

# MAP TRANS-ATLANTIC AIR ROUTE

Pan-American, Glenn L. Martin and British Imperial Airways Are Building Planes to Begin Commercial Service.



Comparative Distance in the Two Proposed Trans-Atlantic Routes Are Shown in the Map Above.

By WILLIAM C. UTLEY

COMMERCIAL flying on regular schedule across the Atlantic ocean to Europe is expected to become a fact in the late summer or early fall. Five years of research, experiment and study have convinced the three prospective operators of the two proposed routes that the time is at hand. Repeated success in flying the wide Pacific and the blue Caribbean with the giant clipper ships has equipped the operators with the experience needed for flying the most important oceanic course of them all.

Pan-American airways and Imperial Airways (of Great Britain) have long been making preparations for joint operation which would involve four round trip crossings per week. Recently a third party, Glenn L. Martin, announced plans of competing in the trans-Atlantic service. Martin is the builder of most of the great clippers now flying the Pacific and of many of the army's most successful bombardment planes over a span of 18 years.

For his service Martin has designed the largest transport flying boat ever built. For construction of ships of this type his Baltimore plant, which was taxed to the limit in the building of the Pacific clippers, is being enlarged. The type of ship he is building for trans-Atlantic service will carry 40 passengers, 5,000 pounds of mail and fuel enough for 5,000 miles of non-stop flying at a cruising speed of 175 miles an hour.

### British Have Two Ships.

At such a rate of speed it would be possible to make the crossing from west to east to continental Europe in 18 hours, and to make the return trip, against prevailing winds, in 21 hours. This is about equal to the time required by limited railroad trains between Chicago and New York. It is faster by four full days than the Atlantic crossings of the Queen Mary and the Normandie, the two fastest liners afloat.

Imperial airways already has two giant flying ships, the Cavalier and the Caledonia, engaged in experimental flights in preparation for the trans-Atlantic service. Two other ships of this, the "C" type, have been in experimental service over the Mediterranean for several months; one of them not long ago established a record of 13 hours and 35 minutes for the 2,000 miles from Southampton to Alexandria.

Twenty-four more type "C" ships have been ordered. The total cost of the fleet will approximate \$10,000,000. They are a type of transport new to the British. They are comparable in many ways to the Sikorsky clippers of Pan-American, although they are somewhat smaller. They carry a gross weight of 36,000 pounds as against 42,000 for the Sikorsky. They are 88 feet long, 24 feet high and have a wing span of 114 feet. Their four Pegasus 740-horsepower engines are capable of a top speed of 210 miles an hour and a cruising speed of 160 to 170 miles an hour.

The plan is to use these planes for passengers only on flights between New York and Hamilton, Bermuda; on such flights they will carry 18 in addition to the crew. They will be used for air mail only, on the hop across the Atlantic to Europe, carrying only first and second pilots, ship's clerk, radio operator and steward.

### Unbroken Safety Record.

Pan-American claims to be ready to begin trans-Atlantic flying at a moment's notice. It has available many crews enriched by the experience of five years of flying over the Caribbean sea. The route from Miami to Panama was for years the longest over-water hop on any of the world's commercial airlines. Since the first flight was made over this route on December 2, 1930, the line has made two regularly scheduled round trip flights a week. In a total of 2,400 crossings there has never been an incident of any kind, and only a few hops were canceled because of hurricanes. Pan-American has also flown dozens of successful flights from San Francisco to Manila. With the early difficulties ironed out it is now possible to extend the flights all the way to China.

