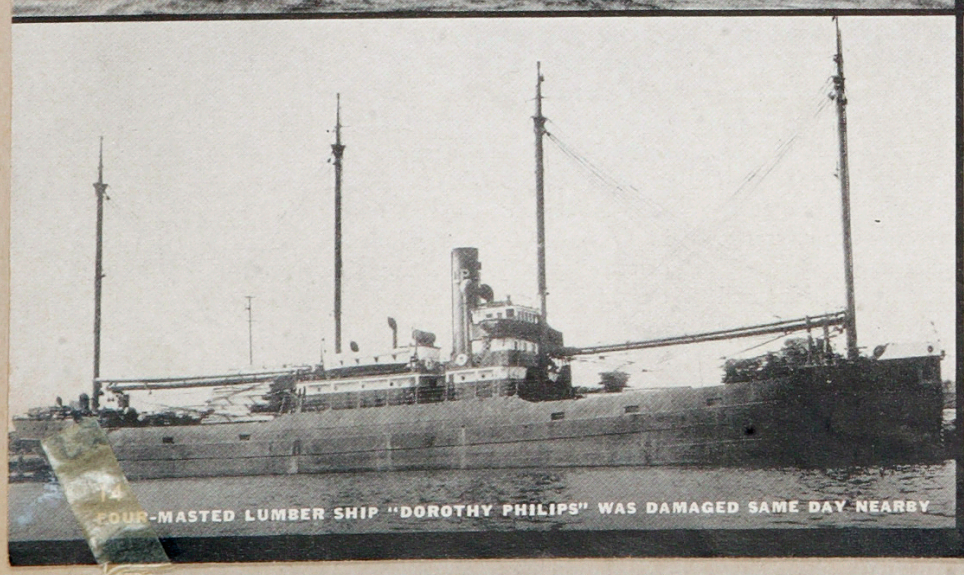

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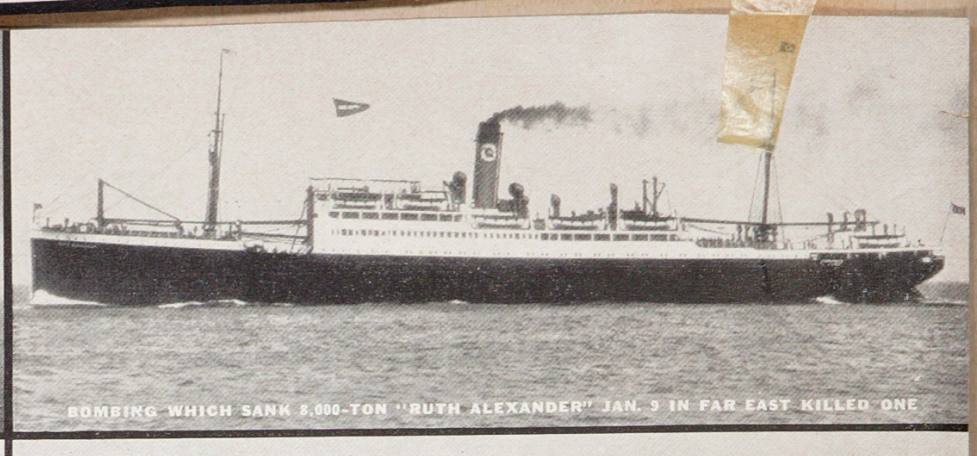
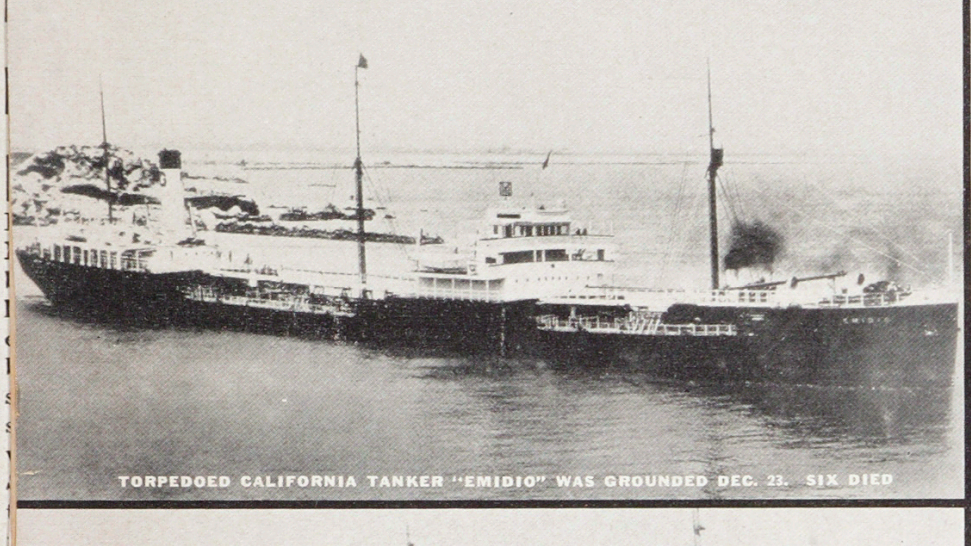
STEAMER "CITY OF ATLANTA," SUNK THE SAME DAY, SUFFERED GREATEST LOSS, 44 MEN



