

ALL NEW!
★ ★ NUMBER 4 ★ ★ ★

TRUE COMICS

64 PAGES IN
FULL COLOR



TRUTH is stranger and a thousand times more thrilling than FICTION

**DANGER
IN THE
ARCTIC**



**FRONTIER
FIGHTER**



RECORD BREAKERS



U.S. ARMY CHIEF

**CENTER SPREAD OF
10 Different, Beautiful
SAILING SHIPS**

by the famous artist
GORDON GRANT

ALSO OTHER FEATURES

HEROINE OF THE WHITE HOUSE
CHINESE HERO NO. 1 (PART TWO)
MY GREATEST ADVENTURE
RECORD BREAKERS
UNsung HERO OLD GLORY

Right—America's "First Lady" expresses approval of True Comics. Mrs. Franklin D. Roosevelt and Publisher Hecht look over an advance copy of the magazine.

Below—Gerard Darrow, youngest of the extraordinary "Quiz Kids," is a new Junior Advisory Editor.



Right—One of our distinguished Senior Advisory Editors, Daniel C. Knowlton, Professor of Education in the Social Studies Dept., New York University.



TRUE COMICS

published by
THE PARENTS' MAGAZINE PRESS, Inc.
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"Calling All Girls"
52 Vanderbilt Ave., New York, N. Y.

President and Publisher
GEORGE J. HECHT

Editor
DAVID T. MARKE

Art Editors
RALPH O. ELLSWORTH
LLOYD JACQUET
Funnies, Inc.

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GERARD DARROW, One of the "Quiz Kids"
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Have You Written Us A LETTER?

By **GEORGE J. HECHT**, President and Publisher

HUNDREDS and hundreds of boys and girls, and grown-ups, too, have written to us about TRUE COMICS since this new magazine first appeared. We are very happy to say that almost one hundred percent of your letters have praised the magazine most enthusiastically, but we are glad to receive your criticisms, too, because when we know what you don't like about TRUE COMICS, we can improve it.

A great number of you have suggested subjects for us to use in TRUE COMICS. There have been many very interesting suggestions, and we are keeping a careful record of them for future use. You will understand, however, that we naturally have a huge list of ideas and only have space to cover about eleven features in any one issue. So if you don't see a particular feature which you suggested in the magazine right away, don't be discouraged. You may be sure that we are considering all suggestions seriously and what you have proposed may appear in an early issue.

I hope that you will write to us, if you have not already done so, and tell us frankly what you think of TRUE COMICS. We count on your comments to help us improve this publication and make it your favorite magazine!

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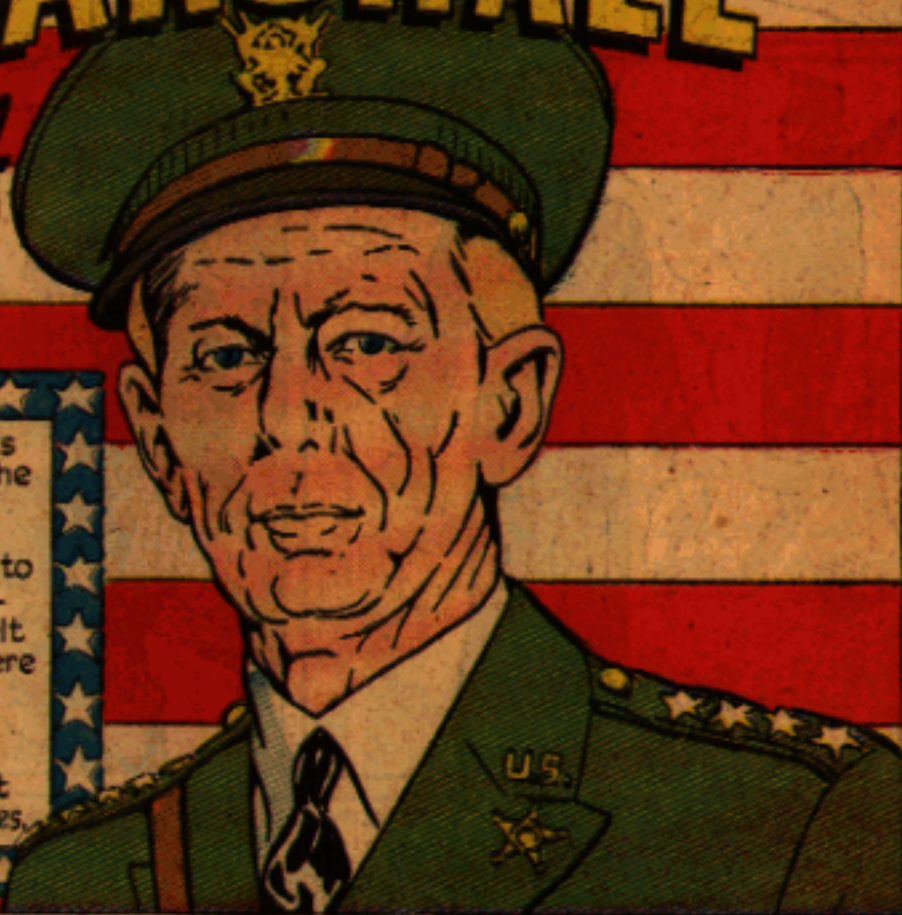
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U.S. ARMY CHIEF

General GEORGE C. MARSHALL

Chief of Staff



GENERAL MARSHALL, even when he was a junior officer, was acclaimed "the greatest military genius of America since Stonewall Jackson."

In 1939, Marshall was promoted to his present top ranking army position by President Franklin D. Roosevelt over the heads of 34 generals who were his seniors in rank.

Across his desk flow all the army plans for national defense.

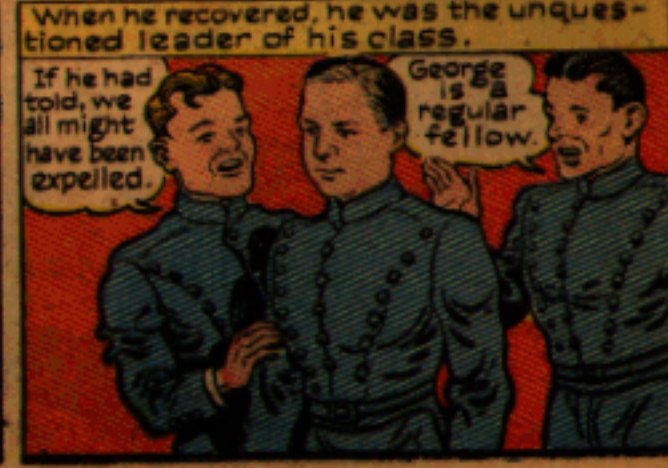
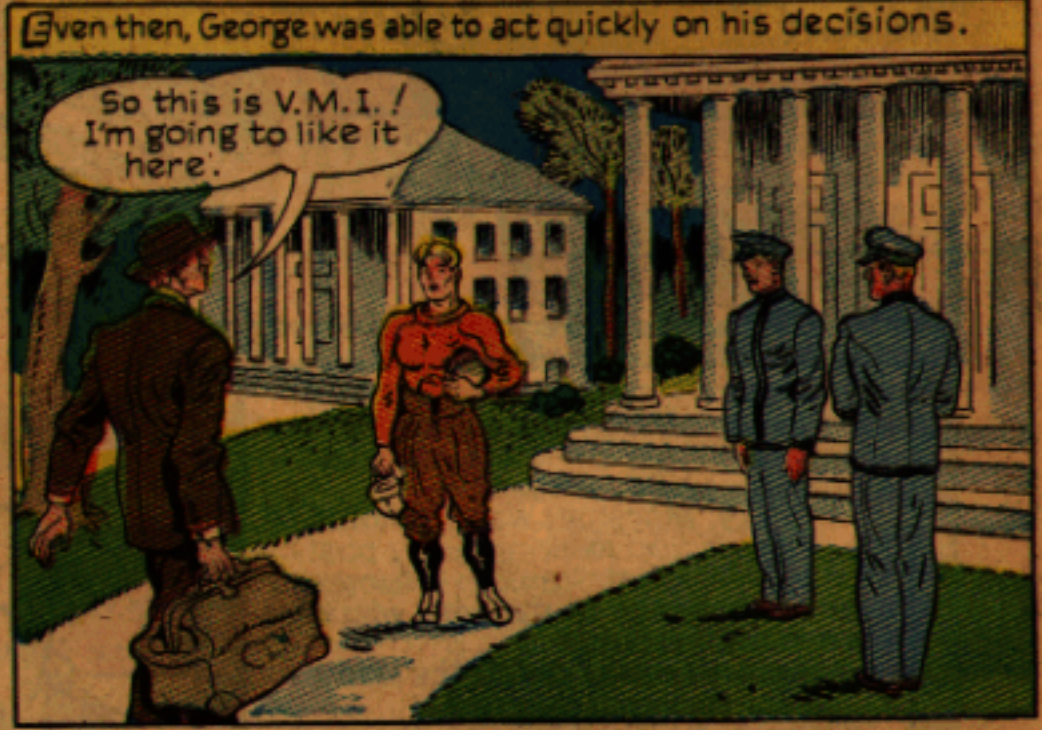
General Marshall is today the most important military figure in the United States.

George C. Marshall was born in Uniontown, Pa., in 1880. Even as a small boy, he knew what he wanted to do.



His interest in the Army increased as he grew older.





During a hazing prank, one of the cadets slipped, and George was seriously injured by a bayonet.

IN 1897, his first year at V.M.I., Cadet Marshall often found himself in the "Awkward Squad."



Of all the lead-footed, dim-witted, etc.! e t c.!

Cadet Marshall, your shoes are a disgrace! Don't you know how to shine them?



Yes, Sir.

Maybe I'm not the world's best soldier, but at least I can shine shoes.



But they're not, Sir.

Don't you know it's against regulations to wear patent leather shoes, Marshall?



If they aren't patent leather, you must have varnished them.

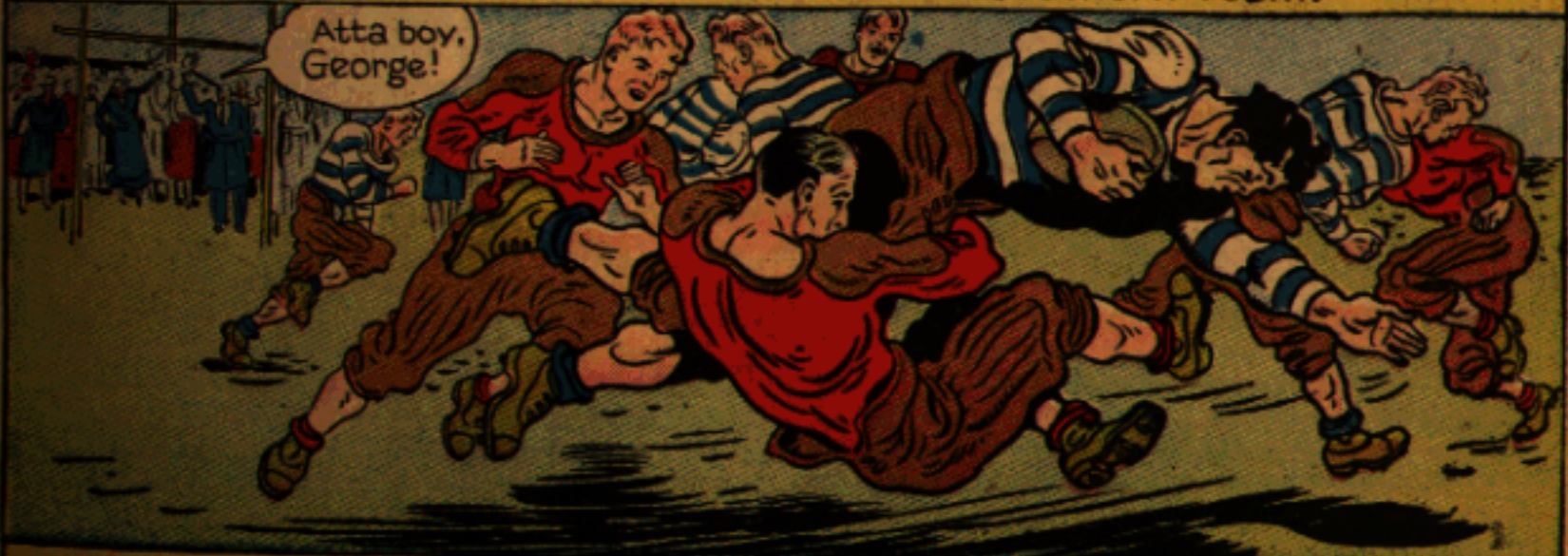
No, Sir, I used regulation polish.

Young Marshall visited many old battle fields where he mentally reviewed the battles as they had been fought.



If they had sent two more companies in on the right flank, they would have won.

He also played football. After the 1900 season, he was named tackle in Intercollegiate Football Guide's first All-Southern Team.



Atta boy, George!

To this very day he uses football terms to describe battles.

Although he had been in the "Awkward Squad," before he was graduated in 1901 Marshall was made First Captain, the highest student officer.



The following year, he became a Second Lieutenant in the United States Regular Army.



Marshall's first assignment was in the Philippines . . . He reported at Manila . . .



A great sham battle to test Manila's defenses was planned. Just as the attack began, the Chief of Staff fell ill.



The Commander questioned Lieutenant Marshall.

Without seeking advice or instruction, the young Lieutenant went ahead.



Have half your men attack Hill 24, Colonel, while the rest make a feint to the west.

His knowledge of the situation is unbelievable!

The sham battle, fought according to Marshall's plan, was a great victory for his side.



The defending forces never make a mistake. I wonder whose plan they are following?

It's that new Lieutenant's.

A few days later...



I called this meeting to say that the best battle plan I have ever seen was that of Lieut. Marshall. He is the greatest American military genius since Stonewall Jackson.

Two years later, Lieutenant Marshall was back in the U.S., as Adjutant to General Hagood, who used him as a trouble-shooter.



Lieutenant, Company F seems a little slack. Go over and straighten them out.

Yes, Sir!

Far from resenting his efficiency, other officers asked for his help in solving their problems.



Can you lend me Lieutenant Marshall for a day, Sir? I need his advice.

Certainly! I'm glad you realize that, Captain.

General Hagood gave Lieutenant Marshall the highest rating ever given a U.S. Army officer.



It's only what he deserves.

He is well qualified to command a division, with the rank of a Major General, and I would like very much to see him in that position.

But Marshall never felt that he "knew it all." He took a course at the Infantry-Cavalry School, was honor graduate, and was promoted to First Lieutenant.



If this regiment retires on that line, the enemy can be trapped.

Graduated from the Army Staff College the following year, he was made an instructor.



Now, will one of you gentlemen explain how invasion may best be blocked at this point?

Next, Lieut. Marshall was Inspector-Instructor of the Massachusetts National Guard.



You're doing well, Men! I'm proud of you.

Then he went to Texas and Arkansas with the Fourth Infantry.



What if it is hard going? You're learning to be real soldiers!

While Lieutenant Marshall was on his next assignment (in the Philippines again), World War No. 1 broke out in Europe.



WEE-EE-EEE!

BING!

BANG!

When the U.S. declared war in 1917, Marshall was among the first American soldiers to sail to France.

The Yanks are coming!
The Yanks are coming!

Allons Enfants,
pour la Patrie!

BOOM!

Although officially attached to the First Division of the American army as Assistant Chief of Staff for Operations, Marshall, now a Major, joined a French Moroccan division in its attack against the enemy.

Marshall was soon made a Colonel and Chief of Operations. He planned many successful attacks.

Now, if we counter-attack through the woods, we can cut the enemy supply line and capture the town!

I understand, Colonel Marshall.



He took part in the St. Mihiel offensive ---



--- and in the Argonne Drive.



For this battle, 820,000 men, with supplies, had to be moved from St. Mihiel to the Argonne Forest.



Marshall arranged the transfer in two weeks; it is considered one of the greatest military triumphs of all times.



Soon afterward, the Armistice was declared. ... The war was ended.