A new addition to the Martin clippers which Pan-American has in service on its Pacific route is a Sikorsky 42B, larger than any of the ten Sikorsky clippers now being flown to the West Indies and Panama. It is larger and improved over the earlier S42 which pioneered the Pacific route, its gross weight being 42,000 pounds as compared with 38,000 pounds for the earlier type. The wing span is 118 feet against the old 114 feet. Top speed

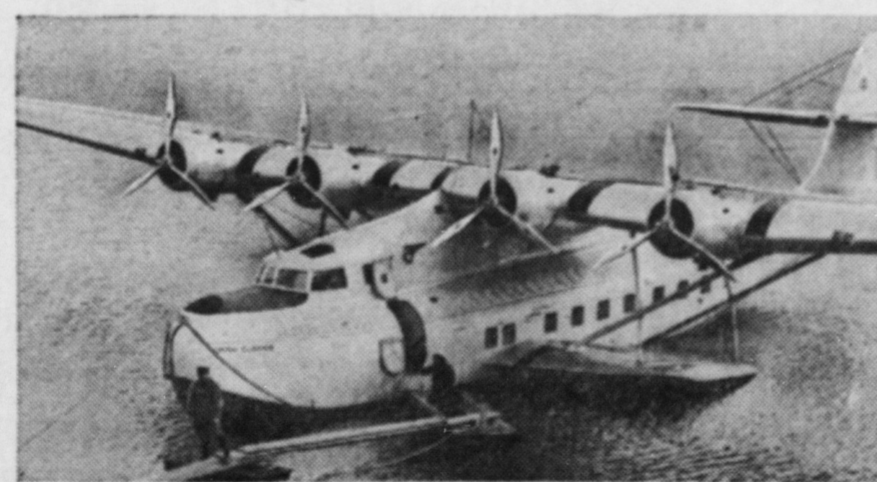
of the new 42B is 201 miles an hour and cruising speed 164; this compares with 192 and 157 for the S42.

### Two Trans-Atlantic Routes.

The new clipper is standing ready for the China run, which completes an all-American air mail route circling more than half the world. Airline distance from New York to Hong Kong is about 11,600 miles, while the distance around the globe in that latitude is some 21,000 miles. The planes beat the fastest surface transportation between Hong Kong and New York by 25 days, making the trip in 6 1/2 days.

On the trans-Atlantic flight, two routes will be used, the southern route taking preference over the northern in bad weather. They were described by Louis Ludlow, congressman from Indiana who conducted hearings concerning the establishment of trans-Atlantic air mail rates:

"The distance by the Northern route from New York to London via Shediac, Nova Scotia, and Ireland," he explained, "is 3,418 miles. The step-off from Newfoundland to Ireland is a sheer distance of more than 2,000 miles over water, without any landing places. By the Southern route the distance from New York to London is about 5,000 miles, but the hazard of flight is relieved by numerous landing



One of the Giant China Clippers of Pan-American, Ready to Take Off. Ships of This Type Will Probably Be Used on the Trans-Atlantic Route.

places. The various legs of this flight are as follows: New York to Bermuda, 773 miles; Bermuda to Azores, 2,067 miles; Azores to Lisbon, 1,050 miles; Lisbon to Gironde, 609 miles; Gironde to London, 500 miles; total, 4,999 miles.

"The northern route, it will be seen, is the shorter of the two routes by more than 1,500 miles, but the safety factors are on the side of the southern route, and will be until more experience has been acquired in combating storms and ice in the high northern latitudes. Until such time, therefore, it is expected that most of the flying will be by the southern route, which is safe at all seasons of the year. The scheduled time for making the flight by the northern route will be between 24 and 30 hours and by the southern route between 36 and 40 hours. When we recall that the fastest steamships—the Queen Mary and the Normandie—consume 4 days and 20 hours making the trans-Atlantic trip from port to port, we have an idea of the extent to which the new air service will quicken mail, passenger and express transportation.

### War Department Approves.

"Two departments of the government—the Post Office department and the State department—are deeply interested in the establishment of this trans-Atlantic air service," the Indiana legislator told members of the house. "It also is cordially approved by the War department, which sees nothing objectionable to it from a national defense standpoint. As an argument against delay it is contended that it would be in the interest of America to close the matter at once while it has British acquiescence.

"It is pointed out that the United States has no way to send air mail to Europe now, or at any time in the future, unless Britain allows it to get there, as the termini and

intermediate landing points are controlled by the British. This is true as to Nova Scotia, Newfoundland and Ireland on the northern route, and Bermuda and the Azores on the southern route. The Azores are Portuguese territory, but conceded to be under the British sphere of influence.