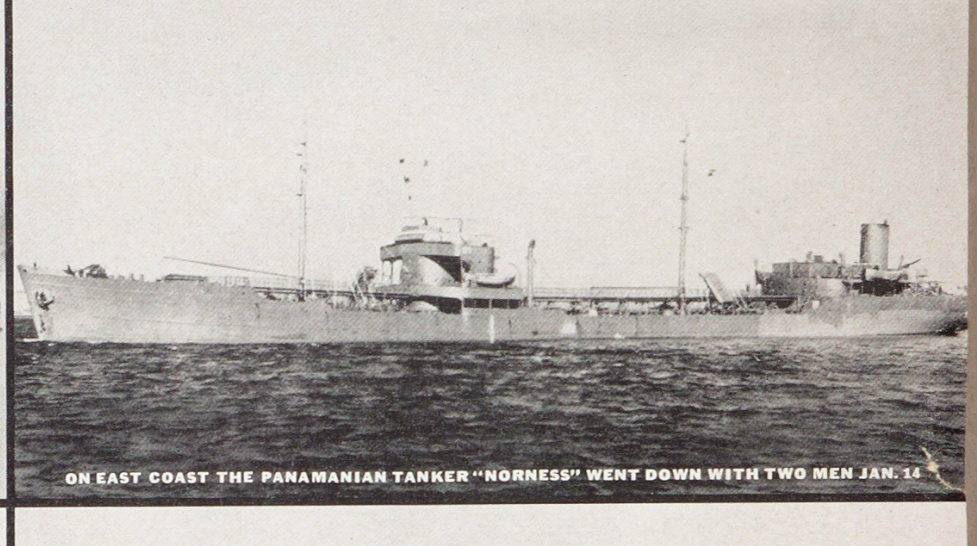
MATSON FREIGHTER "LAHAINA" SANK DEC. 13 IN MID-PACIFIC, WITH FOUR LOST



BOMBING WHICH SANK 8,000-TON "RUTH ALEXANDER" JAN. 9 IN FAR EAST KILLED ONE



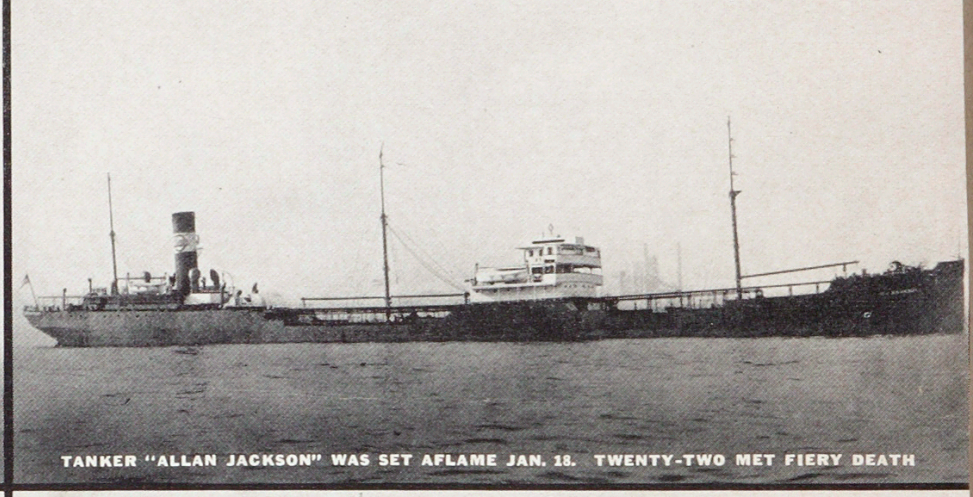
TORPEDOED CALIFORNIA TANKER "EMIDIO" WAS GROUNDED DEC. 23. SIX DIED



ON EAST COAST THE PANAMANIAN TANKER "NORNESS" WENT DOWN WITH TWO MEN JAN. 14



LIFEBOATS SAVED CREW OF TANKER "MONTEBELLO," SUNK ON WEST COAST DEC. 23



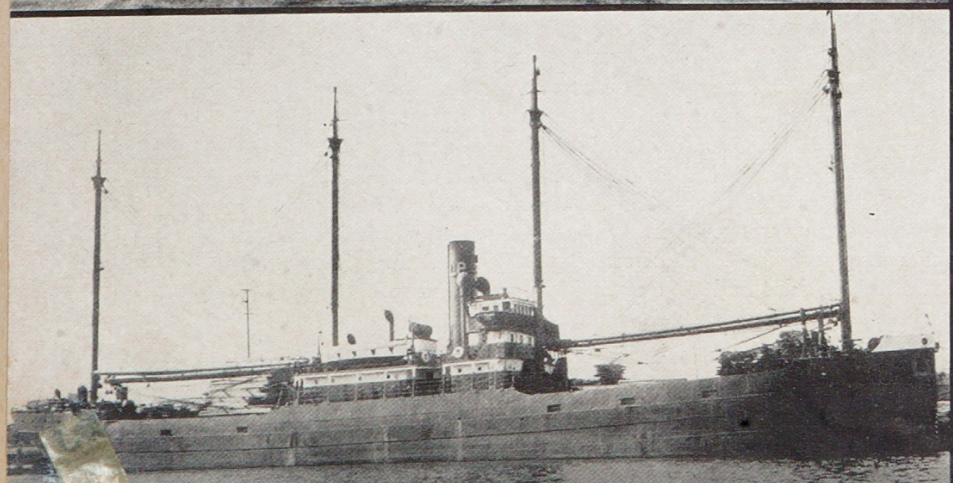
TANKER "ALLAN JACKSON" WAS SET AFLAME JAN. 18. TWENTY-TWO MET FIERY DEATH



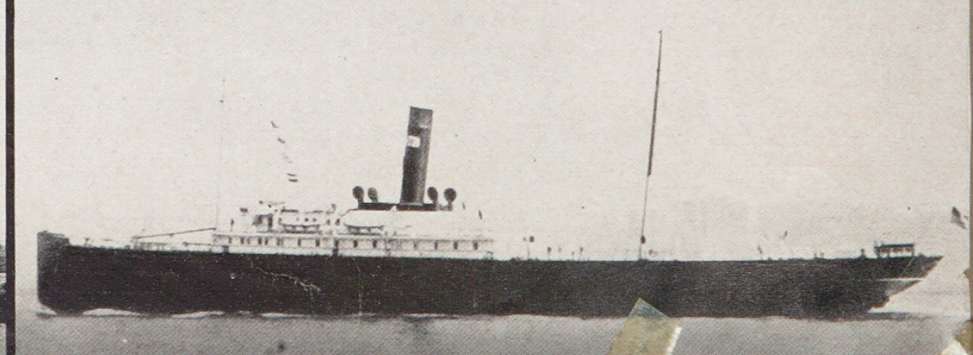
TORPEDOING OF "ABSAROKA" DEC. 24 WAS SEEN FROM SHORE. ONE WAS KILLED



TANKER "MALAY" WAS STRUCK NEXT DAY, LIMPED TO PORT WITH FIVE OF CREW KILLED



FOUR-MASTED LUMBER SHIP "DOROTHY PHILIPS" WAS DAMAGED SAME DAY NEARBY



STEAMER "CITY OF ATLANTA," SUNK THE SAME DAY, SUFFERED GREATEST LOSS, 44 MEN

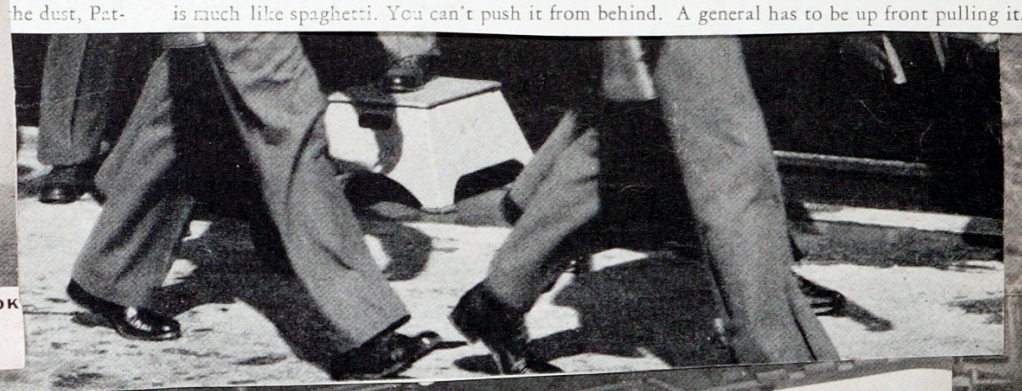


eral, through the dust, Patton learned many a lesson which will be valuable to him today in Africa. He says tank warfare is much like spaghetti. You can't push it from behind. A general has to be up front pulling it.