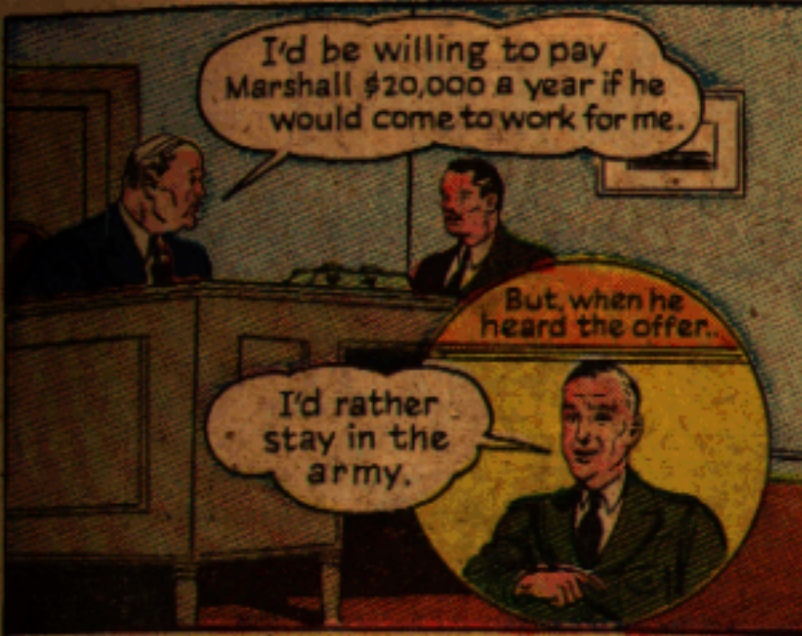


Then Colonel Marshall was made Chief of Staff of the Eighth Army Corps.



For the next five years, until the summer of 1924, he was Aide-de-Camp to General Pershing.





Marshall was making less than one-fifth that much from his army pay.

After serving in China and in the United States for a number of years, Marshall was promoted to Brigadier General and, in 1938, was made acting Chief of Staff in the Capital.



In September 1939, he received the highest office in the United States Army.



He is largely responsible for our Army's increased strength.



It was promptly done.

One of his first acts was to order mass maneuvers.



General Marshall is an early riser. He gets up at 6.00 a.m. ...



I like to get an early start. Time is a dominant power and time is fleeting

... Then he goes riding ...



A desk worker needs plenty of exercise.

He is at his desk at 7.30 to start a full day's work.



Today I have conferences with five assistants and some chiefs of various branches of the service.

Almost always, he takes work home, too.



There is so much to be done.



He likes to dance at social functions.

It combines pleasure and exercise



His quick mind makes him a good bridge player.



No Trumps

I double

When in Washington, D.C., he wears civilian clothes.



Like the President, General Marshall enjoys swimming.

Until lately he played tennis. Now he has no time. He is also a ping-pong expert.



Nice shot, Molly!

As Army Chief of Staff, General Marshall has many duties to perform. The Defense Advisory Council calls upon him for his advice.



We shouldn't make public our military secrets. Right now, we're playing poker with everyone looking at our hand,

He must appear before Congressional Committees...



What are your views on conscription, General?

The way things are going abroad, we may need more man power without delay.

President Roosevelt calls on him for reports on the progress of rearmament.



Frequent meetings are held with army officers to plan national defense.



General Marshall visits armament plants and inspects guns being produced for the United States and Great Britain.



He visits army camps and follows the training of our army.



GENERAL MARSHALL is today the most important military officer in the United States. The defense of the country we love rests principally in his hands.

He is interested in how the men in the army are getting along and is encouraging the expansion of the United Service Organizations.



The spirit and morale of our soldiers is of vital importance!



Danger

In the
ARCTIC



**JOE CROSSON
AVIATOR -**
HOW A GREAT FLYER
PIONEERED IN ALASKA.



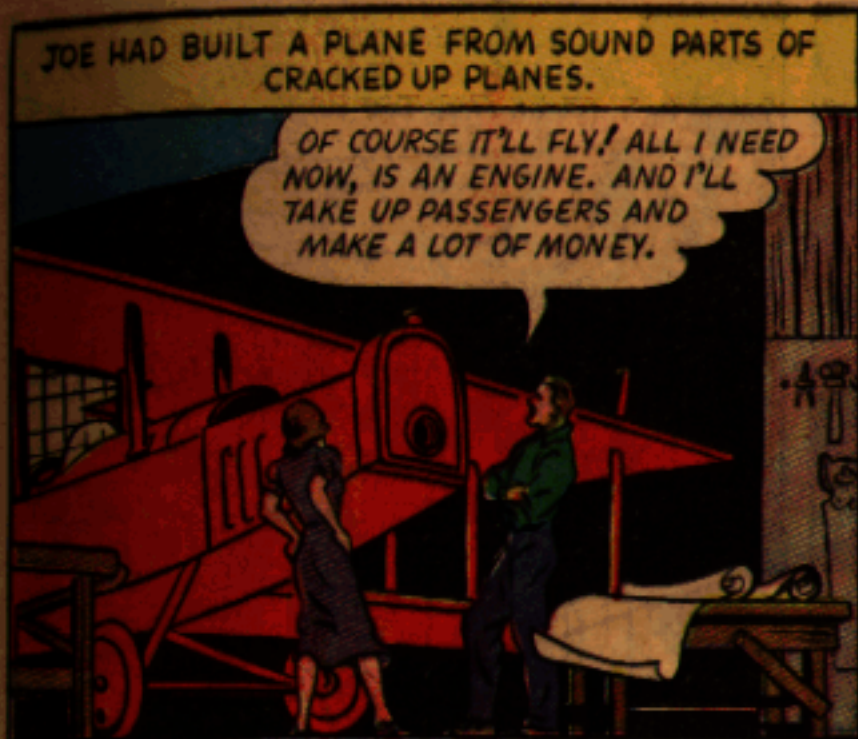
JOE CROSSON WAS A POOR BOY
IN CALIFORNIA.

SIS, I'VE GOT TO MAKE
SOME MONEY TO HELP
MOM AND POP.

YES--
BUT HOW?



I'VE BEEN WORKING
ON AN IDEA---
PROMISE NOT TO TELL?



JOE HAD BUILT A PLANE FROM SOUND PARTS OF CRACKED UP PLANES.

OF COURSE IT'LL FLY! ALL I NEED NOW, IS AN ENGINE. AND I'LL TAKE UP PASSENGERS AND MAKE A LOT OF MONEY.



WILL YOU TEACH ME TO FLY IT?

AS SOON AS I LEARN. BUT FIRST WE'VE GOT TO GET THAT ENGINE!



8 MONTHS LATER---

I WANT TO HIRE A PILOT.

CAN'T DO BETTER THAN JOE CROSSON. HE CAN BUILD A PLANE, AS WELL AS FLY IT. JOE'S A BORN AVIATOR!



MOM, I'M GOING TO ALASKA.

I DECLARE, JOE, YOU MUST BE OUT OF YOUR MIND.



A MAN OFFERED ME TWICE WHAT I'M MAKING NOW, TO FLY FOR A COMPANY IN ALASKA. YOU AND POP COULD USE THAT EXTRA MONEY.



TWO MONTHS LATER IN FAIRBANKS, ALASKA---

I'M BEN EILSON— I FLY FOR THE SAME COMPANY.

I'M JOE CROSSON. GLAD TO MEET YOU!



THAT DOG TEAM CARRIES BAGGAGE, BUT THE DRIVER WON'T CARRY YOURS. HE HATES AVIATORS.

HATES AVIATORS? WHY?



ALMOST EVERYBODY UP HERE IN ALASKA HATES AVIATORS. YOU'LL FIND OUT WHY.

JOE CROSSON GOT HIS FLYING OUTFIT—3 SUITS OF LONG UNDERWEAR, A FUR-LINED FLYING SUIT, 3 WOOLEN SHIRTS, 3 PAIRS OF MITTENS, 3 SWEATERS AND A FUR PARKA.



BUT THERE ARE THREE OUTFITS HERE

YOU WEAR THEM ALL AT ONCE, JOE, IF YOU WANT TO KEEP FROM FREEZING TO DEATH!



THOSE PLANES DON'T LOOK EXACTLY NEW!

THEY ARE SO OLD, YOU'LL SPEND ONE DAY FLYING AND SIX DAYS OVERHAULING YOUR SHIP!



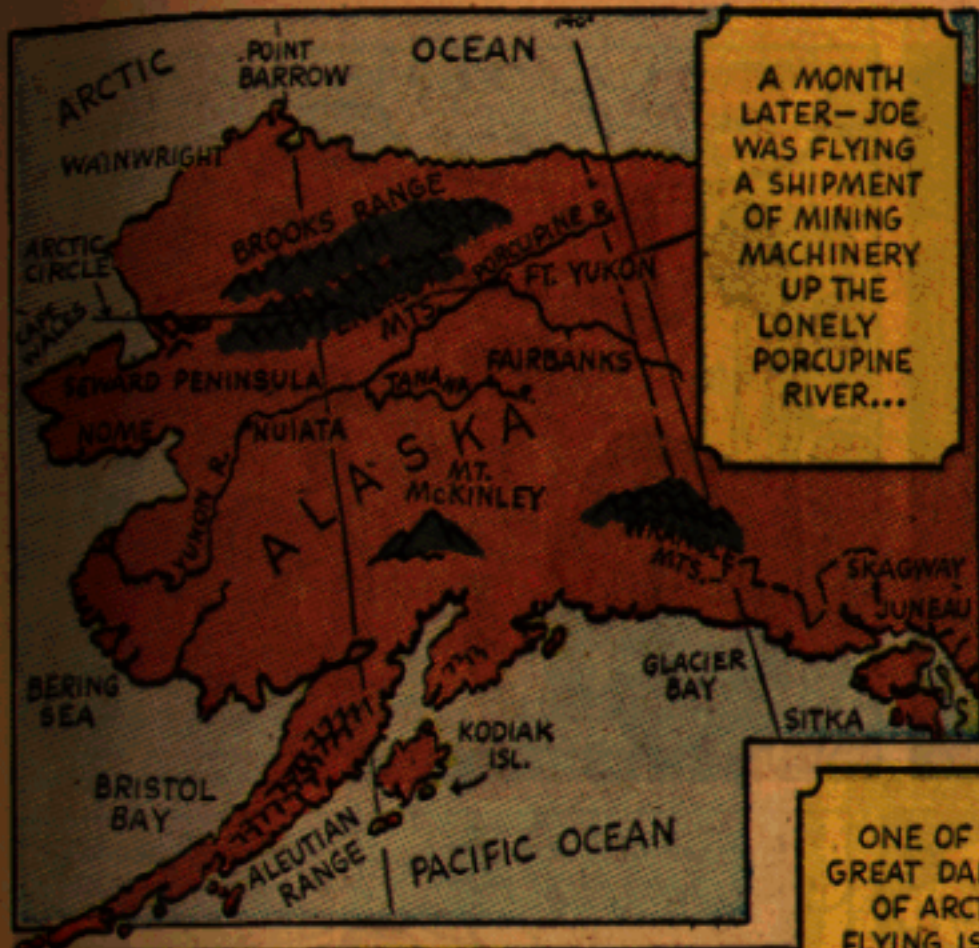
WHAT'S THAT STOVE FOR?

IT'S SO COLD HERE, YOU HAVE TO BUILD A FIRE UNDER THE ENGINE BEFORE YOU START IT— BUT LOOK OUT YOU DON'T BURN UP THE PLANE!



THIS IS THE TOUGHEST FLYING JOB IN THE WORLD.

DON'T WORRY, I'M NOT GOING TO QUIT!



A MONTH LATER— JOE WAS FLYING A SHIPMENT OF MINING MACHINERY UP THE LONELY PORCUPINE RIVER...



SOMETHING WRONG WITH THAT OIL PUMP AGAIN.



A FORCED LANDING ON THE RIVER ICE.

I HOPE I DON'T HIT A DOWN-DRAFT!

ONE OF THE GREAT DANGERS OF ARCTIC FLYING IS THE DOWN-DRAFT, A CURRENT OF AIR BLOWING STRAIGHT DOWN.



SAFE! MAYBE!

JOE COULDN'T MAKE THE REPAIRS ON HIS PLANE BEFORE NIGHTFALL. HE SAW A LIGHT IN THE DISTANCE AND HIKED TOWARD IT.



I'M LUCKY--A MINER'S CABIN!



WELCOME, STRANGER—
FIRST WHITE MAN
I'VE SEEN IN
TWO WEEKS.



WHERE'S YOUR DOG TEAM?
YOU COULDN'T HAVE
WALKED HERE.

I FLEW.
I'M AN
AVIATOR!



THEN GET OUT
AND STAY OUT!

WHY? I'LL
PAY FOR A BED---



YOU COULDN'T BUY A
NIGHT'S SLEEP IN MY CABIN
FOR FIFTY DOLLARS!

BUT, IT'S 30 DEGREES
BELOW ZERO OUT.
I'LL FREEZE!

IN ALASKA, AN AIRPLANE CAN FLY IN A FEW HOURS
THE SAME DISTANCE A DOG TEAM CAN TRAVEL IN WEEKS.

WHY DO
YOU HATE
AVIATORS?

BECAUSE YOU'RE PUTTING THE
DOGTEAM DRIVERS OUT OF
BUSINESS. I'M AN OLD TIMER
AND I DON'T WANT TO SEE MY
OLD FRIENDS DRIVEN OUT.



JOE WENT
BACK TO THE
PLANE AND
SPENT THE
NIGHT IN
THE COCKPIT.



THE NEXT DAY JOE REPAIRED THE OIL PUMP AND DELIVERED THE MINING MACHINERY.

NOW THE MINE CAN RE-OPEN. JUST THE SAME -- I DON'T LIKE AIRPLANES!

THE NEXT DAY, JOE FLEW BACK TO FAIRBANKS.

WE'RE FOOLS, BEN, TO TAKE SUCH RISKS FOR PEOPLE WHO HATE US!

THAT'S OUR JOB, JOE--- TO HELP PEOPLE. SOMEDAY THEY WILL GET OVER HATING US.

SEVERAL WEEKS LATER IN THE ARCTIC OCEAN A FUR SCHOONER WAS IN THE ICE PACK BREAKING UP.

SHIP BREAKING UP! -- SEND RESCUE PLANE!

LET ME GO, BEN!

IT'S MY TURN JOE. SO LONG!

BEN EILSON FLEW TO THE RESCUE.

SO LONG BEN!

BEN EILSON MADE ONE SUCCESSFUL ROUND TRIP TO THE SHIP IN DISTRESS -- THEN WENT BACK FOR THE REST OF THE CREW. -- HE DID NOT RETURN.



FOR MONTHS, JOE FLEW BACK AND FORTH OVER DESOLATE ARCTIC WASTES, ON THE CHANCE BEN EILSON MIGHT BE ALIVE, BUT HE NEVER FOUND HIM. JOE HAD LOST HIS BEST FRIEND.



A YEAR LATER—IN THE MIDDLE OF THE NIGHT.



THE CANADIAN GOVERNMENT HAD BOUGHT 2000 REINDEER FROM ALASKA FOR FOOD FOR CANADIAN ESKIMOS. IT TOOK THREE YEARS TO DRIVE THE HERD TO THE MACKENZIE RIVER IN CANADA.



WOLVES ATTACKED THE HERD—FINALLY, THE MEN RAN SHORT OF CLOTHES, AMMUNITION AND MEDICINE. ONE ESKIMO WENT FOR HELP—700 MILES ON FOOT!



JOE KNEW THAT WITHOUT HIS HELP THE REINDEER HERD WOULD NEVER GET TO THE STARVING ESKIMOS IN CANADA.

YOU FLY NORTH WITH THE THINGS WE NEED?

IT IS THE WORST TIME OF THE YEAR - ALMOST IMPOSSIBLE - BUT I'LL GO!

OVER THE DANGEROUS ENDICOTT RANGE WHERE MAGNETIC IRON DEPOSITS MAKE THE COMPASS SPIN IN ALL DIRECTIONS.

ME LOST!

THE COMPASS HAS GONE CRAZY!

JOE TURNED BACK AND LANDED FOR THE NIGHT. HE TOOK BEARINGS FROM THE STARS.

THE NEXT DAY!

THE REINDEER!

I SPEAK THE THANKS FOR ALL MY PEOPLE, FROM ONE OCEAN TO THE OTHER! WE NEVER FORGET YOU, MISTER JOE!

