

2,000,000 Now "Fly Through the Air With the Greatest of Ease"

Recent Celebration of National Air Travel Week Dramatized the Amazing Development of Airplane Transportation of Passengers, Mail and Express During the 10 Years Since a Famous Author Paid \$400 for a 33-Hour Flight from Los Angeles to New York.

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By ELMO SCOTT WATSON

SEVERAL thousand Americans recently enjoyed, for the first time, the realization of an ancient dream of mankind. They "flew through the air with the greatest of ease"—not on the flying trapeze, nor yet on Aladdin's magic carpet, but in swift, multi-engined airplanes that are the ultimate in comfort and safety.

This "mass flight" of at least 50,000 people was a part of the observance of National Air Travel Week, sponsored by the aviation industry of the country, including the 21 domestic air transport lines and Pan-American, to celebrate the tenth year jubilee of air transportation and call to the attention of the nation the spectacular growth of a service which has risen in 10 years from an extremely small industry, chiefly dependent on air mail, to one which now carries more than 2,000,000 passengers every year plus millions of pounds of air mail and express.

To anyone who knows anything about the history of aviation in this country, the question immediately arises, "Why call it the tenth anniversary of air transportation? If I remember rightly, they were flying the mail 20 years ago, in 1918, and the first transcontinental service was begun in 1924 and within two years passengers were being carried. Why didn't we celebrate this tenth anniversary two years ago, in 1936?" The answer is this:

It's true that passengers were being carried by airplane in 1926 but in that year air transport was still an experiment. The air lines then in existence were using small single-engined planes and they definitely did not encourage passenger traffic. These lines existed mainly to transport the mail and when they did take passengers, these passengers rode on the mail sacks or crouched down in small, cramped cockpits. The pilots of these ships weren't any too happy to have a passenger along and be made to feel the extra responsibility for his safety.

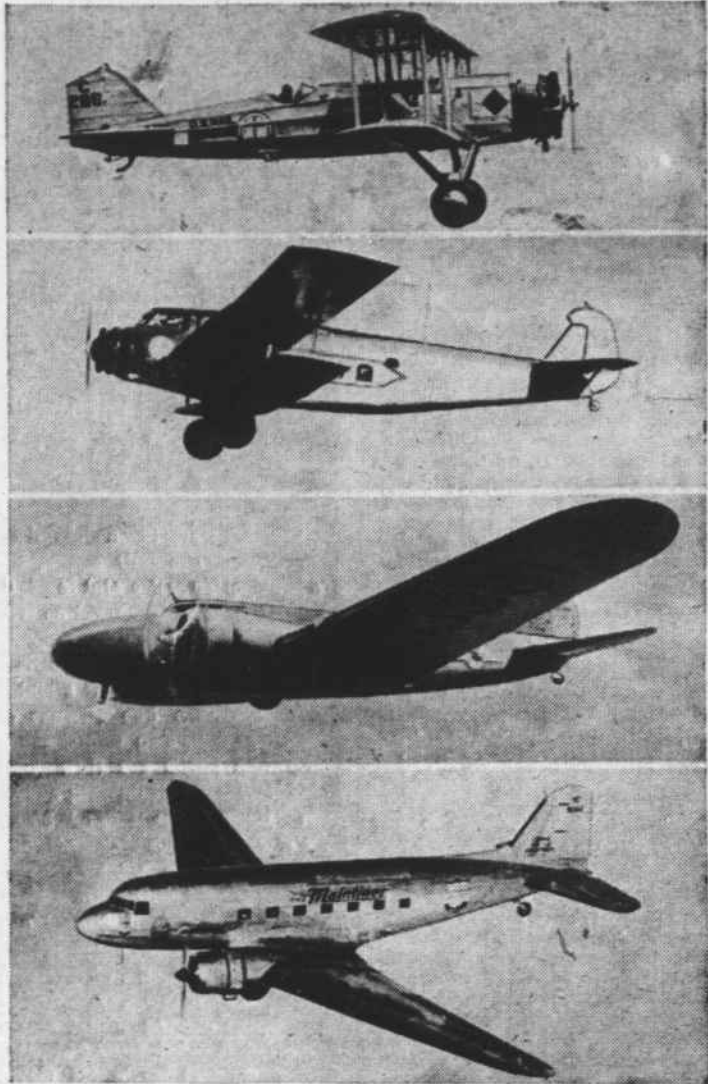
"Lindy" Points the Way. Then came the year 1927. "Lucky Lindy," otherwise Charles A. Lindbergh, a former air mail pilot, made the flight across the Atlantic and the whole world "flung his name against the stars." The impetus given to aviation was immediate. By the end of that year air transportation was emerging from the experimental stage. One factor which hastened it was the development of the larger multi-engined flight equipment. These powerful motors meant a larger margin of safety in carrying passengers.

Then came another historic event, but one not so widely known, although it was widely recalled during the recent celebration of National Air Travel Week. John Monk Saunders, a well-known American author, paid \$400 for a one-way ticket between Los Angeles and New York and became the first passenger aboard the first regular scheduled flight in a multi-engined transport plane. That marked the real beginning of modern passenger air transport.