LANDING SIGNAL OFFICER STANDS ON STERN



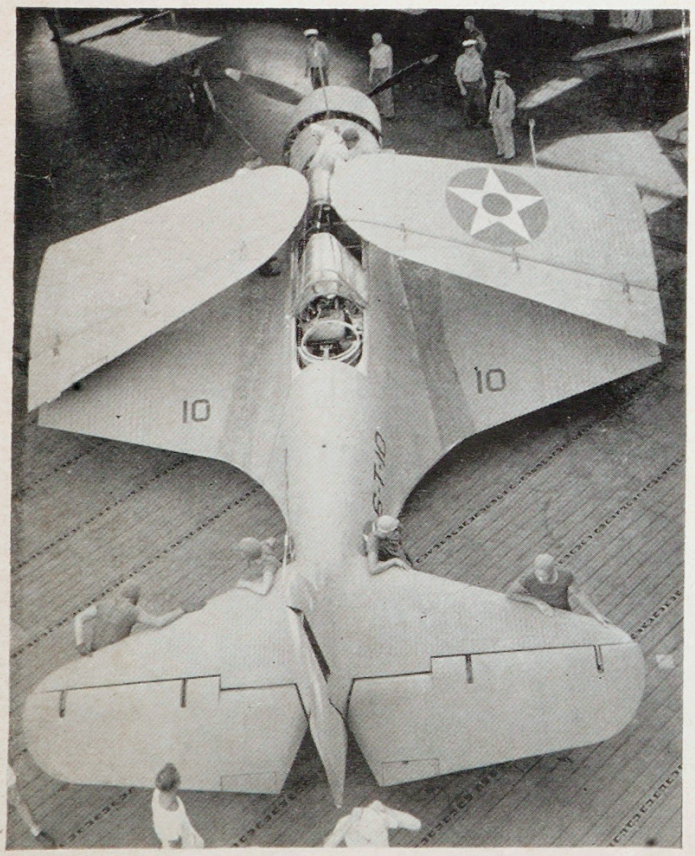
AS PLANE BEGINS ITS APPROACH, OFFICER SIGNALS THAT EVERYTHING IS OK



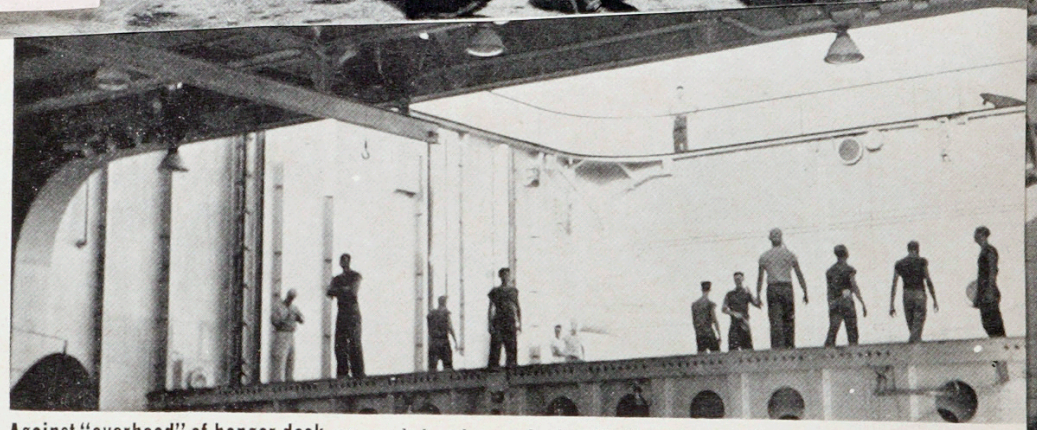
AS ELEVATOR LIFTS SCOUT PLANE TO FLIGHT DECK FOR A TAKE-OFF

air attack.

To guard against heavy losses, the Navy Air Force tries to maintain complete spare carrier planes at its shore bases. In addition, it supplies planes to battleships and cruisers.

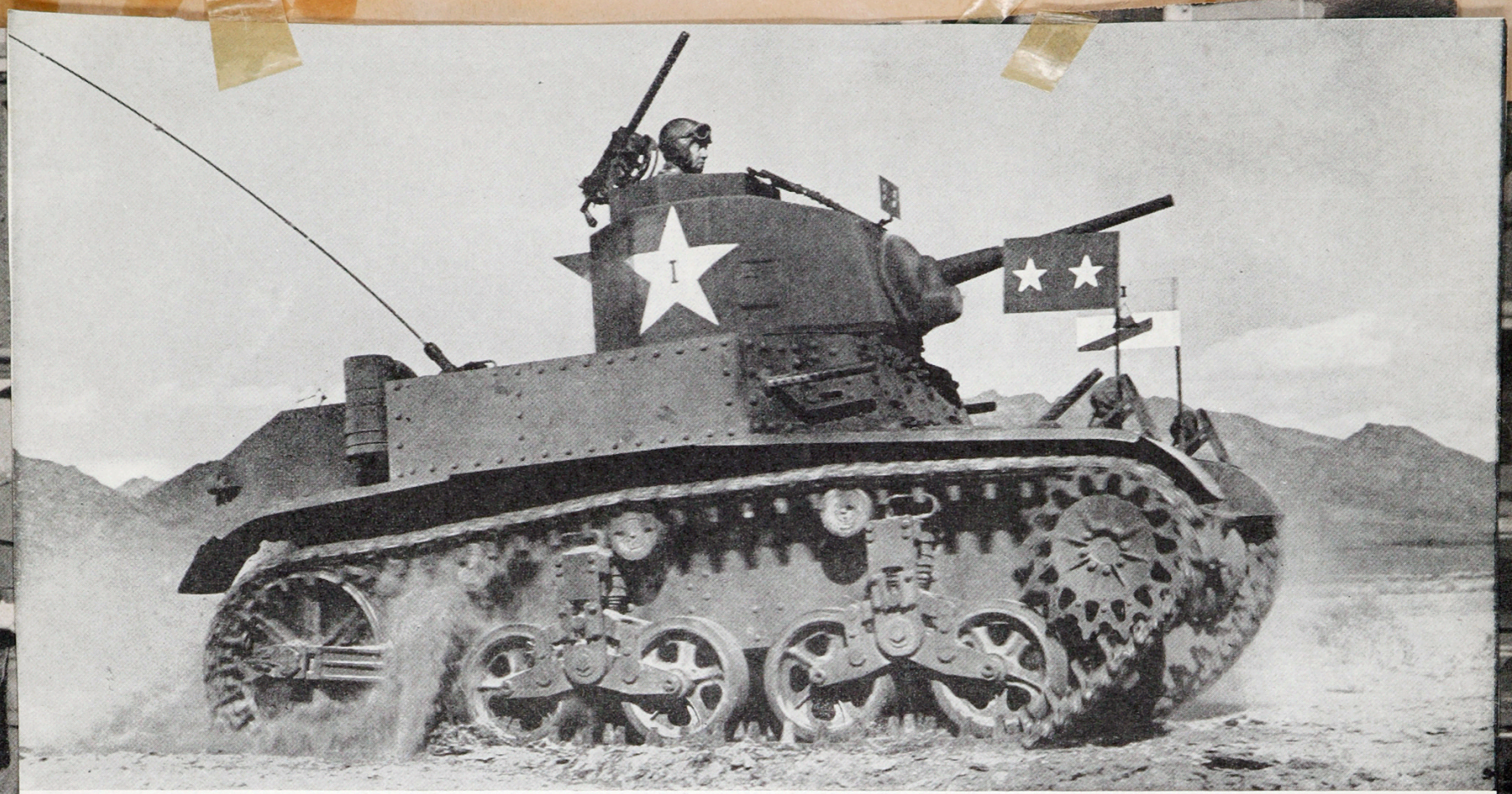


Wings are folded to make this heavy torpedo bomber fit into the elevator. Planes on carriers used to be painted bright silver, are now dull gray.