BACK IN FAIRBANKS, JOE FOUND THE HATRED OF THE OLD TIMERS AS STRONG AS EVER.

WE'LL RUN YOU OUT OF ALASKA YET, YOU AND YOUR FLYING MACHINE!

TAKE IT EASY - OLD TIMER!

A WEEK LATER, A TERRIFIC STORM HIT ALASKA.



JOE CROSSON'S OUR ONLY HOPE!

WHAT DO YOU WANT HERE?

THERE'S A SCARLET FEVER EPIDEMIC AT POINT BARROW. THEY NEED SERUM AND A DOCTOR—QUICK!



YOU CAN'T FLY IN THIS STORM, JOE! YOU'LL BE KILLED LIKE BEN EILSON!

START WARMING UP MY PLANE! I'M TAKING OFF FOR POINT BARROW IN ONE HOUR!

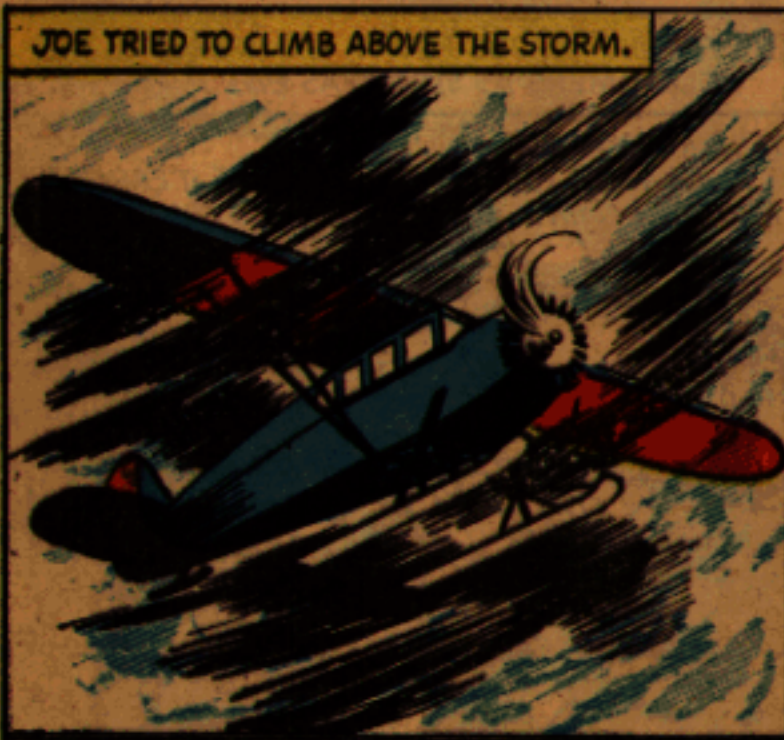


POINT BARROW, INSIDE THE ARCTIC CIRCLE, WAS SIX WEEKS JOURNEY BY DOG-SLED FROM FAIRBANKS—SIX HOURS BY PLANE.

BETTER STRAP YOURSELF IN, DOCTOR. IT'S GOING TO BE A ROUGH TRIP!



JOE TRIED TO CLIMB ABOVE THE STORM.



SIX HOURS LATER, JOE'S CALCULATIONS SHOWED HE WAS NEAR POINT BARROW.

I'VE GOT TO FLY LOW NOW. IF I MISS POINT BARROW, WE'LL BE LOST OVER THE ARCTIC OCEAN!





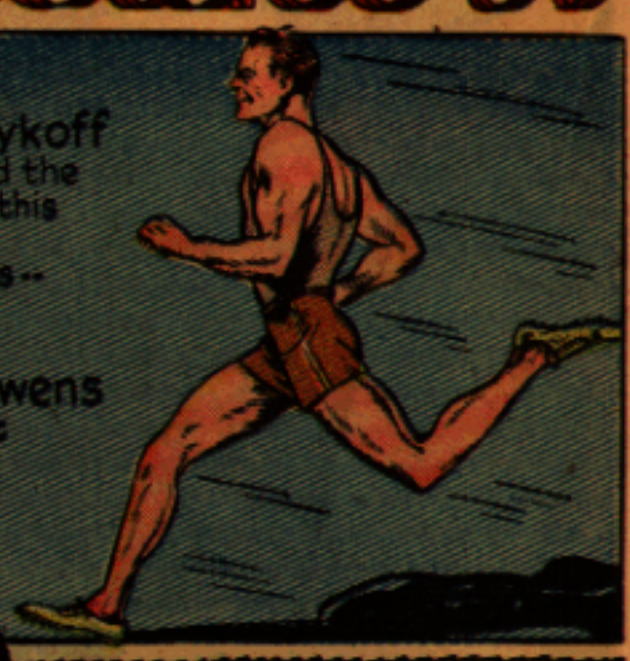
TODAY— ALASKA IS SERVED BY MODERN, UP-TO-DATE PLANES OF PAN-AMERICAN AIRLINES -AND BELOVED JOE CROSSON IS THE COMPANY'S ALASKAN GENERAL MANAGER!

Record Breakers



400-YARDS RUN--

Ben Eastman (U.S.A.) set the record for this distance in 1932, with the time of 45.4 seconds.



100-YARDS RUN--

Frank Wykoff established the record for this distance -- 9.4 seconds -- in 1930, and **Jesse Owens** equalled it in 1935.



HURDLES--

Fred Wolcott of Rice Institute of Texas


RICE

Streaked over the 220-YARDS LOW-HURDLES in 22.5 seconds in 1940, for a new world's record. The same year he also ran over the 200-METERS HURDLES in 22.3 seconds -- and the 120-YARDS HURDLES in 13.9.




220-YARDS RUN --

Jesse Owens also holds the record for this distance -- 20.3 seconds -- established in 1935.



POLE VAULT--

A new record was set JUNE 6, 1941 when **Cornelius Warmerdam** of The Olympic Club vaulted 15 ft. 4 1/4 in.



100-METERS RUN-- **Miss Helen Stephens (U.S.A.)** cracked the world's record for this distance at the Berlin Olympics in 1936. Her time was 11 5/10 seconds.



200-METERS RUN--

Miss Stella Walasiewicz (Walsh) holds the record which she made in 1935, in Cleveland.

Time --- 23 6/10 seconds!



JAVELIN --

Matti Jarvinen, of Finland, heaved the javelin 241.6 feet in 1940 -- to break his own earlier record!



880-YARDS RUN**



Elroy Robinson,
of the U.S.A.,
ran this distance in 1937, in one minute 49.6 seconds

WEIGHT LIFTING**



The Two Hands Clean and Jerk Record is held by **Luhaar,** of Estonia, who lifted approximately 369.3 pounds.



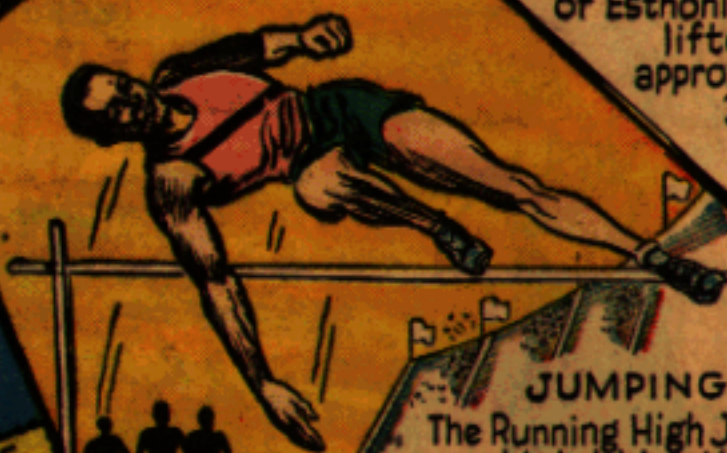
2-MILE RUN**

Miklos Szabo, of Hungary, set a world's record for this event in 1937, with the time of 8 minutes, 56 seconds.

1-MILE RUN**



The best record for the MILE RUN was made by **Sydney C. Wooderson,** of Great Britain, in 1939, when he ran the distance in 4 minutes, 6.4 seconds.



JUMPING**

The Running High Jump record is held jointly by **Cornelius Johnson** (sketched above) and **David Albritton.** Each leaped 6 feet, 9 3/4 inches, in 1936!

1000-METERS RUN**



Miss Lunn, of England, established the record for this event in 1934. Her time was 3 minutes, 3/5 of a second.

800-METERS RUN**

Miss Z. Kuobkova, of Czechoslovakia, covered this distance in 2 minutes, 12 2/5 seconds in 1934.

BASEBALL

Atley Donald

New York Yankee Pitcher, threw a baseball in 1939, at a rate of 139 feet a second or 94.7 miles an hour.



Donald's throw is the fastest ever recorded.

ARCHERY..

The all-time record and record-holder in the Free-Style Flight Shoot for Men is 614 yards, 6 inches, made by **Curtis L. Hill**, of Dayton, Ohio, in 1936.



ARCHERY..

The all-time record and record-holder in the Free-Style Flight Shoot for Women is 455 yards 8 inches, made by **Miss Glendolene Vinyard**, Canby, Oregon, in 1939.



SWIMMING..

Miss W. den Ouden of Holland, holds the 100 yards Free-Style record for Women, with the time of 59.8 seconds, made in 1934.



AUTO RACING..

The world Automobile Speed Record is held by **John R. Cobb** who, in 1939, raced at a speed of 369.7 miles per hour at Bonneville Flats, Utah.



Johnny Weismuller, of U.S.A., holds the world's Swimming record for 100 yards Free-Style of 51 seconds, made in 1927!

of U.S.A. holds the world's Swimming record for 100 yards Free-Style of 51 seconds, made in 1927!



HORSE RACING..



SEABISCUIT The greatest money-winner in all turf history..won \$437,730.

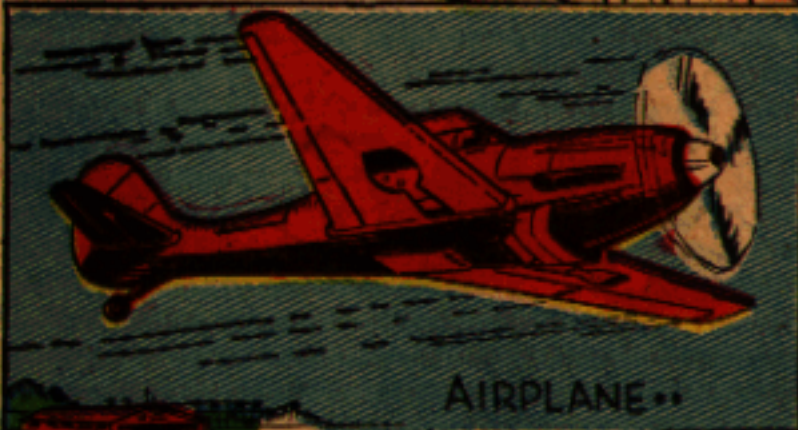
HORSE TROTTING

The Champion Trotter of them all was **GREYHOUND** who set a record of 1.55 1/4 in 1938, at Lexington, Ky.



AIRPLANE..

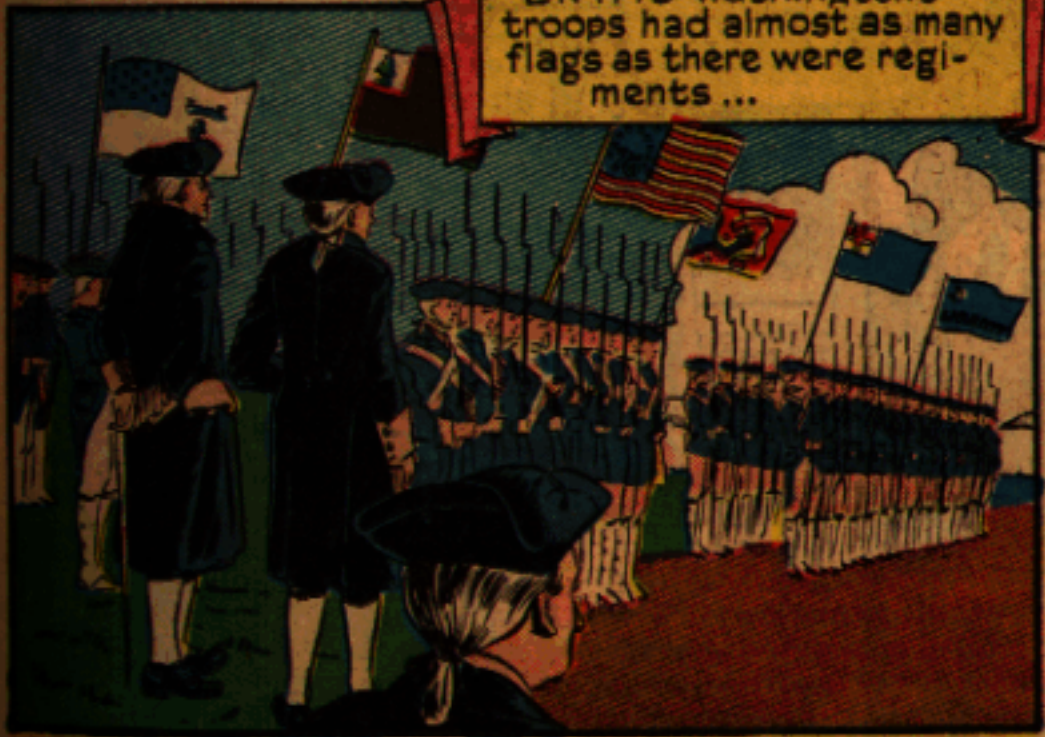
In 1939 **Fritz Wendel** of Germany, achieved a speed of 469,220 miles per hour in a stripped-down Messerschmitt plane.





The story of the American flag from the beginning of the Revolution to the present time.

IN 1775 Washington's troops had almost as many flags as there were regiments ...



Franklin visited Washington's headquarters at Cambridge, Mass. in the Fall of 1775 ...



Dr. Franklin, the Army needs a flag. Every Colony—almost every regiment has a different one!

I agree with you, General Washington!



A flag is a rallying point for soldiers! It must be something they can recognize, and love, and fight for!

Why don't you adopt a flag for the Army as a military necessity?



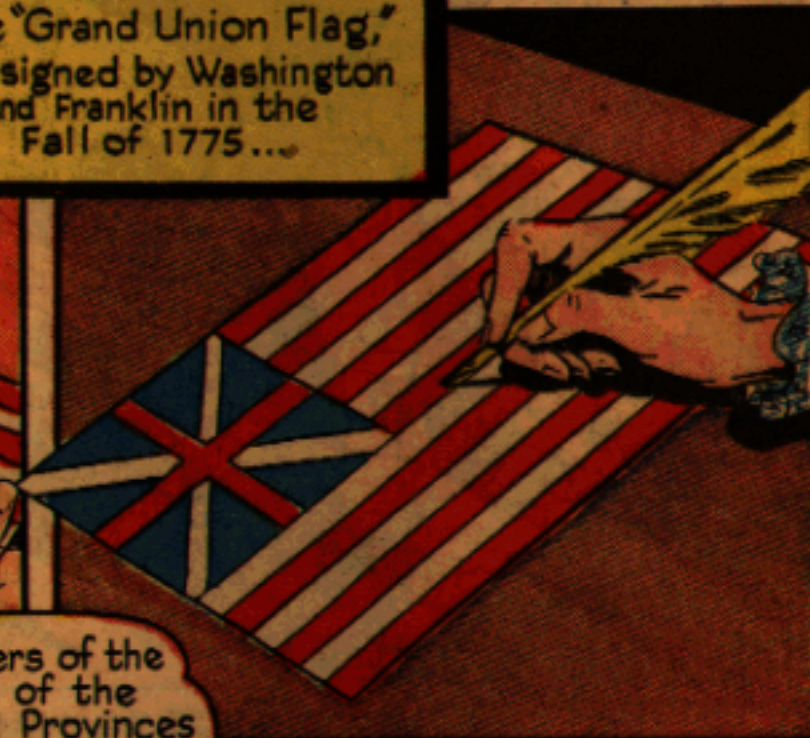
What would you suggest for a design?

Why not thirteen stripes to represent the thirteen Colonies?



It is too monotonous.. We need something up here!