"The Post Office department visualizes immediate success for the service and a complete fulfillment of expectations in a big way," Ludlow continued. "Whether or not its optimism is well founded remains to be seen, but certainly all of the factors of success seem to be in the equation. The air mail postage rate proposed for trans-Atlantic mail is 25 cents per letter of one-half ounce and 25 cents additional for each half ounce or fraction thereof. This compares with the existing foreign mail rate of 5 cents an ounce and 3 cents for each additional half ounce. The service contemplates the use of air mail all the way from point of origin to point of destination.

"Based on close calculation of the prospective volume of mail, the department predicts that at the 25-cent rate, the revenues would pay the contractual obligations at \$2 per mile and the service would be self-sustaining from the start, which would differentiate it very markedly from the air service to China, which, although it has been in operation since November 22, 1935, still registers a big annual deficit.

### Air Mail \$2 a Mile.

"The picture of the trans-Atlantic air mail that is in the minds of the Post Office department officials visualizes London as the funnel through which air mail from all over Europe will be gathered and sent to America.

"On the other hand, New York is

visualized as the funnel through which mail coming from the Orient, all countries in the Western Hemisphere north of Brazil, and all of the United States will pass on the way to London and points in Europe. From Hong Kong to San Francisco is six days by the China Clipper service; from San Francisco to New York is one day by fast plane, and from New York to London will be 30 hours, so that mail from Hong Kong crossing North America will reach London in eight or nine days by trans-Atlantic air-mail.

"While the contract for carrying the trans-Atlantic air mail at a maximum cost of \$2 a mile will be awarded on the basis of competitive bids, it is believed there is only one company in America capable of executing such a huge contract, and that is the Pan-American, which carries the mail to South America, Alaska and China. In England a like situation prevails, where Imperial Airways, a government-subsidized concern, is the outstanding aviation company. It is probable that the service would start with the four-engine clippers that pioneered the Pacific, but testimony before our subcommittee described plans for constructing enormous new ships for this trans-Atlantic service, one of 60 tons and one of 125 tons.

"The China Clipper ships now in operation are about 25 or 26 tons, with a wing spread of 130 feet. The new ships will be immensely larger. It will be written into the contract that all airships used in this American postal service must be built in America and that the contractor shall employ only Americans.

"The Post Office department and State department believe after exhaustive investigations that trans-Atlantic air mail will be very profitable and desirable from the standpoint of America."

© Western Newspaper Union.

# Floyd Gibbons Adventurers' Club



Club  
Hello Everybody!

### "The Halifax Explosion"

By FLOYD GIBBONS  
Famous Headline Hunter

I DON'T believe it hurts any of us to stop once in a while and take stock, to reflect how lucky we actually are. That's one reason why I'm telling today the adventure of Mrs. B. A. Henneberry of New York, N. Y. It's an incredible tale, this story of how out of two hundred people living within range of an explosion, only ten survivors remain—of whom Mrs. Henneberry is one.

Mrs. Henneberry's house was at 1406 Barrington street, Halifax, Nova Scotia, Canada. Because the large row of houses was owned by a Mr. Flynn, it was known as Flynn Block. The day was December 6, 1917.

At 8:30 a. m. the Henneberry children, all five of them, were getting ready for school. The two oldest children had just left the house, and the younger ones were eating their breakfast.

A hundred yards out in the harbor, directly across from Mrs. Henneberry's house, several boats lay at anchor, one of them carrying ammunition, for this was during the World war.

### The Ammunition Ship Exploded.

Mrs. Henneberry, wishing to make sure the children had gone around the corner to school, as was her custom went to the front door and opened it.

In the harbor, she noticed a cloud of smoke rising. She remembers hearing someone say, "MY GOD, THE BOAT'S EXPLODED!" Then a blast of air lifted her bodily.

She lost consciousness. . . Mrs. Henneberry's husband had served overseas with the second draft of the Sixty-thirds. On the day of the explosion he was in the hospital. When he heard the noise of the explosion, he said to one of his buddies, "The Germans have got us," thinking it was an air raid.