Against "overhead" of hangar deck, a torpedo bomber is snugly secured. Elevators which start from the hangar deck and rise to the flight deck (*below*) are hydraulically operated, shoot up and down with incredible speed even when carrying a heavy plane. Carrier men must be careful not to fall down shaft.





General Patton rides his own tank, flying two white stars for his rank of major general, through the dusty, mountainous deserts of Southern California. From the desert heat and the dust, Patton learned many a lesson which will be valuable to him today in Africa. He says tank warfare is much like spaghetti. You can't push it from behind. A general has to be up front pulling it.



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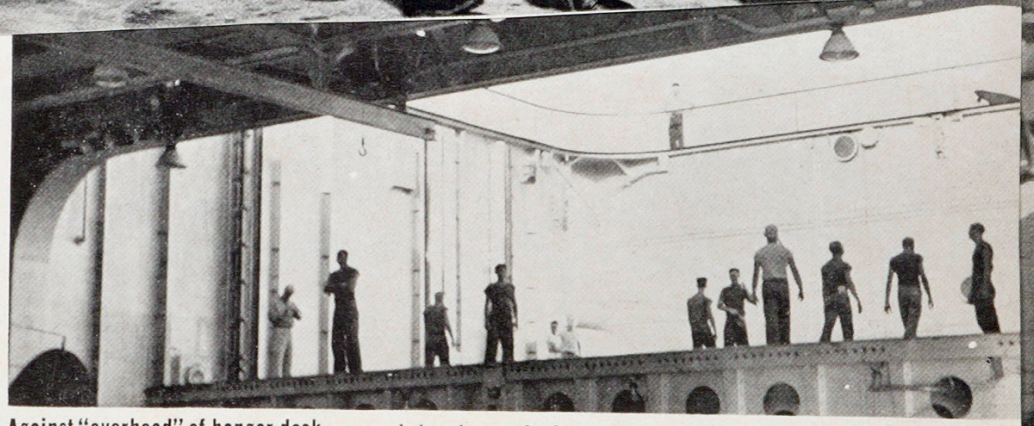

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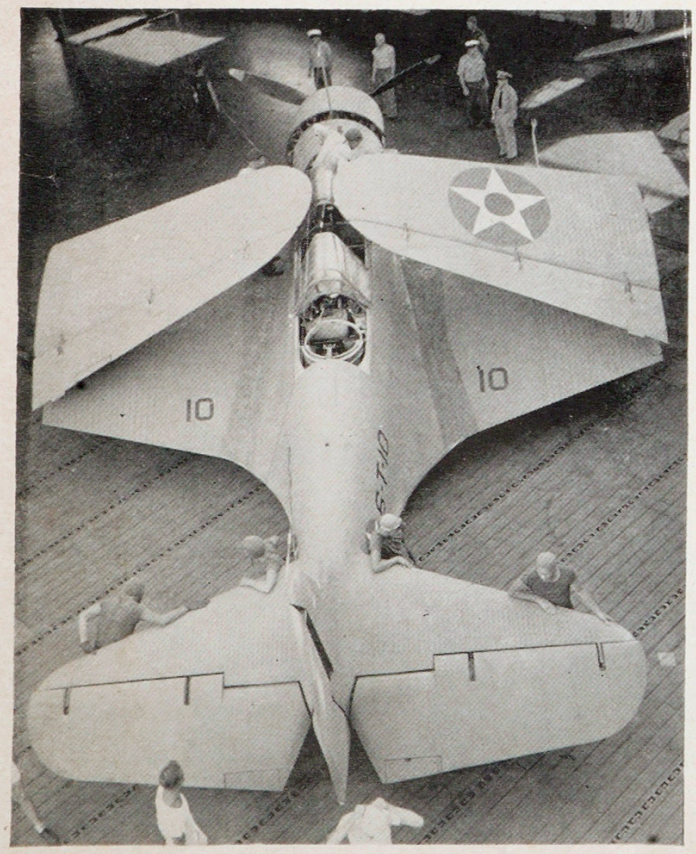

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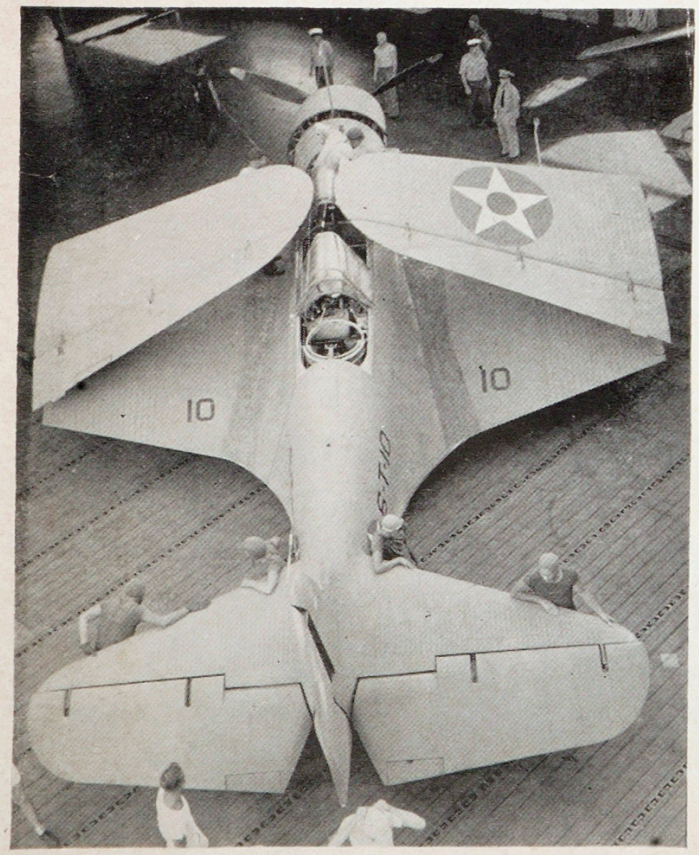