The "Grand Union Flag," designed by Washington and Franklin in the Fall of 1775...



Soldiers of the armies of the United Provinces of North America: This is your flag!



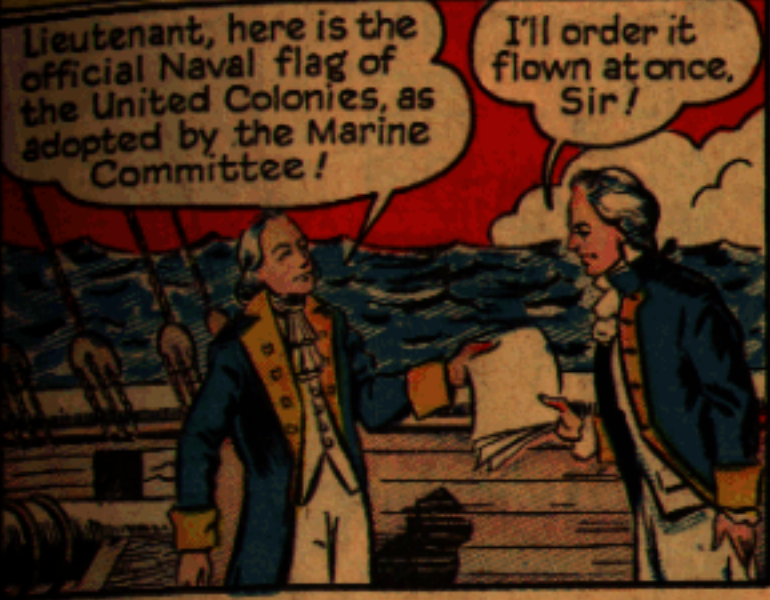
January 1, 1776, Washington ordered that the "Grand Union Flag" be the official ensign of the Army.



Gentlemen, our Navy needs an official emblem. A warship not flying a recognized flag is a pirate!

MEANTIME.. in the Summer of 1775, John Paul Jones, meeting with the Marine Committee of Congress, pointed out:

ON December 22, 1775, John Paul Jones in command of the Battleship Alfred was handed an official Navy emblem



Lieutenant, here is the official Naval flag of the United Colonies, as adopted by the Marine Committee!

I'll order it flown at once, Sir!



This was the Navy's Flag—quite different from the Army's

PHILADELPHIA ... early June, 1776 ... Washington conferred with a member of the Military Committee of Congress ...



If the Independence Resolution passes Congress, we shall need another flag!

The British Cross in our American Flag is out of place!



Will you present the question to Congress?

I'll be glad to! Have you a design in mind?



Some of my staff suggested we change the Army flag by putting stars on a blue field in place of the British Cross

Good! Let's have a flag made! I have a niece, Mistress Betsy Ross, who is an excellent needle-woman.



This is Betsy's house. Her husband, my nephew, was killed while working for the Military Committee.

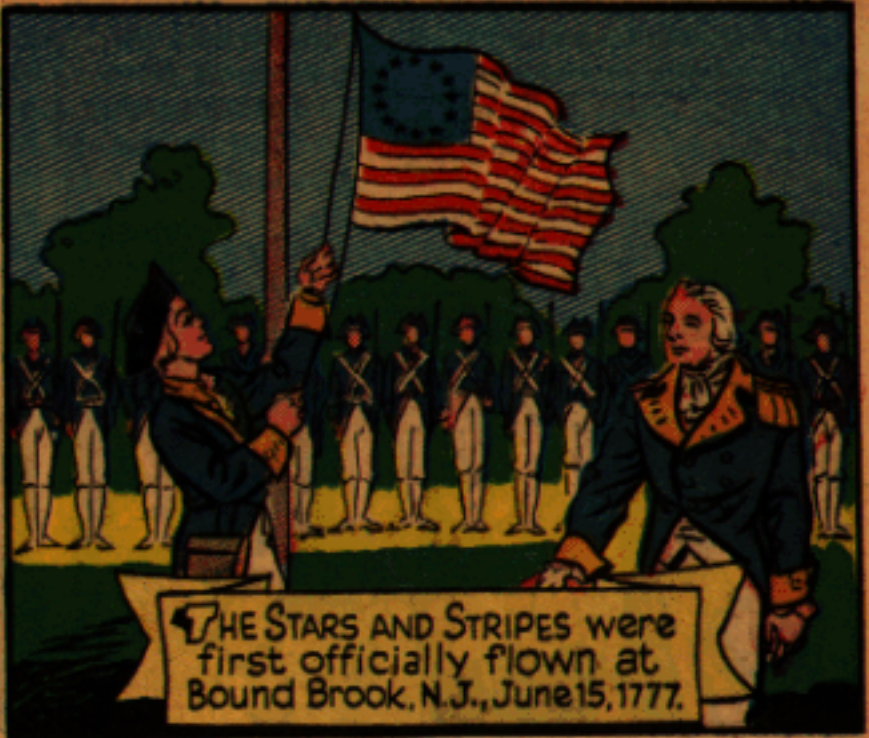


INDEPENDENCE was declared July 4, 1776, but no action was taken on an official flag until June 14, 1777...



RESOLVED, that the flag of the United States of America be thirteen stripes, alternate red and white; that the union be thirteen stars in a blue field, representing a new constellation...

GENERAL WASHINGTON was notified of the adoption of a national flag ...



ON the Navy, John Paul Jones first flew the new flag over the U.S. Ship "The Ranger."



JULY, 1777 ...re-enforcements brought to Fort Stanwix the new flag, which was under fire for the first time ...



ON AUGUST 4-5-6, 1777, the Indians and the British attacked the Fort furiously ..



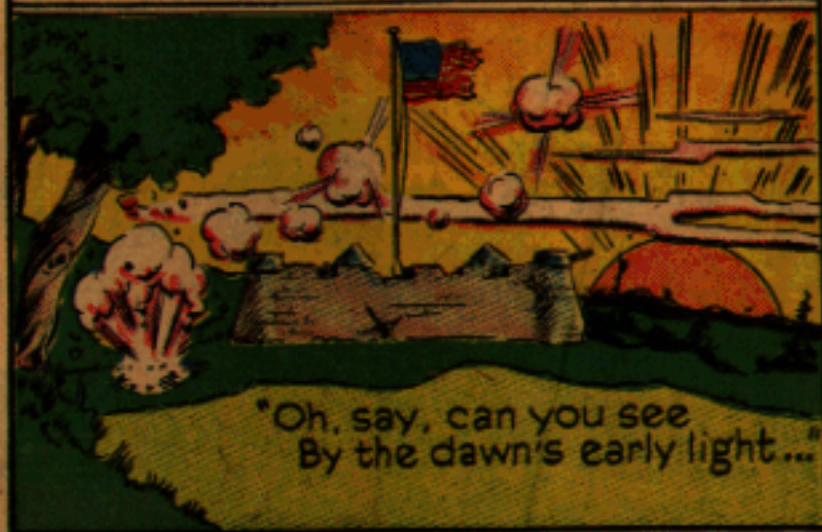
MORNING OF AUGUST 7 ...

I have come to arrange terms for your surrender!

We intend to defend this fort and that flag to the last man!



THE FLAG that flew over Ft. M^cHenry, Md., in the War of 1812, and inspired the writing of "The Star-Spangled Banner," had fifteen stripes and fifteen stars ...



"Oh, say, can you see By the dawn's early light..."

IN 1818, when twenty states had been admitted to the Union ...

Mr. Chairman, if we keep adding stars and stripes to the flag with every new state -- the flag will lose its beauty ...



APRIL 4, 1818 ... Congress passed the following Act!

RESOLVED that:
 "From and after July 4th next, the flag of the United States be thirteen horizontal stripes, alternate red and white; that the union have twenty stars, white in a blue field.
 "That on the admission of every new state into the Union, one star be added to the union of the flag, and that such addition shall take effect on the fourth of July next succeeding such admission."

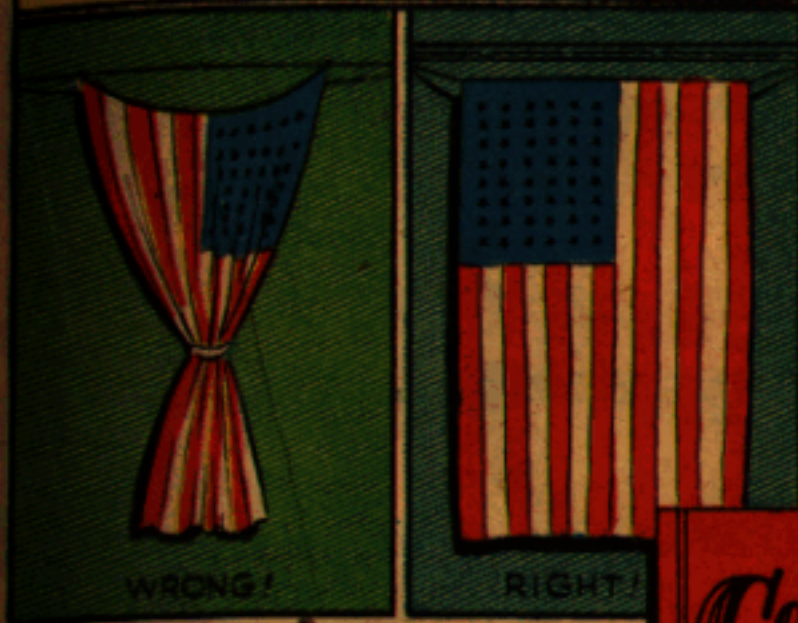
These were the thirteen original states!



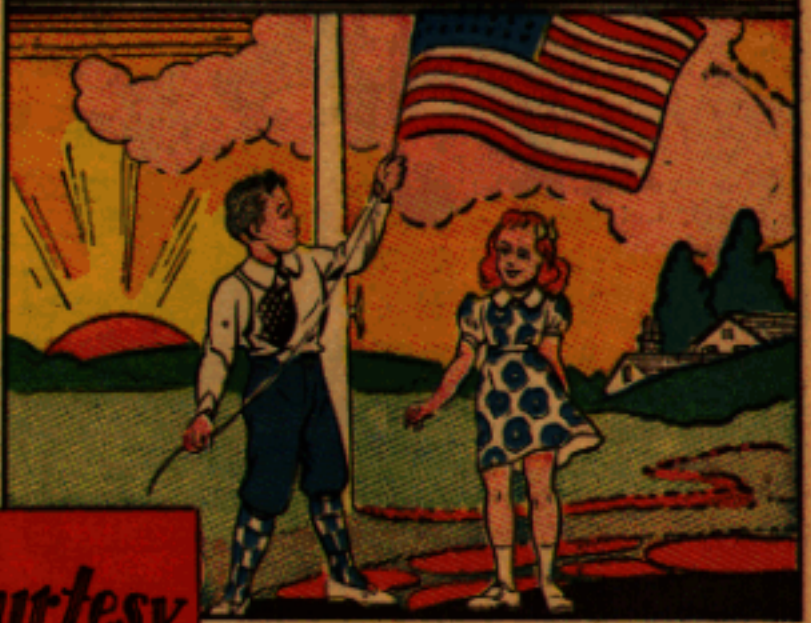
TODAY, the flag has forty-eight stars, one for each state in the Union, and thirteen stripes to represent the thirteen original states.



NEVER use THE FLAG as a draped decoration ... It should always HANG FREE!



THE FLAG should be lowered and taken indoors at sundown ...

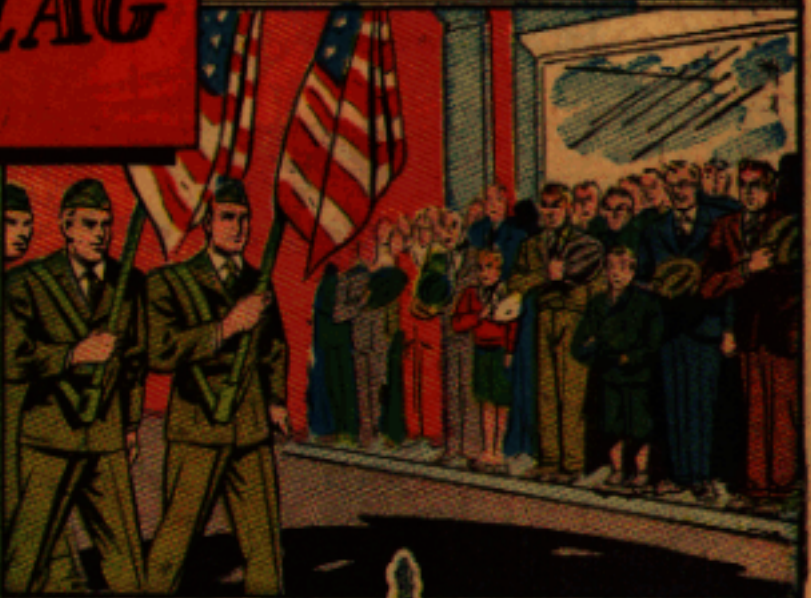


THE FLAG should never be allowed to touch the ground ...

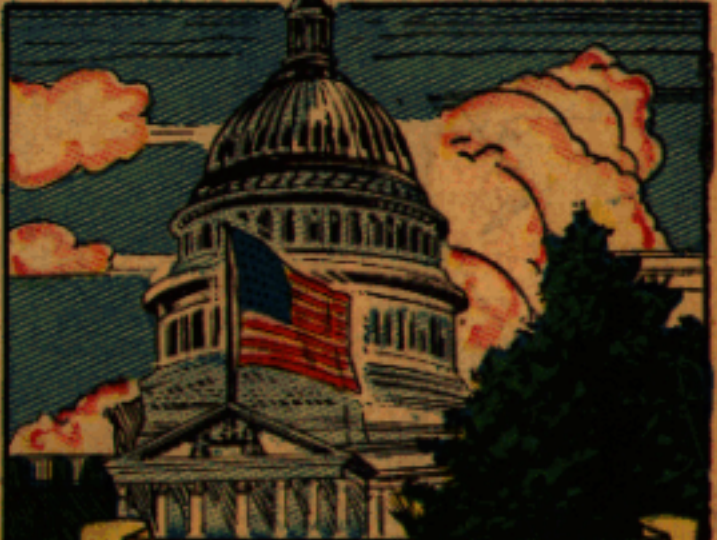
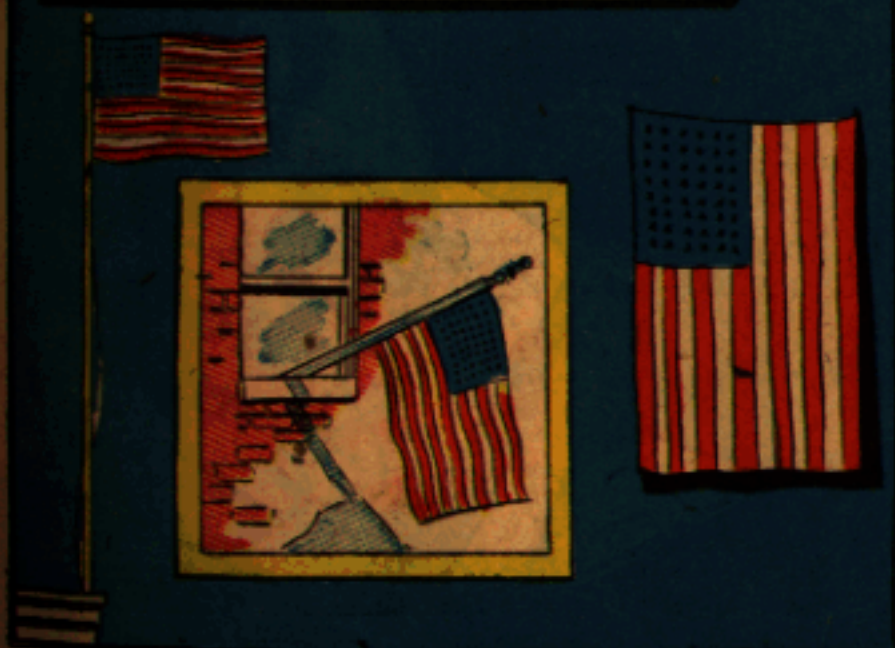


Courtesy
to the
FLAG

MEN and boys should always lift their hats to the flag when carried by marching troops...