Just then one of the boys came in and said, "No, Ben, all the North Side is blown up, one of the boats exploded carrying ammunition."

When Ben Henneberry heard that, he said: "My family is up there." Hastily he assembled some of his friends and started for the north end of the city. All the soldiers and sailors were out to help them.

### Throngs of Hysterical People.

The city was roped in because all the people who had relatives living there were trying to rescue them—shouting and yelling and nearly going mad with fear and anxiety, so Mrs. Henneberry relates. If the people were not stopped—some of them—they would actually run into flaming buildings.

Into this rush of hysterical human beings, Ben Henneberry pushed his way, making with agonized premonition for the unrecognizable mass of fallen stone and timbers that had been his home.

When Mrs. Henneberry came to, after the explosion, she was lying in the cellar of her home. All around her she could hear people screaming for help. She was completely pinned by the large timbers and foundation of her house. She was lying on her back, and all she could do was to move her fingers, she says.

One thing, and that only, saved her from being burned to death. Her home was so close to the water that the waves washed all over the demolished building, extinguishing flying sparks. Otherwise, Mrs. Henneberry says, "I wouldn't be here to tell the story."

Not far off, completely crushed and buried under timber and debris, lay one of Mrs. Henneberry's children. She could hear the child moaning and crying, but she could not move to help her. After a while she heard the child's cries cease, and she knew she was dead.

Then Mrs. Henneberry sank into merciful unconsciousness.

### Their Five Children All Dead.

At three o'clock, Ben Henneberry, frantic with grief, came upon the unconscious form of his wife, and the scattered bodies of his five dead children. Of this I simply cannot write. No words of mine could ever portray this scene, nor would I if I could. Suffice it to say that the grief-stricken husband and his friends assisted in putting Mrs. Henneberry on one of the numerous boats that were taking victims in relays to a hospital in the south end of the city.

So extensive was the damage that all hospitals were jammed, victims were taken to the colleges for treatment and hospitalization. Mrs. Henneberry says she was taken to the "Women's College." Some doctors and nurses from Massachusetts had been sent along, and she happened to be one of their patients. She was so badly hurt that she just lay numb for three weeks. When she got out of the hospital, she had to walk on crutches for a year.

While Mrs. Henneberry was in the hospital, her family doctor came into the ward and was talking to one of her neighbors. Speaking of Mrs. Henneberry, he remarked how badly he felt, after being her doctor for so many years; for, he said, he could hold out little hope for her. When Mrs. Henneberry heard him say that, she spoke up: "No, doctor, I'm still here."

"He was the most surprised man I ever looked at," Mrs. Henneberry says. Relatives in Massachusetts mourned her as dead. On Christmas Day they got word she was still alive—"The best Christmas present they ever got," they said.

©—WNU Service.

### Nature Supplies Power and Ice From Volcanoes

Sometimes Nature supplies power for nothing. The people of Lardero, in the Province of Pisa, Italy, live at the foot of an active volcano.

Every unit of heat, power, and light used in the town is obtained from its fiery interior, thus saving the citizens endless expense and taxation. In addition, commercial borax is obtained from "blow holes" in the hillsides, relates a writer in London Answers Magazine.

"The people of Styria, Austria, live beside another kindly mountain. This is "Der Erzberg," the Iron Mountain, which is 5,000 feet high and contains about 300,000,000 tons of iron ore—fifty per cent of its volume.

There is another iron mountain in Sweden—Kiirunavaara—which is 2,455 feet high and contains more high-grade iron than any other equal area on earth, for seventy per cent is pure iron.

Needless to say, both these mountains have been exploited by the communities who live in the vicinity.

Nature has also her own gasworks. Medicine Hat, in Alberta, has for years obtained gas and light from inexhaustible subterranean generating stations. There are a number of wells which supply fifty miles of houses and streets.

Welland, Ontario, also has a natural gas supply, and so has some of the Mid-Western of the United States, but in the latter case gas is

sent by pipeline from Texas—where the wells are—800 miles away.

Mexico has a volcano that produces ice. This is Colima, which sometimes bursts into activity. By some freak, huge hailstones fall continuously round the crater. These are collected in special bins, conveyed to distant towns, and sold in cafes and hotels.