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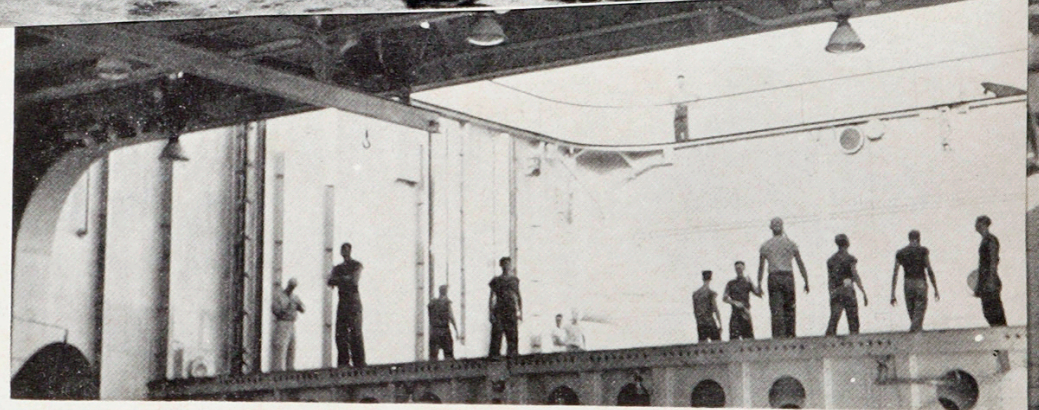

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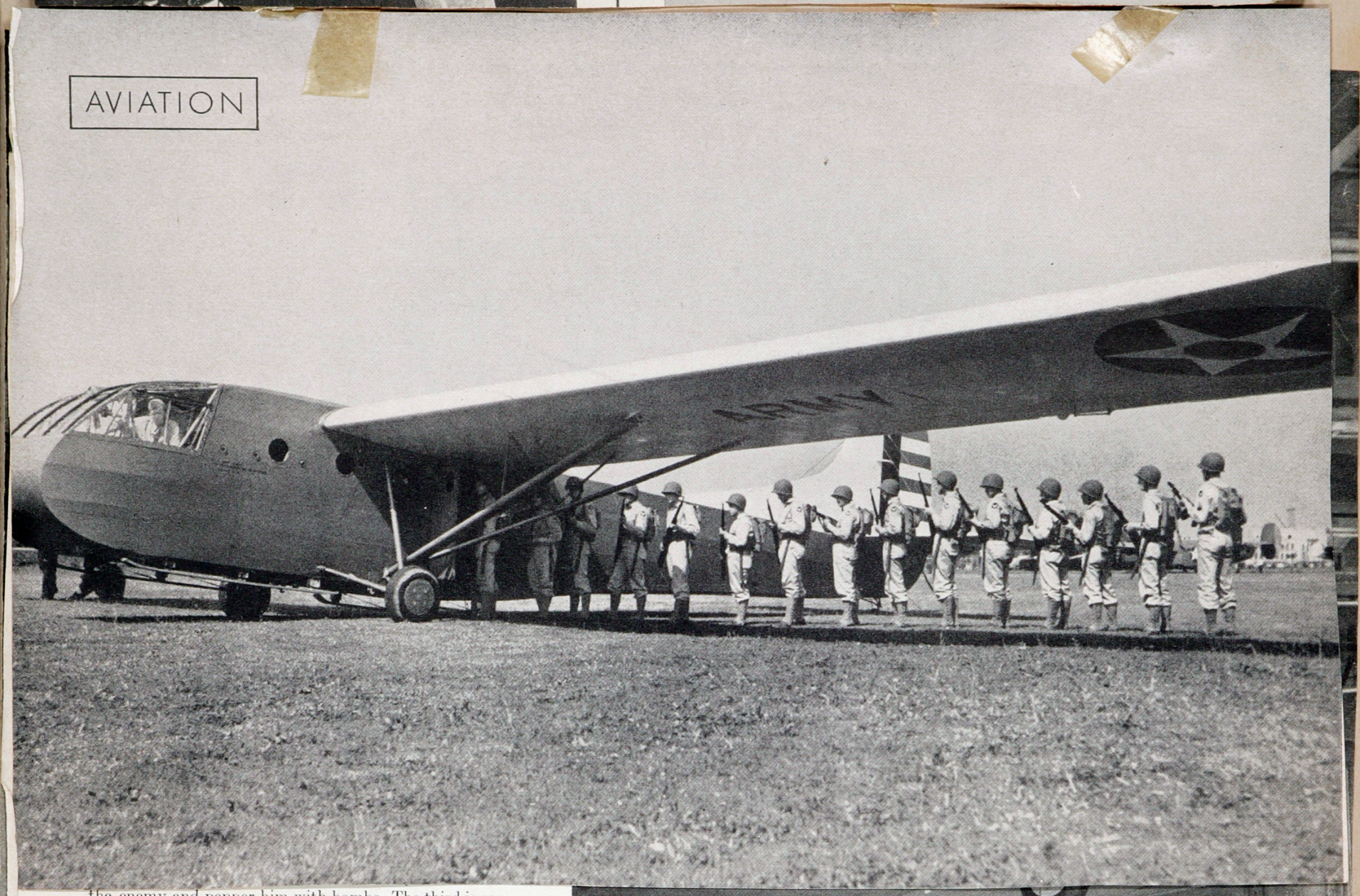

the enemy and pepper him with bombs. The third is composed of torpedo bombers, designed to carry either an 1,800-lb. torpedo or three 500-lb. bombs, while the last squadron has fighters to protect the carrier and Fleet from enemy air attack.

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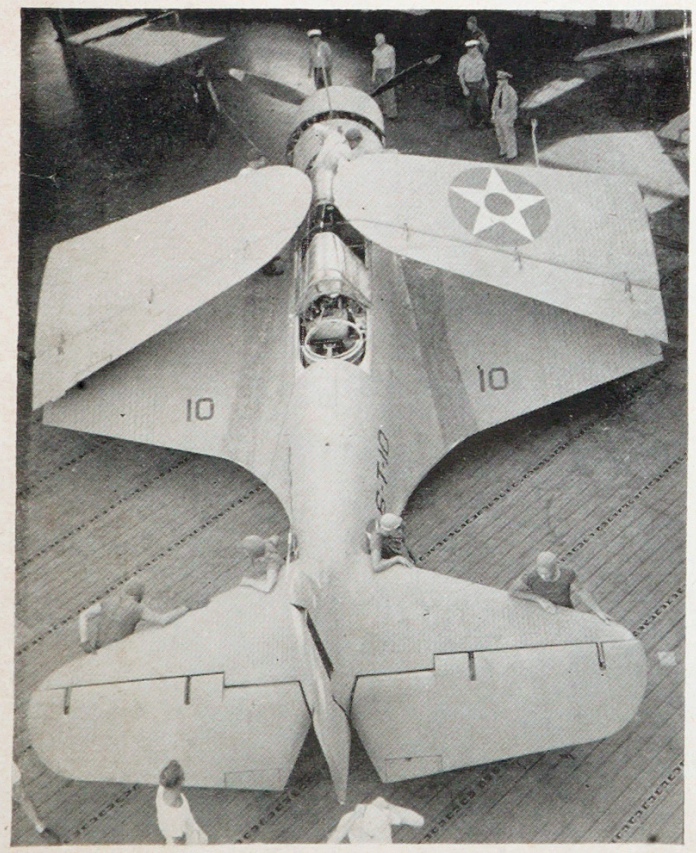