THE PROPER way to fly THE FLAG ...



"... Oh, long may it wave,
O'er the land of the free
And the home of the brave."



CATBOAT.
ONE MAST, ONE FORE
AND AFT SAIL



BRIG.
TWO MASTS, SQUARE
SAILS ON BOTH



BARK.
THREE MASTS, SQUARE SAILS
ON FORE AND MAINMASTS.
FORE AND AFT ON
MIZZENMAST.



SCHOONER.
TWO OR MORE MASTS.
ALL FORE AND AFT SAILS



TOPSAIL SCHOONER.
SQUARE TOPSAILS ON FOREMAST,
FORE AND AFT ON MAINMAST.



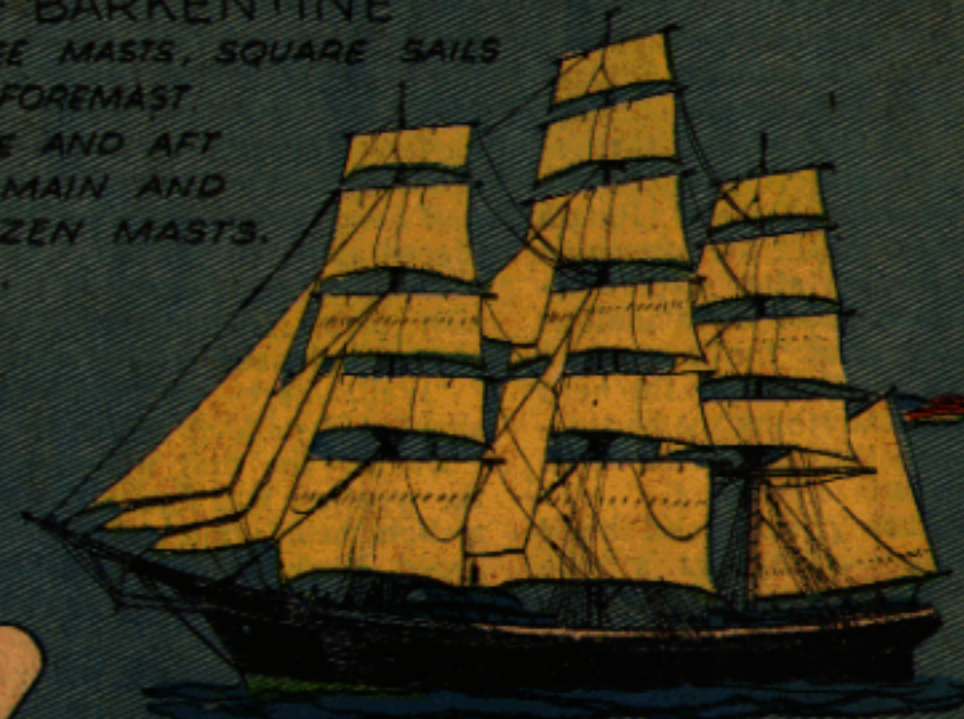
SLOOP.
ONE MAST, JIB AND
MAINSAIL



BRIGANTINE.
TWO MASTS, SQUARE
RIGGED ON FOREMAST ONLY.
THIS IS PROPERLY
A HERMAPHRODITE
BRIG, BUT ALMOST
UNIVERSALLY
CALLED BRIGANTINE.



BARKENTINE
THREE MASTS, SQUARE SAILS
ON FOREMAST,
FORE AND AFT
ON MAIN AND
MIZZEN MASTS.



FULL RIGGED SHIP.
THE PERFECTION OF
SAILING VESSELS
THREE MASTS, SQUARE SAILS ON ALL

"SAIL HO!"
How to recognize the
many Sailing Ships
By CORIN GRANT



CATBOAT.
ONE MAST, ONE FORE
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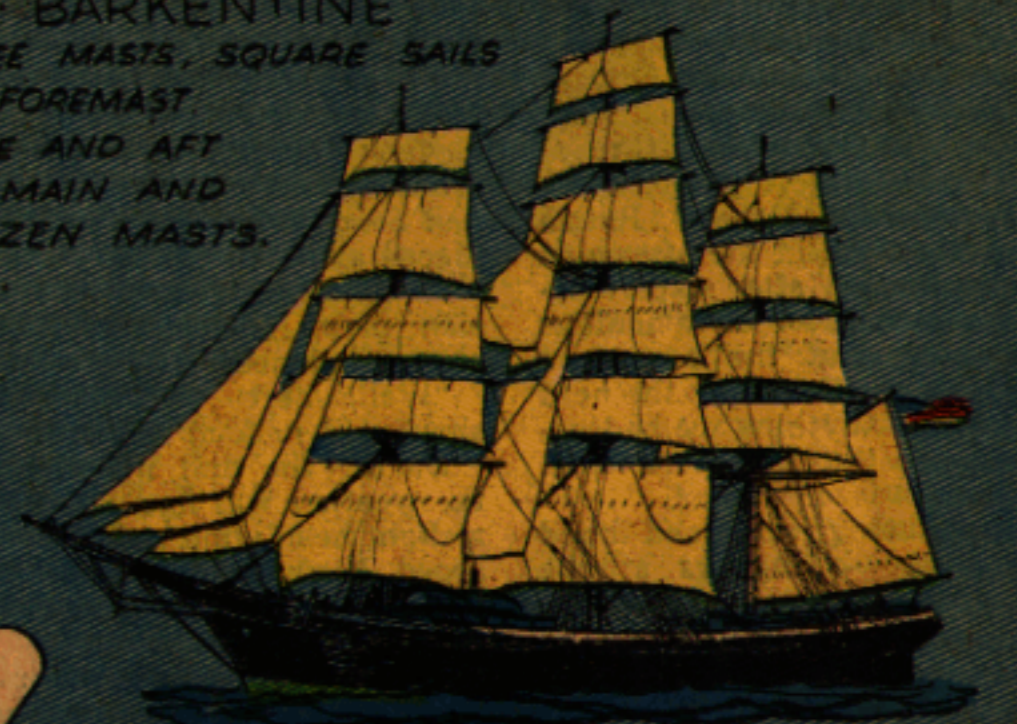
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My Greatest Adventure

The experiences of a newspaper reporter on his record-breaking flight around the world.

By LINTON WELLS

Radio News-Analyst
and Foreign Correspondent

I'VE gone through twenty wars and revolutions as a foreign correspondent. I've been shot three times and stabbed once. I've been in three airplane crashes. I've traveled over 2,000,000 miles, including twelve trips around the world. So you see, selecting one adventure and saying that it was my greatest becomes quite a difficult task.

If I must make a choice, I think I'll tell about an adventure I had back in 1926, when I broke the then existent record for circumnavigating the globe. My time was 26 days, 14 hours, 36 minutes and 5 seconds, a record that stood for 7 years.

After carefully planning every step of the trip, Edward S. Evans, a Detroit industrialist and I left New York City at 2:00 A.M., June 16, 1926.

We reached Moscow, Russia at five o'clock in the afternoon on June 23rd after experiencing a good share of difficulties en route. But the hours we were to put in during the next day made anything we had experienced thus far seem small by comparison.

After being wined and dined by Moscow's bigwigs at the Grand Hotel (we paid the bill—\$500) Evans and I left for the airport at one o'clock in the morning to take off on the world's first flight to Omsk—2,000 miles away.

At the field we found a large crowd of officials and Red soldiers. Our pilot, Basil Kopuloff was ready and seemed unimpressed by the impending historic flight.



Linton Wells, C. B. S. news-analyst and foreign correspondent, is a veteran news reporter, who has circled the globe many times and traveled more than 2,000,000 miles in his hunt for news. He has had an exciting and adventurous life.

When everything was arranged to the satisfaction of a half-dozen inspectors, we took off at 1:48 A.M., June 24th. Our heavily loaded plane was capable of making one hundred miles an hour. Our tanks contained a fuel supply for just eleven hours under normal conditions. Emergency fields had been laid out and supplies placed along the route.

As we sped toward the Russian plain, Evans and I exchanged glances.

"Well, here we are!" he shouted. I nodded sleepily.

During the first nine hours the weather was fine, although a slight head wind reduced our speed. Visibility was good and we were able to get a bird's-eye view of the country.

Shortly before noon, we ran into a heavy rain storm and began to buck stronger winds. We were now in the mountains and the scudding mist below blackened out for minutes at a time all view of the ground. I rather preferred it that way, because from what I had seen it was evident that a jaybird

could not have landed anywhere in the vicinity without breaking a leg. Nowhere was there a sign of human habitation—only steep, tree covered hills rising from narrow valleys, the bottoms of which could barely be distinguished.

"We must be pretty near Krasnoufimsk," Evans remarked at twelve twenty.

"Just about," I agreed, wondering about the eleven hour gas supply in the tanks and mentally calculating that almost ten hours and a half had elapsed since we departed from Moscow.

A few minutes later we were in the midst of a terrific storm. Shafts of lightning flashed by. Above the roar of the engine we heard thunderclaps. The cabin windows were streaked with water. Through the down-pour we could hardly see the wingtips. I saw Kopuloff peering over the sides of the cockpit and getting soaked to his skin.

"I don't think he knows where he is," Evans observed about twelve thirty-five.

That conclusion had been forced on me several minutes before, but I simply said, "It looks that way."

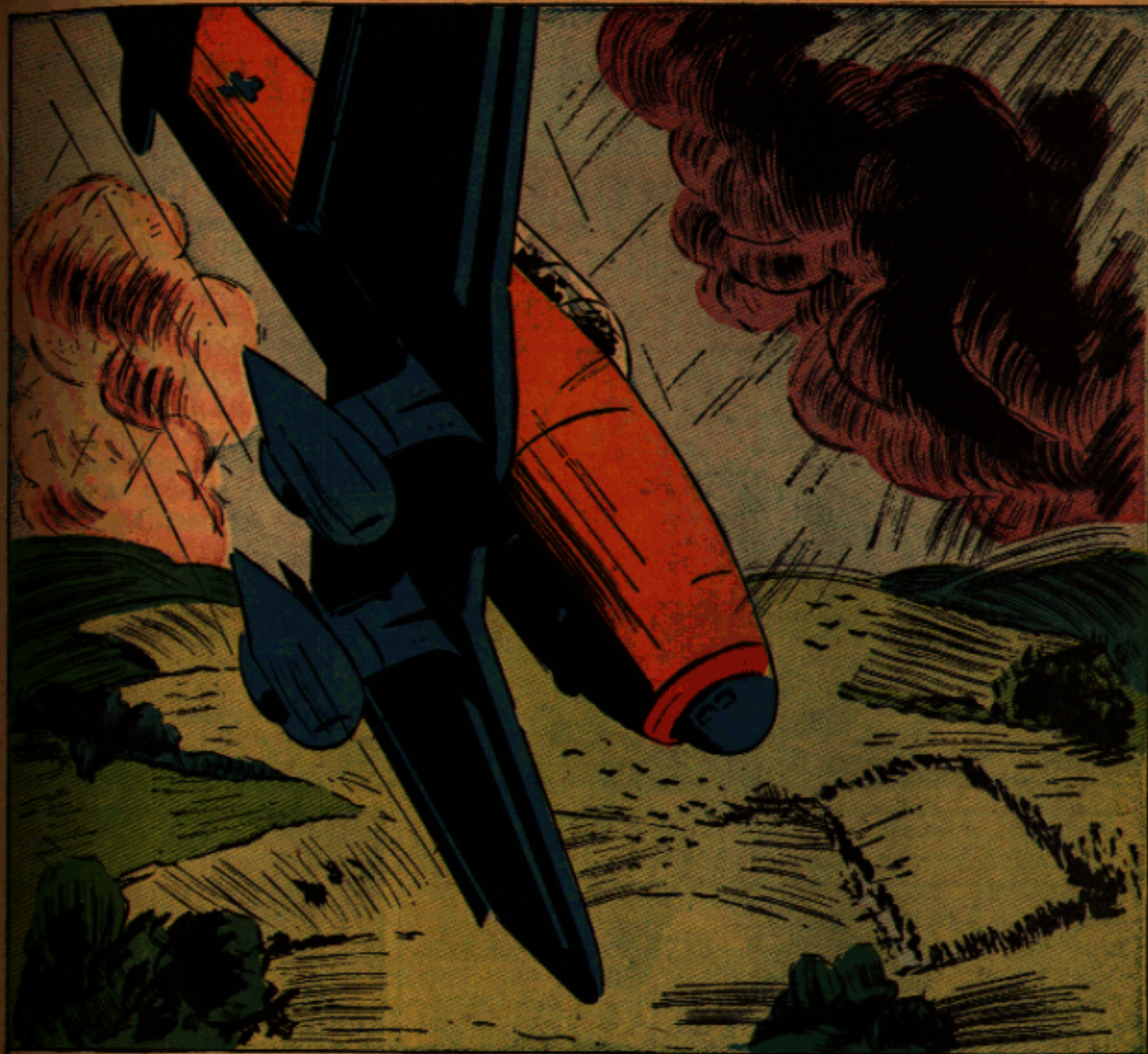
"How much gas did we have?" Evans asked about two minutes later.

"Eleven hours," I replied.

"We've been out ten hours and thirty-nine minutes," he answered glancing at his watch.

"Well, a lot can happen in twenty-one minutes," I said with an assurance I did not feel.

Suddenly Evans was thrown against me and I against the fuel tank as Kopuloff went into a vertical bank and swerved sharply to the left. Through the water-stained windows almost above me I caught a glimpse of foliage. We were flying almost blind through a narrow valley and it had curved. Kopuloff had escaped crashing head on into a



... We swooped down and suddenly the fence seemed to fall apart and run in all directions.

mountain by his vigilance and skillful piloting.

"I don't like this," Evans said when we had unscrambled ourselves.

"Neither do I," I said "but it's not going to do us any good to worry about it. If we have to pile into one of these mountains, let's hope Kopuloff does a good job of it."

The ship nosed down slightly and we saw Kopuloff pointing. Ignoring the rain, we opened our windows and looked out. A mile or so ahead was a small village and within a minute we were above it and flying on toward an open area just visi-

ble beyond the few buildings.

"That must be the landing field," I said.

"Funniest looking one I ever saw," Evans commented. "It's got a fence around it."

"Darned if it hasn't," I agreed.