### The Tree Fish

Among the strange creatures in Australia is the mudskipper. It swims, walks on land—why it even climbs trees. The fish, found in rivers or Northern Queensland, are generally about 10 inches long. A real freak of nature, they have lungs in addition to gills. Their thick front fins are about the shape and size of frogs' legs. On these they walk. A mudskipper usually goes ashore pursued by a crab, its mortal enemy. To escape, it ascends the roots of a mangrove tree, many of which grow near the shore. Thus it gets another name, "mangrove fish."

### Isaac Watts, Hymn Writer

Isaac Watts, the hymn writer, was born at Southampton in 1674. From 1698 to 1701 he was a tutor in the family of Sir John Hartopp. He became minister of the independent church at Mark Lane, London, 1702, resigning in 1712 because of ill health. Watts was a popular writer and his theological works were numerous. His treatise on "Logic" became well known, but his reputation rested chiefly upon his hymns. He died in 1748.

### THE CHEERFUL CHERUB

I love the night so soft and deep,  
I love the cheerful day.  
I almost hate to go to sleep  
And miss some time that way.  
BY CHAM



### Uncle Phil Says:

The Real People—  
The solid gold in human character is all that holds society together.

We realize what an offense swearing is when a woman indulges in it.

Wounded vanity makes the bitterest enemies.

Could We But Hear—

We laugh over the "private lives" of the ancients. What will posterity think is the funniest about ours?

You can not really like an egotistic man, but at times you admire him.

True history is the record of the progress of the human spirit.

A woman with little money, but much taste, will make a small, shabby house into "a vineclad cottage."

### Sure death to ants

Ants are hard to kill, but Peterman's Ant Food is made especially to get them and get them fast. Destroys red ants, black ants, others—kills young and eggs, too. Sprinkle along windows, doors, any place where ants come and go. Safe. Effective 24 hours a day. 25¢, 35¢ and 60¢ at your druggist's.

### PETERMAN'S ANT FOOD

Hold to Your Friends  
The friends thou hast and their adoption tried, grapple them to thy soul with hoops of steel.—William Shakespeare.

### CARDUI

In this modern time something wonderfully worth while can be done for practically every woman who suffers from functional pains of menstruation. Certain cases can be relieved by taking Cardui. Others may need a physician's treatment. Cardui has two widely demonstrated uses: (1) To ease the immediate pain and nervousness of the monthly period; and (2) to aid in building up the whole system by helping women to get more strength from their food.

Wild Anger  
Small fits of anger are like campfires that are likely to become forest fires if not extinguished.

### Don't Sleep When Gas Presses Heart

If you want to really GET RID OF GAS and terrible bloating, don't expect to do it by just doctoring your stomach with harsh, irritating cathartics and "gas tablets." Most GAS is lodged in the stomach and upper intestine and is due to old poisonous matter in the constipated bowels that are loaded with ill-causing bacteria. If your constipation is of long standing, enormous quantities of dangerous bacteria accumulate. Then your digestion is upset. GAS often presses heart and lungs, making life miserable. You can't eat or sleep. Your head aches. Your back aches. Your complexion is sallow and pimply. Your breath is foul. You are a sick, grouchy, wretched unhappy person. YOUR SYSTEM IS POISONED. Thousands of sufferers have found in Adierka the quick, scientific way to rid their systems of harmful bacteria. Adierka rids you of gas and cleans four poisons out of BOTH upper and lower bowels. Give your bowels a REAL cleansing with Adierka. Get rid of GAS. Adierka does not grip—it is not habit forming. At all Leading Druggists.

### KILL ALL FLIES DAISY FLY KILLER

WNU-4 20-37

### CLASSIFIED DEPARTMENT

### REAL ESTATE

FARM—32 Acres, 20 clear, town property, well built, sandy soil, timber, 1/2 mile to school, churches, 8 room cottage, electricity, large orchard, vineyard, barn. Sell any time, with crops. Price \$5,500. Owner, N. ELYAGE, Clarendon, Va. P. O. Box 2.