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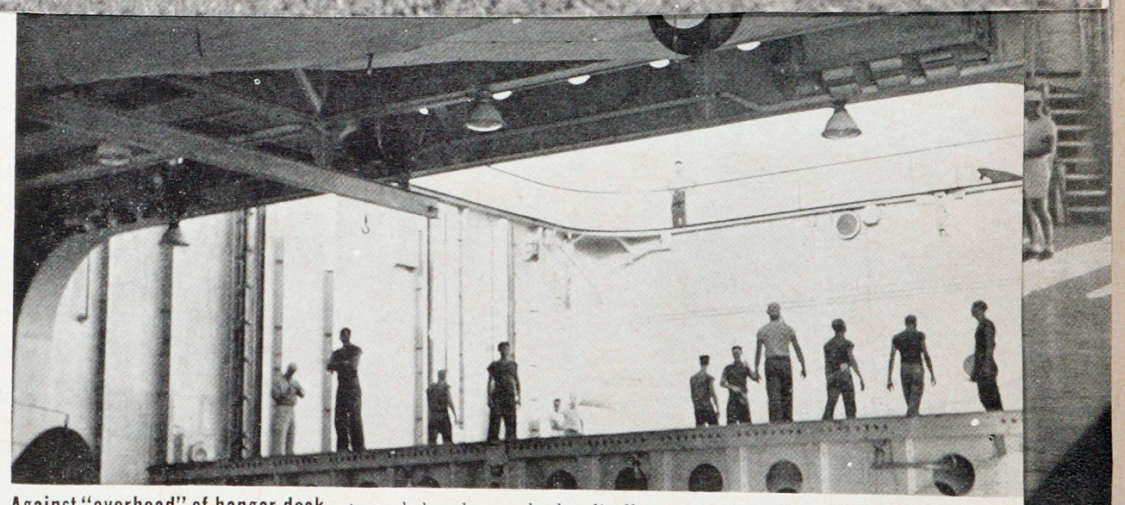

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CARRIER IS BEDLAM OF NOISE, ACTION

The vast steel hulk of the aircraft carrier is a fantastic bedlam of noise and action. Everywhere planes appear and disappear with Mephistophelian suddenness. Up from the bowels of the ship by elevator (*left*) come fighters, bombers and scouts. One ship lands, gets hooked, is taxied away, just a few seconds before another ship lands behind it. Overhead planes cough and sputter as they cut their motors before landing. On the flight deck engines roar. Through all this racket, intermittently there cuts the penetrating note of a loudspeaker. Worst noises of all, however, to airmen are the crescendo notes of the klaxon, which mean "lookout, danger," or the shrieking siren that tells of a crash.

This bedlam is really nothing but split-second co-ordination. With it the U. S. Fleet is able to launch more planes faster than any other fleet in the world. What worries naval officers, however, is that, with only seven in commission and the first of eleven new ones not to be ready until 1943, the U. S. hasn't enough. Japan alone has nine with an unknown number more on the way. The largest of these Japanese ships, however, carries only 60 planes as compared to the 70–100 on U. S. carriers, while two of them are so small they can be used most effectively only in sheltered waters. What may help to swing the balance further in U. S. favor is the job now being done in converting fast cargo-passenger ships into small carriers. Already in service is the *Long Island* which has room for 20 planes. Last week the Navy even asked for the U. S. Lines' crack ships *America*, *Manhattan*, *Washington*, for possible use as carriers.

Today in both the Atlantic and the Pacific, U. S. carriers are loaded with their full wartime complement of planes, spares and parts for repair. That is, on most carriers there are four squadrons of 18 planes, plus replacements. Two of these squadrons are scout bombers, whose job is to locate the enemy and pepper him with bombs. The third is composed of torpedo bombers, designed to carry either an 1,800-lb. torpedo or three 500-lb. bombs, while the last squadron has fighters to protect the carrier and Fleet from enemy air attack.

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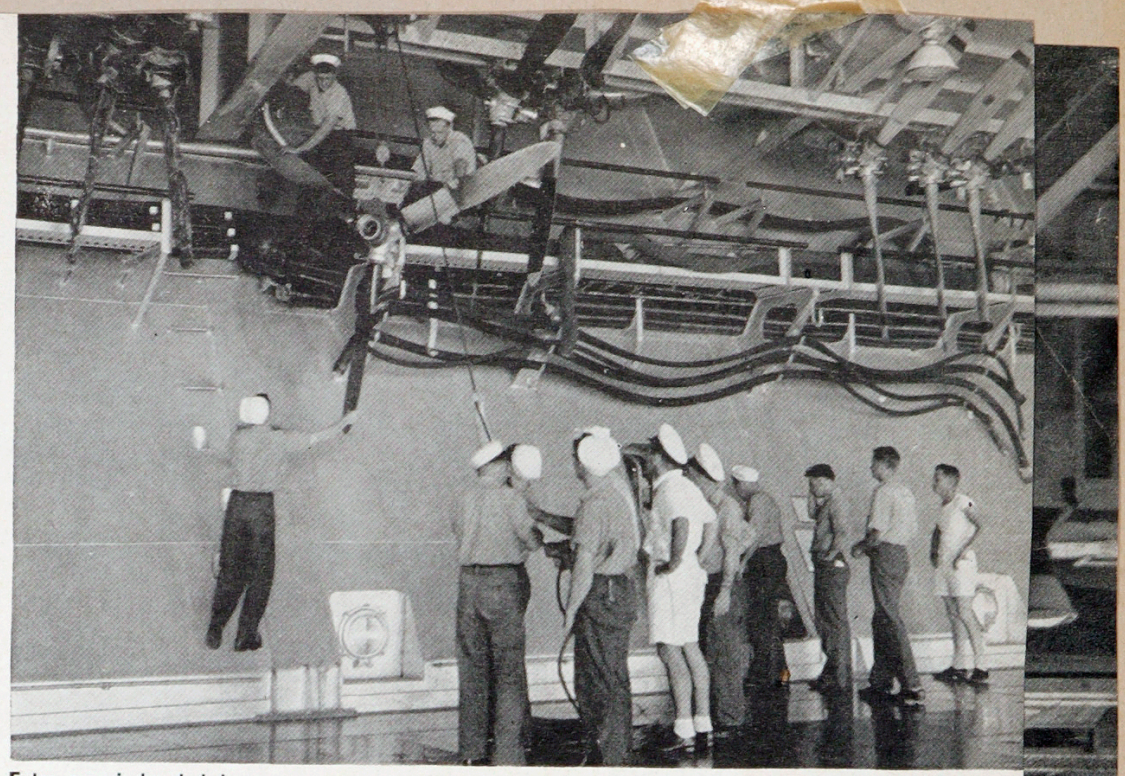
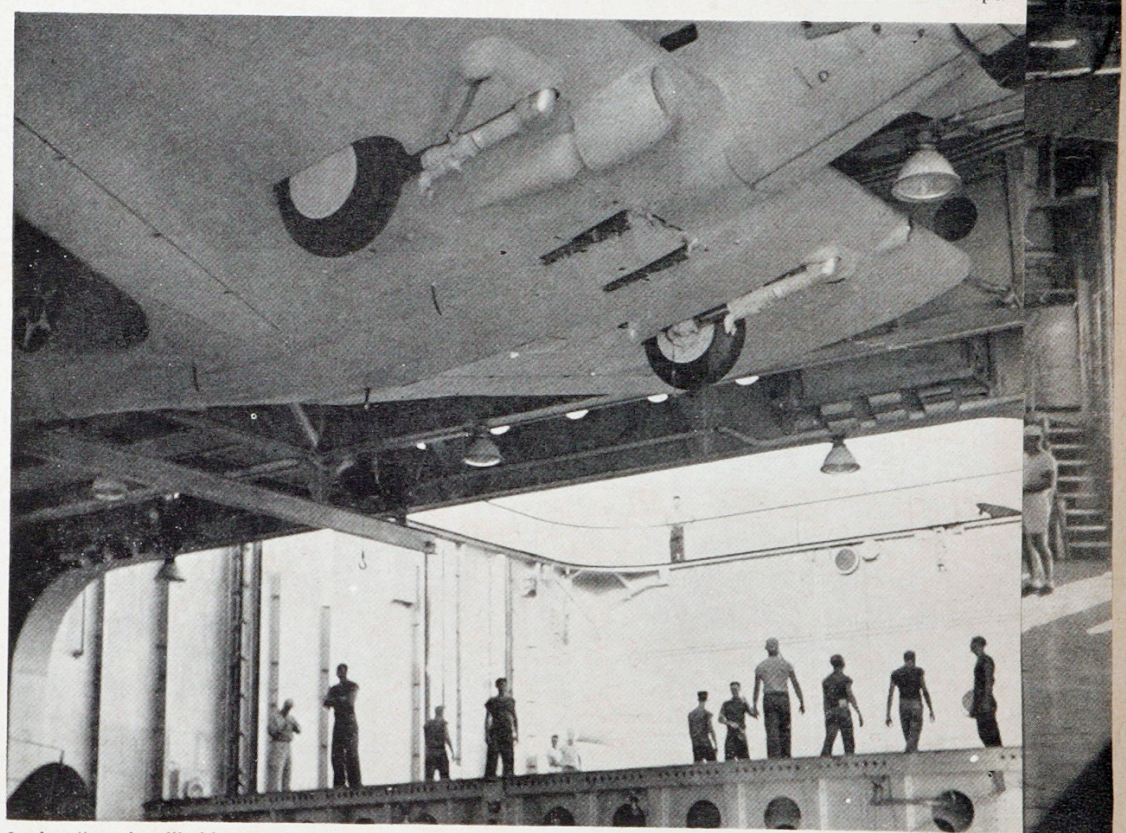