As a matter of fact, Saunders was only one of 47,840 Americans who traveled by air that year. But not all of these were flown in multi-engined ships. Most of the small operators were still flying small single-engined ships since the only foundation needed for starting an airline in those days was to have a few pilots, a plane or two and a place to fly to.

In 1928 the air lines had a total of 325 single and multi-engined transports in service and flew a total of 10,673,450 miles. In 1938, just 10 years later, the air lines have about 388 transports (all multi-engined) and during 1937 flew the astonishing total of 76,996,163 miles, carrying 1,267,560 passengers. In fact, one of the most amazing of all air transport's accomplishments has been its steady expansion during a decade that has been marked by the contraction and retrenchment of other lines of industry.

Pioneer Passengers. But it is in the "human element," the how-does-this-affect-you-and-me side of the business, that the most interesting example of progress is noted. The first coast-to-coast travelers were true



The remarkable advance in air transportation is visualized by the pictures of the various types of airplanes that have been flown in coast-to-coast service since 1928. The first coast-to-coast mail-passenger service requiring 33 hours, was flown with a single-engined 90-mile-an-hour biplane shown at the top. Next came the tri-motored plane with a cruising speed of 105 miles an hour. In 1933 air transportation was revolutionized with the introduction of the world's first "three-mile-a-minute" twin-engined, all-metal, low-wing monoplane. The bottom picture shows the latest refinement of the twin-engined type with a top speed of 212 miles an hour.

adventurers. They paid \$400 for a transcontinental ticket, sat upright in a small metal chair with little upholstery; their plane landed every few hundred miles for fuel; little food, if any, was served; and the coast-to-coast journey took 33 hours. In 1938, at the beginning of the second decade the flight between New York and Los Angeles or San Francisco has been reduced to an overnight journey in a large, comfortable berth aboard a sound-proofed transport. The coast-to-coast air fare has been reduced to less than \$150. The passenger enjoys a hot full-course meal that is served without any extra cost. The business man journeying from his New York office to the Pacific coast does not lose a single business hour in spanning the continent.

Fares Cut in Half. In a decade air fares in the United States have been reduced from an average of 12 cents a mile to 5 1/4 cents, while speed has been more than doubled and comforts not even thought of in those days have made air travel a luxury form of transportation. Simultaneously, with decrease in fare, faster schedules and greater comfort, the industry has written a record of safe, dependable operation in view of the tremendous increase in flying, which is a standard for the world.



Col. Charles A. Lindbergh when he was an air-mail pilot and flew the first mail plane on the St. Louis-Chicago line in 1926.

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With the inception of this vast air line system the number of seats available for passenger consumption have increased from 600 in 1928 to 3,600 in 1938. In 1938 a total of 447,716,419 seat miles were flown by the nation's

air lines. Ten years ago an average of 131 passengers per day rode on air line planes. Today sees 3,200 persons board United States airline ships daily.

Safer Than Automobiles. Safety has, of course increased tremendously in recent years, the best example being that in 1928, the air lines flew only 945,476 miles per fatal accident as compared with 13,214,301 miles per fatal accident in 1937. Safety has reached the point that on a mileage travel basis, a person is safer on a modern transport plane than he is driving his own automobile between the same cities today.

The air line plane of 1928 had an average speed of 90 miles an hour. This was an exceptionally swift pace, but not the zenith by any means. Manufacturers set to work to build faster equipment. By 1933 some of the air lines were operating planes with cruising speeds of three miles a minute. At the turn of the first decade the average air line plane cruises at 200 miles an hour.

Little or nothing was known about the supercharging of engines in 1928—for that reason air line planes flew low, between one and two thousand feet. A flight above 4,000 feet was really high flying. Rough air was usually the rule at these low altitudes and approximately 10 per cent of the air travelers were troubled by air sickness. Little or nothing was known about the scientific ventilation of airplane cabins and it was not uncommon for a cabin to be filled with motor fumes. Heating of cabins was accomplished directly from engine exhausts. The ships of 1928 carried a limited amount of fuel and had to land every few hundred miles for gas.

The modern plane today has a cruising range of 1,000 to 1,500 miles flying at 10,000 feet, where smooth air prevails. The roaring, booming noise of the throbbing motors of 1928 has been eliminated by soundproofing and the cabins are ventilated by the constant flow of fresh, filtered air. Steamheating is automatically controlled and the cabin of the modern transport has the atmosphere of a well-appointed living room. Long-range flying came in vogue a few years ago and today some of the domestic routes are operating non-stop flights of 900 miles. But even this is not the epitome. The Douglas planes of today have bona fide cruising ranges of 1,500 miles and test flights of nearly 2,000 miles without even stopping for fuel have been made.

In air transport, as in any other, the safety of the passengers depends ultimately, of course, upon the men operating it. The physical fitness, mental alertness and practiced skill of the man behind the wheel in an automobile, in the pilot house of a ship or in the cab of a locomotive determines pretty much whether or not you'll reach your destination safely if you travel by land or water. The same thing is true if you travel by air.