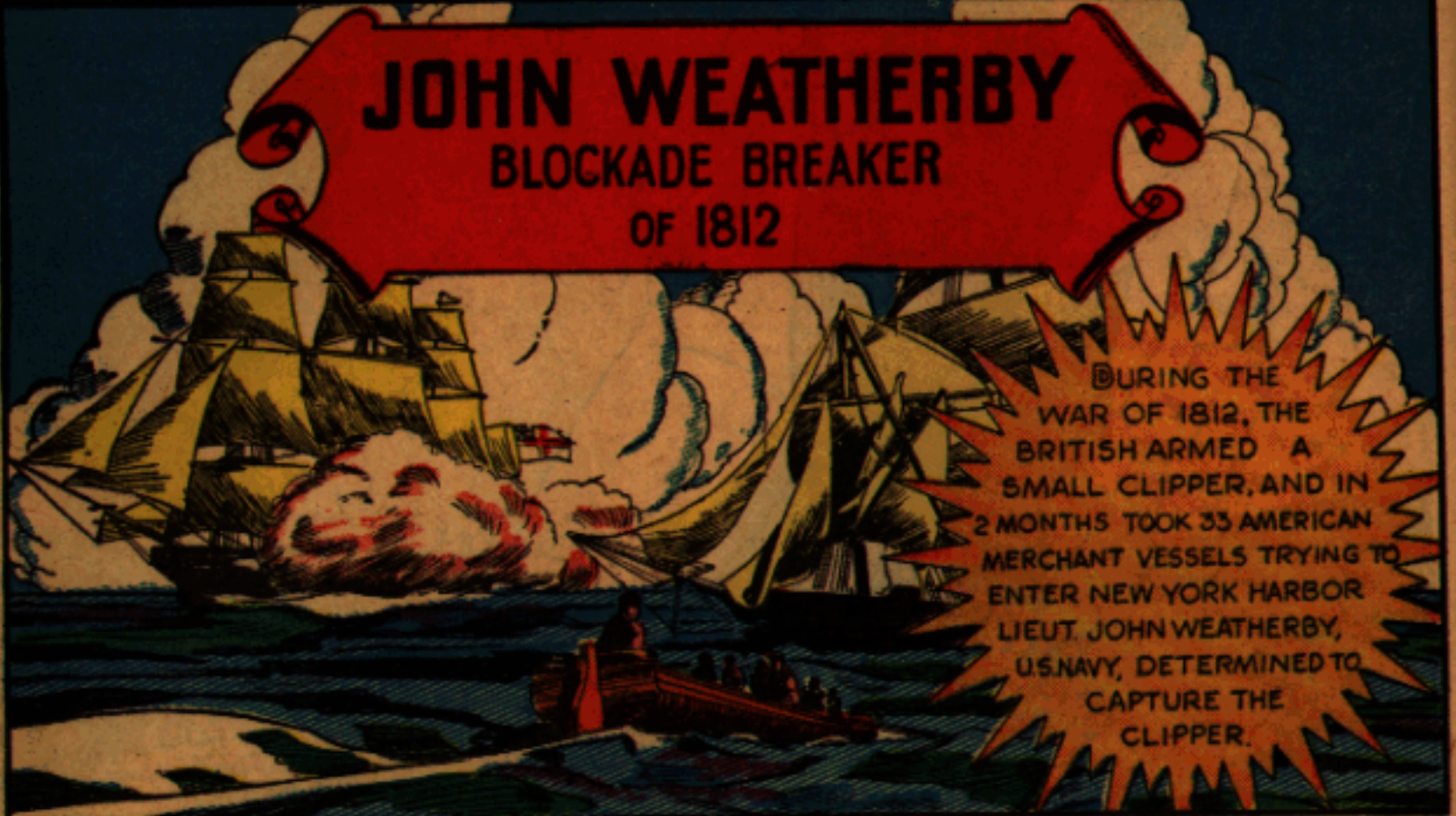
We swooped down and suddenly the fence seemed to fall apart and run in all directions. And then memory recalled another landing two years before in a sandstorm at Multan, India, thousands of miles away, when hundreds of Punjabi soldiers had marked the outlines of an airdrome with their bodies, to guide the pilot.

That was understandable, for those soldiers were accustomed to aircraft landings under difficult weather conditions. But as we learned later, only two persons at Krasnoufimsk had ever seen an airplane before, and even they could not explain what prompted the people to form a human fence around the field in order to make it visible through the storm and mist.

Kopuloff circled once and at 12:50 P.M. set the Junker onto the surface of a shallow lake. The gas tank contained just three gallons of gas—enough for nine more minutes of flying!

UNSUNG HEROES

JOHN WEATHERBY BLOCKADE BREAKER OF 1812



DURING THE WAR OF 1812, THE BRITISH ARMED A SMALL CLIPPER, AND IN 2 MONTHS TOOK 33 AMERICAN MERCHANT VESSELS TRYING TO ENTER NEW YORK HARBOR. LIEUT. JOHN WEATHERBY, U.S. NAVY, DETERMINED TO CAPTURE THE CLIPPER.

LIEUTENANT WEATHERBY WATCHED THE CAPTURE OF AN AMERICAN SHIP OFF SANDY HOOK, N.Y...

IF WE COULD ONLY CAPTURE OR SINK THAT BRITISH CLIPPER... I HAVE AN IDEA!



HE SAW THE 33RD AMERICAN MERCHANT SHIP FALL PREY TO THE SWIFT LITTLE BRITISH CLIPPER.



LIEUTENANT WEATHERBY HAD A PLAN TO TRAP THE CLIPPER HE HURRIED TO TELL HIS FRIEND, FRANK, ABOUT IT.

-AND, FRANK, IF YOU CAN TALK LIKE A YANKEE, WE MAY DO IT!

"WAL, I FIGURE SOONS I ROUND UP A CREW, AN' THEM DUCKS." DOES THAT SOUND LIKE A YANKEE, SIR?



A CREW OF 50 AMERICAN SEAMEN WERE ROUNDED UP.

I WILL TELL YOU MY PLAN- AFTER WE SAIL!

JUST SO LONG AS IT GETS THAT BRITISH PIRATE, WE'RE WILLIN'.



THE NEXT MORNING, LIEUT. WEATHERBY, AND HIS FRIEND PLACED A CARGO OF DUCKS ABOARD A SLOOP, DISGUISED THEMSELVES AND SAILED FOR NEW YORK.

WHEN WE SIGHT THE BRITISHER, PRETEND TO BE AFRAID, FRANK.

AYE, AYE, LIEUT. WEATHERBY!



LET'S HOPE THE BRITISH HAVE SWALLOWED OUR BAIT! HERE COMES THE CLIPPER! NO MATTER WHAT I SAY, KEEP HAULING THAT JIB! WE'LL TRY TO RAM HER!

AYE, SIR! I KNOW!



ONLY WEATHERBY AND HIS FRIEND SHOWED THEMSELVES ABOARD THE SLOOP.

AND, ABOARD THE FEARED BRITISH CLIPPER.

SAIL, HO!

I SEE IT! A YANKEE COASTER, WITH A CARGO OF DUCKS!

GIVE CHASE! I COULD USE A GOOD DUCK DINNER!



THIS IS WHAT THE BRITISH CAPTAIN SAW.

GOOD WORK, FRANK! YOU MEN BELOW, GET READY!

DON'T SHOOT! FRANK, LET LOOSE THAT THERE SAIL!

HEAVE TO!



HEAVE TO, YANKEE, OR YOU'LL RAM US!

LET LOOSE THAT SAIL, FRANK!



AND NOW, HARD OVER WITH THE HELM!





LIEUT. WEATHERBY'S SLOOP
RAMMED THE BRITISH CLIPPER.



AS WEATHERBY HAD
PLANNED, THE SLOOP
SWUNG BROADSIDE
INTO THE CLIPPER



YOU MEN, BELOW! UP ON DECK, AND
BOARD THE BRITISHER!

50 MEN, ARMED TO THE TEETH, SWARMED
FROM THE HOLD, AND, LED BY WEATHERBY—
LEAPED ONTO THE BRITISH CLIPPER'S DECK.



—AND NOT ONE SHOT WAS FIRED!



STRIKE DOWN THE
BRITISH, MATE'S!

WE SURRENDER!
YOU YANKEES HAVE
OUTWITTED US!

JUST 6 HOURS AND 27 MINUTES AFTER SAILING, THE
UNSUNG HERO, LIEUT. WEATHERBY, BROUGHT THE
CAPTURED CLIPPER INTO NEW YORK HARBOR.



P.S. THE BRITISH DID NOT HAVE DUCK DINNER.

Heroine of the White House

Dolly Payne Madison, wife of the fourth President of the United States, by her acts during the War of 1812, earned everlasting fame as one of the outstanding heroines of American history.

Dolly Madison
1768-1849



During the War of 1812 the British prepared to attack Washington.

The British have landed 5,000 men near the Capital, Sir! Fifty ships are anchored in the Potomac River.

Oh, Lawd, have mercy!

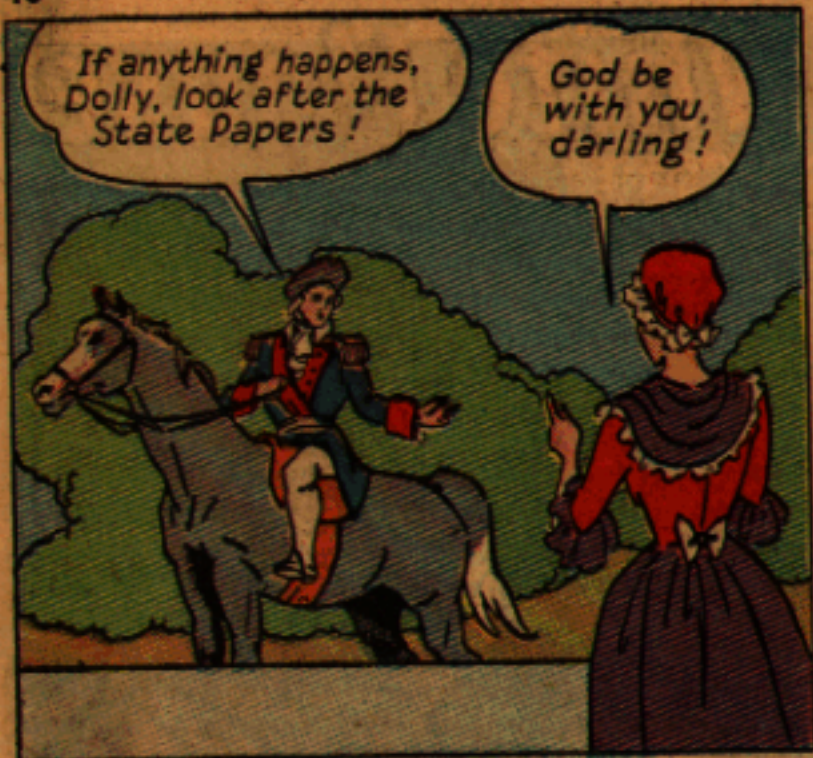


President James Madison left the White House to join the soldiers and citizens defending the city. Dolly, the President's wife, was left in charge at home.

Have you the courage to stay here until you hear from me, Dolly?

I'm not afraid, James.





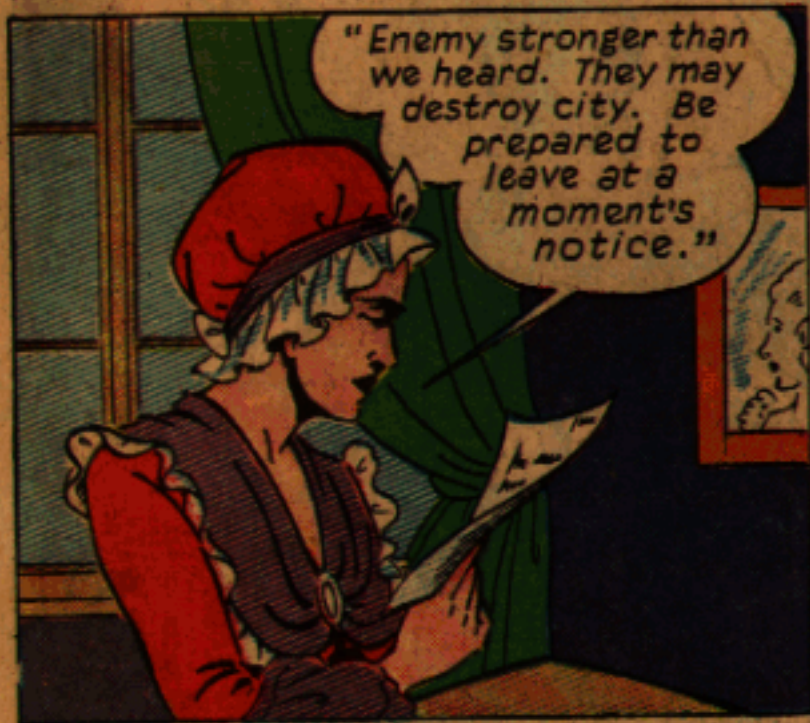
If anything happens, Dolly, look after the State Papers!

God be with you, darling!



A message, ma'am, from Mr. President.

Let me see it, John.



"Enemy stronger than we heard. They may destroy city. Be prepared to leave at a moment's notice."



Get ready to leave! Bring me all the trunks you can find! Have my carriage ready! Hurry!



Dolly worked all night packing the State Papers.

If we can find a wagon, these trunks can go into it.



The following morning ...

Our soldiers are outnumbered! Fly before the house is burned over your heads!



Hurry, Dolly, Hurry!

Oh, goodness! I forgot! The Gilbert Stuart portrait of Washington! I must get it!

There's no time to lose. Get an ax and break the frame!

It is screwed to the wall, Ma'am.

It will be easier to keep it in a place of safety rolled up instead of in that heavy frame.

I've got it! Now the British cannot destroy it.

Oh, hurry, Dolly!

I must be losing my mind! I forgot the Declaration of Independence.. in the glass case.

There isn't time!

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Once more Dolly dashed back into the house to rescue one of the nation's prized possessions.

I don't know where the key is! Just break the glass! And hurry!



I've nearly died of anxiety but I'll forgive you, Dolly. You're wonderful!



Do you hear it!

Yes, the sound of British troops! They are in Washington!



Dolly and her friends left Washington none too soon.

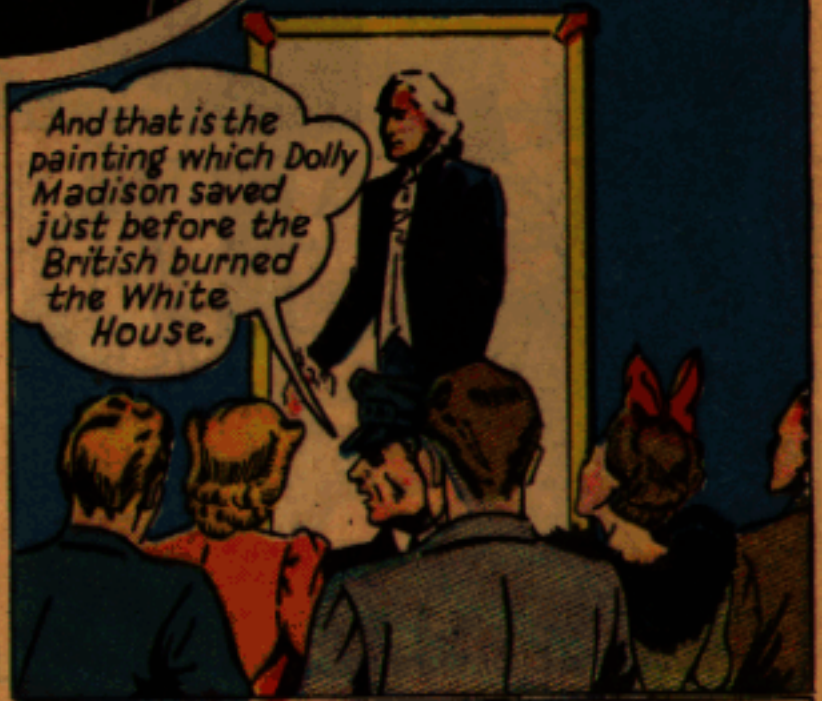
After the War of 1812, the White House was rebuilt. Preserved in it for all time are the precious heritages of a free nation which Dolly Madison so bravely saved.

There goes the Capitol of our country!

We'll build another! Nothing will ever stop us!



And that is the painting which Dolly Madison saved just before the British burned the White House.



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CHINESE HERO No. 1

CHIANG KAI-SHEK GENERALISSIMO OF THE CHINESE NATIONALIST ARMY

Part II:

IN OUR LAST ISSUE

WE PRESENTED THE EARLY LIFE OF GENERALISSIMO CHIANG KAI-SHEK; HIS STRUGGLES TO BECOME A SOLDIER AND THE MANNER IN WHICH HE JOINED DR. SUN'S PEOPLE'S PARTY OF CHINA. WHEN THE PRESIDENT OF CHINA TRIED TO MAKE HIMSELF EMPEROR, DR. SUN, CHIANG KAI-SHEK, AND THEIR FOLLOWERS REVOLTED. THEY WERE UNSUCCESSFUL IN THEIR ATTEMPT TO OVERTHROW THE PRESIDENT AND WERE FORCED TO FLEE TO JAPAN.

NOW CONTINUE WITH THE STORY OF THE MAN WHO IS TO-DAY CHINA'S OUTSTANDING LEADER...



AH! MORE FUNDS FOR MY TREASURY.

THE PEOPLE WERE BEING HEAVILY TAXED.



CHIANG KAI-SHEK AND THE OTHER REVOLUTIONARY LEADERS RETURNED TO CHINA AND FOUND THE COUNTRY IN THE HANDS OF LOCAL WAR LORDS.





THE WARLORDS WERE BUILDING UP ARMIES TO INCREASE THEIR POWER.



EVERYWHERE THERE WAS CIVIL WAR AND DISORDER.



DR. SUN THEN SAW THAT THE REVOLUTION OF 1911 HAD BEEN UNDERSTOOD BY VERY FEW PEOPLE. HE SET OUT TO EDUCATE THE MASSES IN REPUBLICANISM.