Extra prop is handed down from place near funnel uptakes where it is stored above the hangar deck. On this deck all planes and parts are stored and all serious repairs made. By pulling down the metal screens across the side openings of the hangar deck, movies can be shown and a wartime blackout still be kept.



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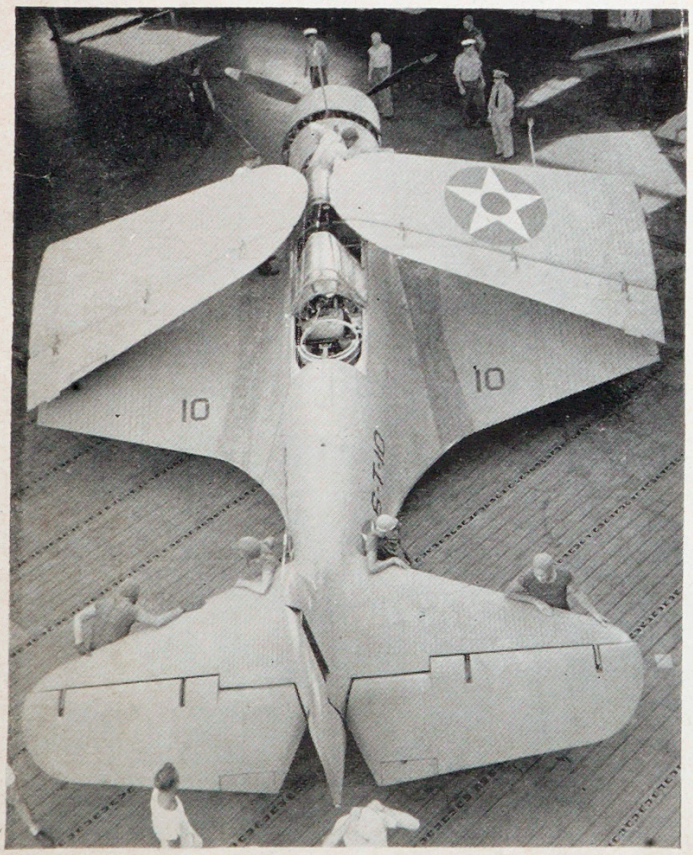

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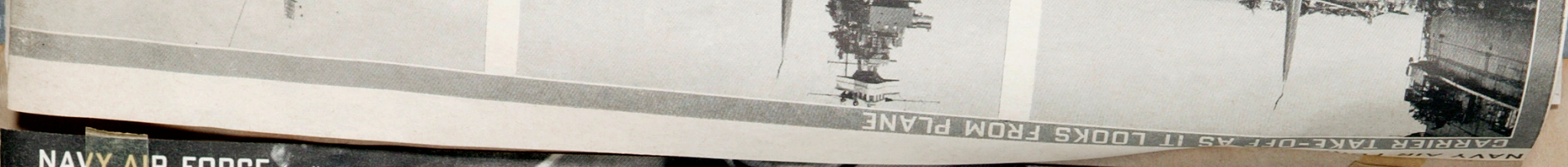


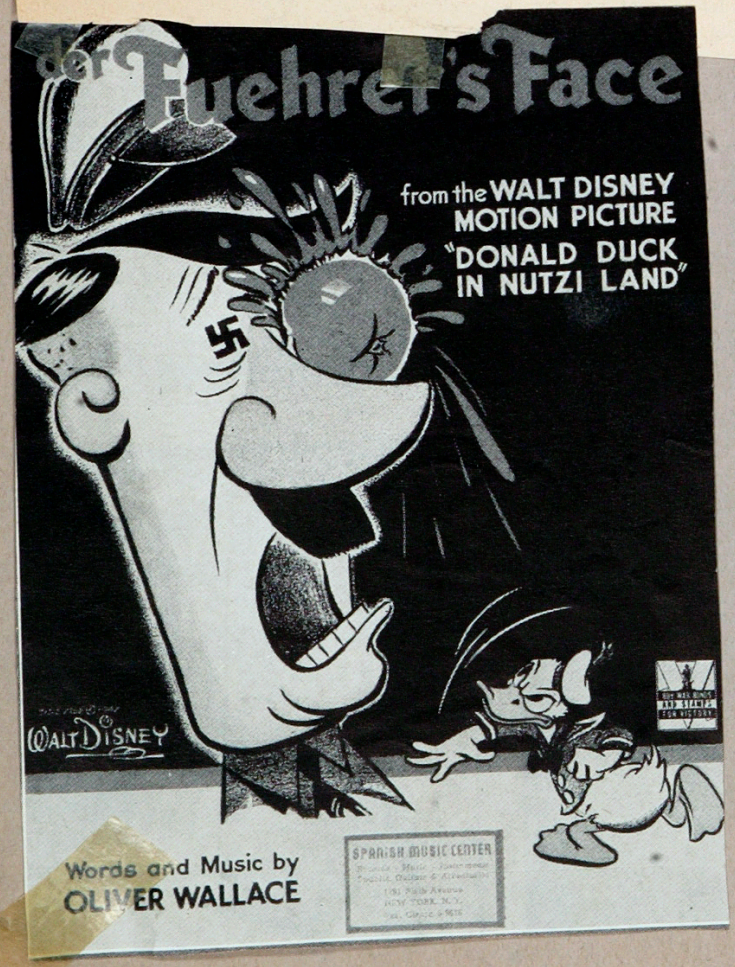
CARRIER TAKE-OFF AS IT LOOKS FROM PLANE

INSIDE HANGAR DECK, CREW RELAX AS ELEVATOR LIFTS SCOUT PLANE TO FLIGHT DECK FOR A TAKE-OFF

Cartoons.

Look... the Smiths are building a new home!







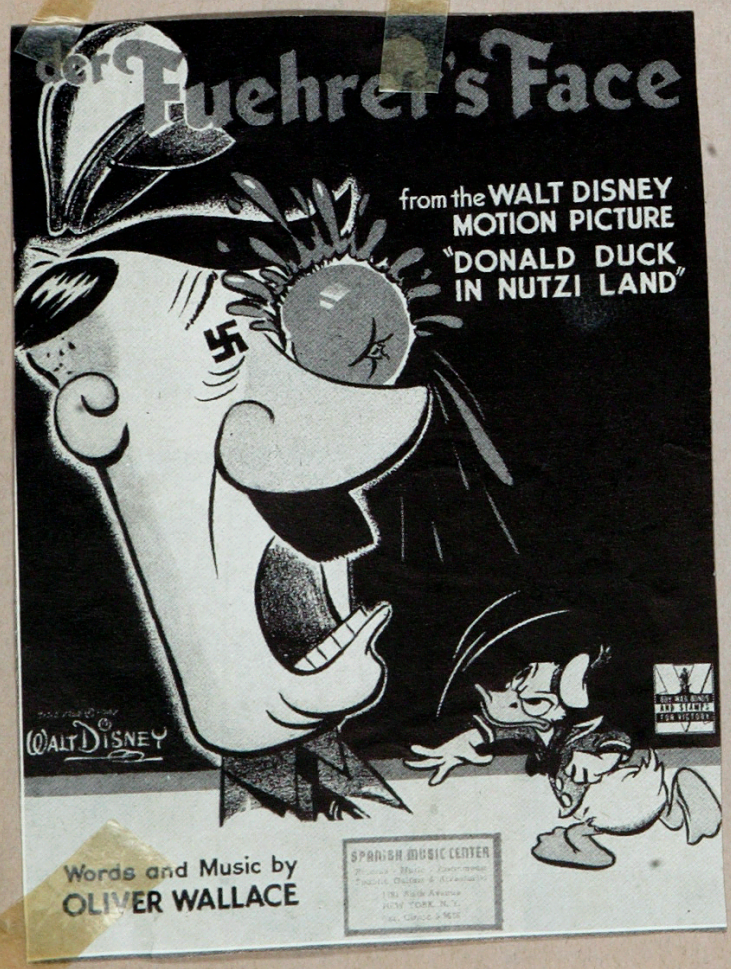
pointed beard and a colored ribbon in his lapel, such as is worn by foreign diplomats. It was his eyes that held me, jet black and compelling, staring out of his pale face with a look of unspeakable pleading. Even when I awakened and felt the warm sun bathing my face, I could scarcely believe that he was not real. I lay motionless, haunted by the memory of those mute, beseeching eyes and

"What has happened? Have you hu
yourself?" he asked.

"Hugh, is there anyone in the kitchen
I demanded, half crying, half laughing.
have never had hysterics, but I believe
was on the verge of them then.

"Why, no, Jeanette, of course not. Wh
do you mean?" he asked, leading me to
chair.

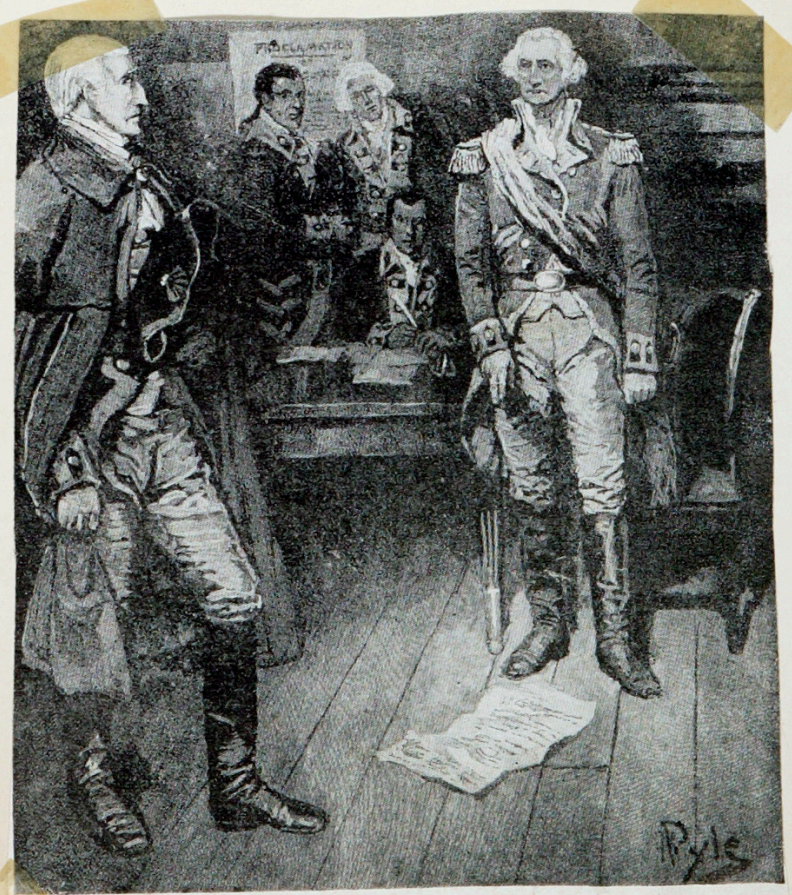












When dictatorship threatened in 1783, Washington (*right*) swiftly denounced the army conspirators whose leader later became a loyal public servant for the young Republic.

11" x 14"