CHIANG WORKED HARD FOR THE PEOPLE'S PARTY, BUT COULD BARELY SUPPORT HIS FAMILY.



CHIANG WAS TOO PROUD TO APPEAL TO WEALTHY FRIENDS FOR HELP.



IN 1916, A REPORTER DISCOVERED CHIANG WORKING AS A CLERK IN A SHANGHAI BROKERAGE OFFICE.



AS A RESULT OF THE NEWSPAPERMAN'S STORY, MANY WEALTHY FRIENDS OF CHIANG'S BROUGHT THEIR ACCOUNTS TO HIM. THREE YEARS LATER, HE BECAME A STOCK BROKER.



DURING WORLD WAR NO. 1, A CLEVER MAN COULD GET RICH ON THE STOCK MARKET.



CHIANG STUDIED THE MARKET CAREFULLY AND MADE A FORTUNE WITHIN A YEAR. HE GAVE LARGE SUMS OF MONEY TO DR. SUN'S PEOPLE'S PARTY.



IN THE CRASH OF THE STOCK MARKET IN 1920, HE LOST HIS ENTIRE FORTUNE AND HIS FIRM FAILED.



FRIENDS SAVED HIM FROM BANKRUPTCY.



THE WARLORD FROM CANTON PROVINCE JOINED THE PEOPLE'S PARTY, BUT DR. SUN DID NOT TRUST HIM, AND ASKED CHIANG KAI-SHEK TO JOIN THE CANTONESE ARMY.



CHIANG SOON BECAME ONE OF DR. SUN'S CLOSEST ADVISORS.



I AM HONORED, MISS SOONG.



AT THIS TIME HE MET MEI-LING SOONG, WHO HAD BEEN EDUCATED IN THE UNITED STATES AND HAD WESTERN IDEAS. SHE WAS THE BRILLIANT SISTER OF DR. SUN'S WIFE.

CHIANG FELL IN LOVE WITH HER. HE COURTED HER FOR SIX YEARS.



CHIANG DIVORCED HIS WIFE WHOM HE HAD NOT SEEN FOR MANY YEARS.



I WANT YOUR PERMISSION TO MARRY YOUR DAUGHTER.

BUT MEI-LING IS A CHRISTIAN, YOU ARE NOT!

THEN HE SPOKE TO OLD MADAM SOONG, THE HEAD OF THE FAMILY.



I PROMISE TO STUDY CHRISTIANITY, BUT I WON'T ACCEPT IT MERELY TO MAKE A MARRIAGE POSSIBLE!

BUT YOU MUST GET MEI-LING'S CONSENT.



IN THE MEANTIME, CHIANG SAW TROUBLE COMING FROM THE CANTONESE WARLORD, AND WARNED DR. SUN.



DR. SUN REFUSED TO FLEE.



SOON DR. SUN'S HOUSE WAS SURROUNDED BY THE REBELS.



CHIANG FOUGHT HIS WAY THROUGH THE REBELS AND RESCUED DR. SUN AND HIS FAMILY.



CHIANG SAW THEM SAFELY ON BOARD A GUN BOAT.



WITHIN THE NEXT FEW DAYS, CHIANG RALLIED ALL THE LOYAL FORCES AND DEFEATED THE REBELS.



FOLLOWING AN ALLIANCE MADE WITH RUSSIA, CHIANG WENT TO THE SOVIET NATION TO STUDY THEIR MILITARY METHODS.



WHY DO THEY HELP CHINA?
THEY ARE NOT REALLY
OUR FRIENDS.

GRATEFUL FOR THEIR AID, BUT NOT TRUSTING THEIR MOTIVES, HE RETURNED TO CHINA.



A GOOD ARMY MUST BE LED
BY STRONG AND EFFICIENT
OFFICERS!

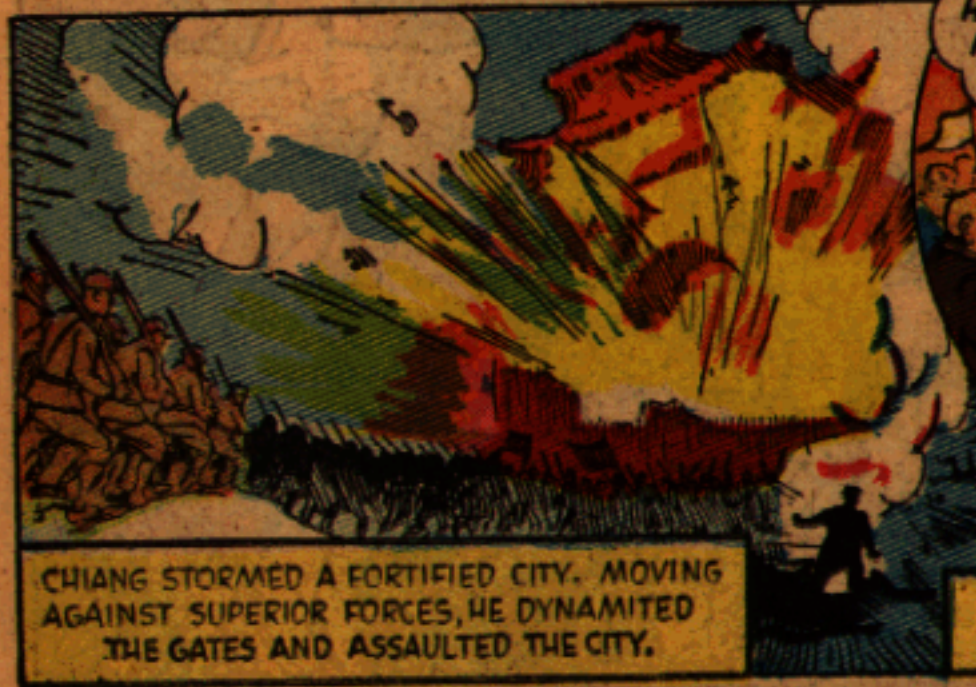
HE THEN FOUNDED AN OFFICERS' TRAINING SCHOOL, WHAMPOA ACADEMY, TO TRAIN MEN FOR THE NATIONALIST ARMY.



SOON AFTER IT WAS FOUNDED, 500 CADETS OF THE ACADEMY DEFENDED THE PROVINCE AGAINST 3000 ARMED MEN OF AN INVADING WARLORD

WE ARE BEGINNING
TO BUILD A
WONDER-
FUL
TRADI-
TION
FOR
OUR-
SELVES

WE HAVE CAPTURED
ENOUGH GUNS FOR A
REGIMENT



CHIANG STORMED A FORTIFIED CITY. MOVING AGAINST SUPERIOR FORCES, HE DYNAMITED THE GATES AND ASSAULTED THE CITY.



HAIL CHIANG
KAI-SHEK!
HAIL!

WE WANT TO JOIN
YOUR ARMY!

AS A RESULT OF THIS DARING MILITARY FEAT, ALL CHINA RANG WITH HIS DEEDS.



CHIANG DETERMINED TO EXPEL THE COMMUNISTS FROM THE ARMY AND GOVERNMENT. CIVIL WAR FOLLOWED AND THE COMMUNISTS RETREATED INTO RUSSIA.



IN 1927 MEI-LING SOONG CONSENTED TO BECOME HIS WIFE.



THEY HAD A CHRISTIAN WEDDING.



MRS. CHIANG KAI-SHEK SHARED HER HUSBAND'S INTEREST IN THE PEOPLE. SHE WAS ABLE TO EXERT TREMENDOUS INFLUENCE OVER HIM.

THEN CAME THE JAPANESE INVASION OF MANCHURIA.



CHIANG KEPT AN EYE ON THE INVADERS.



THE PEOPLE SHOUTED FOR WAR AGAINST THE JAPANESE.

BUT CHIANG DID NOTHING ABOUT THE INVASION, ALTHOUGH AT THIS TIME HE BEGAN TO BUILD UP HIS ARMY AND AIR FORCE.



HOWEVER A YOUNG MANCHURIAN WAR-LORD, CHANG HSUEH-LING, WHO WAS KNOWN AS THE "YOUNG MARSHAL," WAGED WAR AGAINST THE INVADING JAPANESE.



CHANG HSUEH-LING, FORCED BACK BY THE JAPANESE ADVANCE, RETREATED SOUTH OF THE GREAT WALL. HE OFFERED HIS SERVICES TO CHIANG KAI-SHEK, WHO ORDERED HIM TO FIGHT THE COMMUNISTS.



HOWEVER, CHANG HSUEH-LING WANTED TO FIGHT THE JAPANESE. CHIANG FLEW TO THE "YOUNG MARSHAL'S" CAMP TO LEARN WHY HE WAS NOT CARRYING OUT ORDERS.



THAT NIGHT CHIANG KAI-SHEK WAS ATTACKED BY THE "YOUNG MARSHAL'S" MEN. - HE ESCAPED, AND HID IN A CAVE BACK OF THE CAMP.



WHY! THE GENERALISSIMO IS THE GREATEST PATRIOT CHINA HAS!

THE "YOUNG MARSHAL" READ CHIANG KAI-SHEK'S DIARY. FOR THE FIRST TIME HE REALIZED THAT CHIANG WANTED TO DEFEAT THE COMMUNISTS FIRST, THEN UNITE ALL OF CHINA TO FIGHT AGAINST JAPAN.



CHIANG KAI-SHEK WAS CAPTURED THE NEXT MORNING AND HELD PRISONER, BUT HE WAS TREATED WITH GREAT RESPECT.



THE "KIDNAPPING" OF CHIANG KAI-SHEK, BECAME A NATIONAL AND INTERNATIONAL INCIDENT. IN AN EFFORT TO SAVE HIS LIFE, HIS WIFE FLEW TO HIS CAPTOR, WHO PLEADED WITH HER TO GET CHIANG TO CALL OFF THE CIVIL WAR.



FINALLY, THE "YOUNG MARSHAL" GAVE IN AND FLEW BACK TO NANKING AS CHIANG'S PRISONER.



JAPAN'S UNDECLARED WAR AGAINST CHINA HAS BEEN GOING ON FOR FOUR YEARS. CHINESE CITIES HAVE BEEN BOMBED. CHINA IS PUTTING UP AN INCREASING RESISTANCE.

AT LAST, CHINA WAS UNITED TO FIGHT AGAINST A COMMON ENEMY. FACTORIES, UNIVERSITIES, HOSPITALS AND SCHOOLS WERE MOVED INTO THE INTERIOR. GUERRILLA WARFARE MADE JAPANESE ADVANCES ALMOST IMPOSSIBLE.



UNDER THE ABLE LEADERSHIP OF GENERALISSIMO CHIANG KAI-SHEK, CHINA IS DETERMINED, IN TIME, TO DRIVE THE JAPANESE OUT OF CHINA!

BUILDER of CANADA



Alexander Mackenzie
1764-1820



ALEXANDER MACKENZIE

Fur trader and explorer extraordinary ... Others dreamed of The Northwest Passage through Canada to the Pacific, but the fearless Mackenzie acted.... And in failure he found success!



Our 6,000 pelts should bring fine price, Mr. Mackenzie.

Aye. We'll reach Grand Portage by morning, Pierre.

1788 ... The annual fur-trading parliament at Grand Portage, Canada, drew thousands of trappers with their precious cargoes. Mackenzie was head of a distant trading post.

INDIANS, TOO, travelled hundreds of miles to sell their furs ...



Tomorrow we make trade with rich white merchants again ... Good!

THE long journey done, Mackenzie shook hands with Simon MacTavish, wealthy Montreal merchant.



You've done well at your post, man!

Thank you, Sir! You've never seen finer pelts than I've brought!



Fine they are, Mr. Mackenzie. Your price is a wee bit steep, but -- I'll take the lot!

THE trading done, there was a big celebration ...



Why don't you make merry with the rest of us, man?



I'm working on a great idea. I'll propose it at the business council tomorrow, Mr. MacTavish.

BUT Mackenzie didn't join in the celebration.

Mackenzie outlined his plan...



I want to find a way to the Pacific and I think I know a route ... The Northwest Passage!

There is no such thing, man! Better men than you have tried and failed!



This great river might be the way. No white man has ever explored it!

But they laughed at him!



We know not what great riches lie beyond.



We're doing well enough as it is. ... And the cost of an expedition!...

It would cost little and bring great rewards --- what do you say, Gentlemen?

MACKENZIE impressed the Council, but MacTavish was doubtful.



I'm for it!

It's worth a chance!

We could claim the Pacific Coast for Canada!

DESPITE MacTavish's opposition, Mackenzie won!



Back at his trading post, Mackenzie enlisted the help of Indian guides...



Then your sons will guide me, Chief?

They have my permission, though it is a dangerous journey!



Good luck, Mackenzie! Bon voyage!

... AND SO they departed on their long, perilous trip ...

AFTER a voyage of 120 days, they had paddled 3,000 miles, and at last they saw a large body of water ...



Mackenzie! We've done it! There's the ocean!

Yes, but by the tide I can tell this is not the Pacific Ocean! It's the Arctic Ocean. We've failed!



I'll name this river we've travelled up -- Disappointment River!

I have a hunch some day it will be named after you, Mackenzie!

THEIR DISAPPOINTMENT was great!

AND Mackenzie's friend was right, for the great river now bears his name ...



THOUGH disappointed, Mackenzie was not discouraged.

I'll try again, this time overland. I must find the Pacific, but first I'm going to England to study mathematics and navigation...



AND SO Mackenzie sailed to England where he studied for a year.

... **WHEN HE RETURNED** he was better prepared to make the journey through the unknown wilderness.



Welcome back!

Now I'm ready to go... Are you with me?

SO.. Once again, Mackenzie set out to reach his goal, going down the Peace River...



When you come to fork in river, take the north fork...



Look out!

Rocks ahead!

But the Peace River was not so peaceful!

It's too dangerous, Mr. Mackenzie... We shall all be killed!

So... you are afraid!



I say we ought to turn back!

It may be worse yet, ahead, Mr. Mackenzie!

You would desert me!



THOUGH they reached the shore safely -- the men objected to going on...

Mackenzie was faced with rebellion...

NOT wanting to risk the lives of his men, though unafraid for himself, Mackenzie sent out two scouts --

Go out and find Indians who know the dangers of the river ahead!



THE SCOUTS returned with the Indians --

Cannot go much farther with canoe! Get killed in rapids!



THEY pressed through the wilderness ...

I knew you men wouldn't desert me! ... On to the Pacific!

There will be more danger ahead, but we'll stick with you!



AFTER weeks of marching, they found a friendly tribe of Indians ...

We seek the Great Ocean ... Can you help us?

Many moons' journey -- but I give you guides and a map!



AT LAST .. After a long journey they reached another roaring river.. but their guides dared go no farther.

We go this far only. You go alone!

Thanks. We'll take our chances!



--- ONCE AGAIN, misfortune befell them in the dangerous rapids ...



THE HARDSHIPS seemed too much ...

It's insane to go on, Mackenzie! We've lost half our supplies and all our ammunition!

I've come too far to turn back. If you want to leave me, you may--I'll go on alone!

The canoe is beyond repair!

We have no bullets! How can we shoot game? We must eat!

We have some small shot we can melt into bullets. When we come to birch trees, we can make a canoe from the bark.

THE OTHERS pointed out the difficulties, but McKenzie had ready answers ...

AND SO Mackenzie's cleverness and courage once more spurred on his men!

The canoe'll be ready by dark, and in the morning, we'll push on, men!

With you as leader, nothing can stop us, Mackenzie!

THEIR TRIALS were not yet over, but, driven on by new-found courage, they at last reached their hard-won goal ...

That's it! That's it, men! We've reached the Pacific!

THE END of the FIRST OVERLAND JOURNEY to the Pacific, north of Mexico!

Hurry up with that paint! I've waited a long time to use it!

An historic inscription marking the success of a thrilling and courageous expedition by a GREAT EXPLORER AND PIONEER ...

Alexander Mackenzie from Canada, by land, the twenty-second day of July, one thousand and seven hundred and ninety-three ...

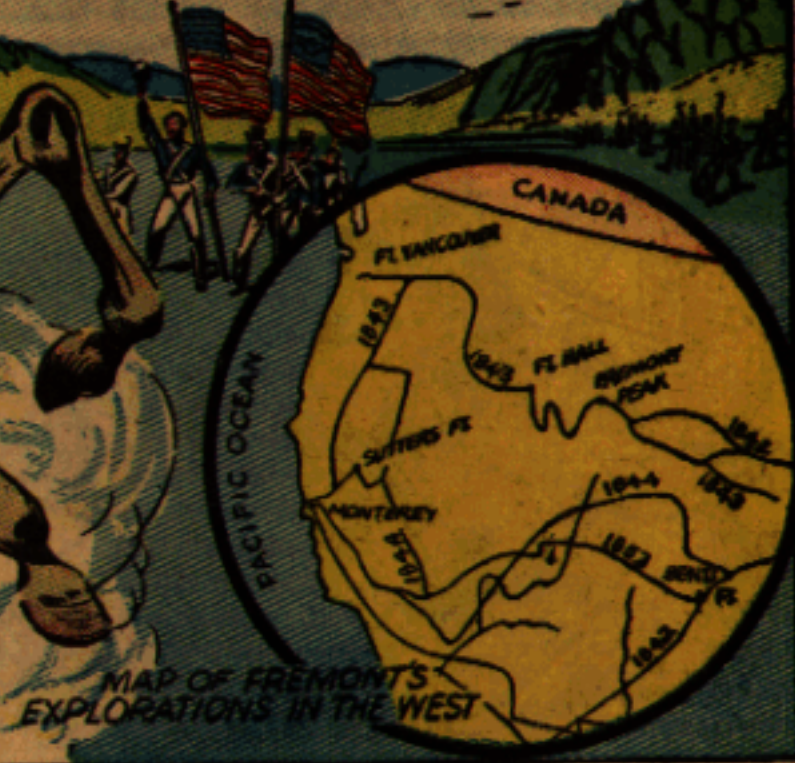
ALEXANDER MACKENZIE FROM CANADA

FRONTIER FIGHTERS

CAPTAIN JOHN CHARLES FREMONT WAS CALLED "THE PATHFINDER" BECAUSE HE HELPED TO BREAK NEW TRAILS TO THE LANDS IN THE WEST. FIGHTING AGAINST GREAT ODDS HE FORCED THE MEXICANS IN CALIFORNIA TO SURRENDER AND MADE THAT TERRITORY PART OF THE UNITED STATES. IT IS WITH THIS ADVENTURE THAT THIS STORY DEALS.



CAPTAIN JOHN CHARLES FREMONT 1813-1890.



BEFORE 1845, CALIFORNIA BELONGED TO MEXICO. AMERICANS WERE BADLY TREATED THERE.

OFF THE LAND, AMERICANO. YOU HAVE NO RIGHTS HERE.

BUT WE BOUGHT THIS LAND.

COME, FATHER, BEFORE HE KILLS US ALL. WE'LL GET ALONG SOMEHOW.



UNDER UNITED STATES GOVERNMENT ORDERS, CAPTAIN FREMONT LED AN EXPEDITION TO CALIFORNIA. HE WAS GUIDED BY HIS OLD FRIEND, KIT CARSON...

IT'S GOOD TO BE IN THE SADDLE AGAIN, ISN'T IT, CARSON?

IT SURE IS, CAPTAIN FREMONT.



CAPTAIN FREMONT ARRIVED IN CALIFORNIA AND CALLED ON THE MEXICAN GOVERNOR..



YOU HAVE MY PERMISSION TO GO AHEAD WITH YOUR EXPLORATIONS.

I HAVE 60 MEN WITH ME, GOVERNOR. WE'RE ON A SCIENTIFIC EXPEDITION.



THE PACIFIC OCEAN! LOOK AT IT, CARSON. IT'S GRAND.

IT'S GREAT, CAPTAIN.

HALT! YOU CANNOT GO AHEAD.

WHAT'S THE MEANING OF THIS? WE HAVE THE GOVERNOR'S PERMISSION TO EXPLORE THIS LAND.

THE MEXICAN GOVERNOR BECAME SUSPICIOUS OF CAPTAIN FREMONT'S MISSION...



THE GOVERNOR HAS CHANGED HIS MIND. HE BELIEVES YOU ARE HERE TO MAKE TROUBLE. IF YOU DO NOT LEAVE WITHIN 24 HOURS, I SHALL RETURN WITH ENOUGH MEN TO DRIVE YOU OUT. ADIOS.



MEN, IT'S UP TO YOU. DO WE STAY AND, IF NECESSARY FIGHT, OR SHALL WE TURN AND RUN LIKE WHIPPED DOGS?

FIGHT 'EM.

RIGHT, WE'LL STAY.



CAPTAIN FREMONT FORTIFIED A HILL AND WAITED FOR THE MEXICAN ATTACK

THIS IS THE THIRD TIME THE MEXICANS STARTED UP THE HILL TO ATTACK US AND TURNED BACK.

GUESS THEY DONT WANT TO FIGHT.





WELL, WE'VE BEEN HERE FOR THREE DAYS AND NOTHING HAS HAPPENED. I THINK WE CAN MOVE ON.

VERY WELL, CAPTAIN. I GUESS WE SHOWED THE MEXICANS THAT WE'RE NOT FOOLING.

YES, AND THE STARS AND STRIPES FLEW OVER CALIFORNIA.

THE MEXICANS FAILED TO ATTACK AND CAPTAIN FREMONT DECIDED TO BREAK CAMP...



SEVERAL DAYS LATER...

WHERE IS CAPTAIN FREMONT? I HAVE AN IMPORTANT MESSAGE FOR HIM.

I AM CAPTAIN FREMONT. COME INTO MY TENT.



I AM LIEUTENANT GILLESPIE OF THE UNITED STATES NAVY. OUR COUNTRY IS AT WAR WITH MEXICO. YOU ARE TO AID IN WINNING CALIFORNIA FOR THE UNITED STATES.

AS AN OFFICER I AM PROUD THAT THIS HONOR HAS FALLEN ON ME, LIEUTENANT.



AND NOW WE RAISE THE FLAG OF THE CALIFORNIA REPUBLIC AND DECLARE OUR FREEDOM FROM MEXICO.

HOORAY FOR THE REPUBLIC OF CALIFORNIA.

SONOMA TOWN HALL

MEANWHILE AMERICAN SETTLERS TOOK MATTERS INTO THEIR OWN HANDS. THEY SET UP THEIR OWN GOVERNMENT AND ARRESTED THE MEXICAN OFFICIALS.

THE FLAG OF THE NEW REPUBLIC.

SONOMA TOWN HALL

WHO'LL VOLUNTEER TO FIGHT FOR FREEDOM AND TO MAKE CALIFORNIA A PART OF THE UNITED STATES?

THAT'S WHY WE'RE HERE, CAPTAIN.

WHEN CAPTAIN FREMONT LEARNED WHAT THE AMERICAN SETTLERS HAD DONE, HE DECIDED TO HELP THEM...

BARBER

CAPTAIN FREMONT SET OUT TO ATTACK LOS ANGELES...

THEY SURE ARE A HARD LOOKING BUNCH OF FIGHTERS.

THEY ARE THE BEST SHOTS IN THE WEST.

CAPTAIN FREMONT JOINED FORCES WITH AMERICAN SAILORS AND SEIZED CALIFORNIA IN THE NAME OF THE UNITED STATES...

THERE GOES OLD GLORY, MAY SHE NEVER COME DOWN.

ON SEPTEMBER 2, 1846, FREMONT NEGOTIATED PEACE WITH MEXICO...

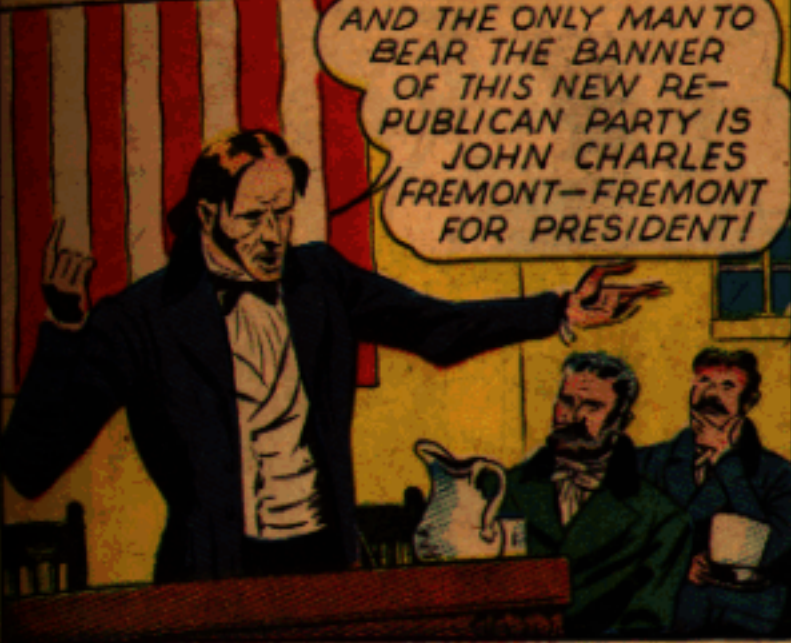
YOU REPRESENTATIVES OF THE MEXICAN GOVERNMENT AGREE THAT CALIFORNIA BECOMES PART OF THE UNITED STATES.

YES, LET US END THIS FIGHTING.

LATER, FREMONT WAS MADE GOVERNOR OF CALIFORNIA...

SEVERAL YEARS LATER THE CITIZENS OF CALIFORNIA ELECTED FREMONT TO REPRESENT THEM IN THE UNITED STATES SENATE...

IN 1856, HE WAS NOMINATED FOR THE PRESIDENCY OF THE UNITED STATES..



AND THE ONLY MAN TO BEAR THE BANNER OF THIS NEW REPUBLICAN PARTY IS JOHN CHARLES FREMONT—FREMONT FOR PRESIDENT!

HE CONDUCTED A STRONG CAMPAIGN.



I SAY SLAVERY MUST GO IN THE UNITED STATES. WE MUST FIGHT IT NOW OR WE SHALL HAVE TO FIGHT IT LATER!

RIGHT! DOWN WITH SLAVERY!

FREMONT FOR PRESIDENT

WELL, IT LOOKS AS THOUGH THE ELECTION IS OVER.

GUESS WE REPUBLICANS WILL HAVE TO WAIT UNTIL THE NEXT TIME.



BUCHANAN DEFEATS FREMONT IN CLOSE RACE.



WAR! WAR! CALIFORNIA STAYS WITH THE UNION!

FIVE YEARS LATER, FREMONT'S PREDICTIONS CAME TRUE. THE CIVIL WAR BROKE OUT. CALIFORNIA FOUGHT ON THE SIDE OF THE NOTHERN STATES TO PRESERVE THE UNION AND TO ABOLISH SLAVERY...

I AM HONORED.

I HAVE HERE, SIR, YOUR COMMISSION AS MAJOR GENERAL IN THE UNITED STATES ARMY.



FREMONT SERVED AS COMMANDER OF THE WESTERN DIVISION OF THE UNION ARMY...

OFFICE COMMANDANT WESTERN DIVISION





HOORAY!
THE WAR
IS OVER!

-AND THE
UNION
IS SAVED.



HE WAS NEXT MADE GOVERNOR
OF THE ARIZONA TERRITORY..

THANK YOU, I AM
SURE THAT I WILL.

I HOPE THAT YOU
WILL ENJOY YOUR
STAY AS THE GOV-
ERNOR OF THE ARIZONA
TERRITORY, GENERAL
FREMONT.



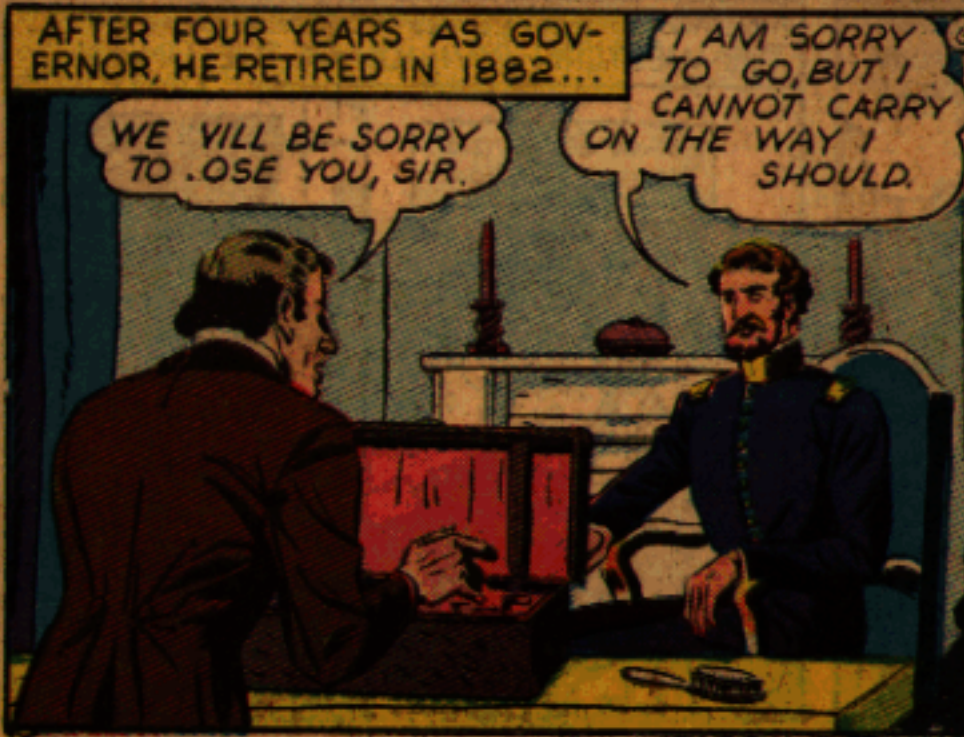
YOU SAY THAT
THERE MIGHT BE
TROUBLE WITH THE
APACHE INDIANS,
LIEUTENANT?

WELL, SIR, THERE
IS NO IMMEDIATE
DANGER, BUT WE
MUST HAVE SOME
NEW RIFLES.



FREMONT WENT TO WASHINGTON...
AS SECRETARY OF
WAR YOU MUST
SEE TO IT THAT
WE GET THE
RIFLES.

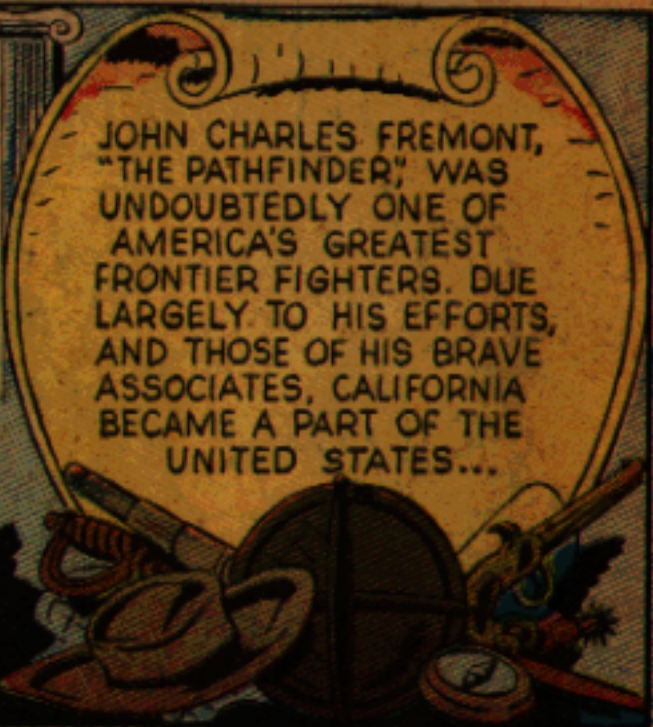
YOU WILL
GET THEM.



AFTER FOUR YEARS AS GOV-
ERNOR, HE RETIRED IN 1882...

WE VILL BE SORRY
TO .OSE YOU, SIR.

I AM SORRY
TO GO, BUT I
CANNOT CARRY
ON THE WAY I
SHOULD.



JOHN CHARLES FREMONT,
"THE PATHFINDER," WAS
UNDOUBTEDLY ONE OF
AMERICA'S GREATEST
FRONTIER FIGHTERS. DUE
LARGELY TO HIS EFFORTS,
AND THOSE OF HIS BRAVE
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