But if you have an idea that you are entrusting your life to a "knight of the air," a dashing, devil-may-care fellow, given to doing spectacular stunts and taking chances—forget it! That may have been true in the post-war period of aviation but it isn't true now.

The average pilot of 1928 was a man who, if he had 2,000 hours of experience, was regarded as a veteran airman. He knew little about night flying and had no faith in theories that some day airplanes could be controlled entirely by instruments in his cockpit.

The average pilot in command of a big 12-ton airliner today is a highly professional man who has journeyed a million miles or more in the sky aboard transport planes. He is a technical man, too, understanding that he has been provided with an airplane in perfect condition, every proven aid to the science of air navigation, and with corps of ground workers who are studying weather reports, communicating with him by radio and generally directing the orderly procedure of his flight with marked efficiency.

Frequent Examinations. Today's pilot is a perfect physical specimen. He undergoes a thorough physical examination on an average of every three months. He leads a normal, retiring life when he's not putting in his maximum of 85 hours in the air each month. The average air line captain has his own home and flower garden, plays a good game of golf, is a camera enthusiast and spends as much time as possible with his wife and children. He is a solid citizen in his community and is a great student, always seeking to improve and strengthen his knowledge of air line flying. Often you can find him at his terminal flying a training device that simulates every conceivable flight characteristic of an airplane, even to the guidance of airplanes by directive radio beams.

The cockpit of an air liner has grown to a scientific office where the pilot has been provided with proper tools to accomplish his work. The cockpit of 1928 boasted of sparse instruments and a few controls. Today's air line has an automatic "robot" pilot, for example, that is capable of guiding the airplane in the same precise manner that the human pilot does. Hence, the human pilot can turn over command of the plane to the "robot" pilot at any



Pilot W. L. Smith ready to start on the first flight of the transcontinental air mail service inaugurated July 1, 1924.

time. All instruments are in duplicate and the pilot can guide his airplane by looking at his instruments.

Motors have reached such a high degree of perfection that emergency landings because of motor difficulties are virtually unknown. Today's transports are capable of taking off and flying with only one engine operating. New type propellers have been perfected that greatly reduce motor noise.

Weather has long been an acknowledged factor in air transportation and was an early handicap to schedule efficiency. The system of weather reporting in 1928 was far from satisfactory and pilots were not provided with two-way radio communication so that, like today, they could receive up-to-the-minute weather trends. Because nothing was known about instrument flying, schedule after schedule had to be cancelled. Weather is today still a factor in schedule efficiency, but not the great problem it was 10 years ago because much has been learned about the science of meteorology as applied to aviation. The airlines still have complete safety as its goal and when weather conditions of extreme proportions arise, flights are cancelled.

U. S. Subs to Be Air-Conditioned

New Equipment Expected to Keep Crew Fit; Extends Cruising Range.

WASHINGTON.—Air-conditioning for submarines will make America's undersea fighting force a much more potent weapon in any future war.

The efficiency of submarines depends primarily on the fitness of the men who man them and their comfort during long cruises at sea, says Lieut. Albert B. Behnke of the United States navy medical corps, explaining the latest submarine equipment.

Only the fittest officers and enlisted men are chosen for submarine duty, he adds in a report to the military surgeon, and only about half of the navy's personnel measures up to the stiff medical requirements. These requirements are as rigid as the qualifications for aviation duty.

Air-Conditioning Vital. Few persons realize the difficulties under which submarine crews work and the necessity for such advances as air-conditioning. The men must re-breathe the same air for periods of from 3 to 24 hours—perhaps longer under war conditions.

They must live in very cramped quarters, in which all that a sailor owns must be stored in a space about the size of his own body. A bath is something almost unheard of on a submarine at sea. When the vessel is submerged, particularly in tropical waters or during the summer, the temperature may rise to 100 or above and the humidity increase to the dewpoint, so that sweating (which cools the body) is impossible.

Unhygienic Conditions. "Submarine duty exposes men to crowded, unhygienic conditions of living, particularly to varying climatic factors, and to increased respiratory tract infection resulting from rapid climatic changes and from re-breathed air," Dr. Behnke points out.

Air-conditioning promises to make possible operation at sea for increased periods of time, he adds. This will extend the crafts' range and, accordingly, their effectiveness in meeting an enemy vessel at a distance from American shores.

The use of cooling and dehumidifying equipment and the provision of oxygen from tanks to replace exhaled carbon dioxide will enable submarines to run submerged probably for periods of days, thus adding another factor to their effectiveness in attack or defense.

Even with these aids, the men who operate submarines must be trained and "conditioned" for a period of at least 10 days between cruises, says Dr. Behnke.

'Pep' Refuses to Leave Crippled Mistress' Side

CADIZ, OHIO.—This is the story of "Pep," a dog of no particular breed.

Mrs. Jack Huston, who lives near Freeport, picked up "Pep" in New Philadelphia, Ohio, when he was only a puppy.

He learned the usual puppy tricks, became a part of the Huston household.

Then, two years ago, Mrs. Huston fell and broke her hip.

"Pep" was denied admission to her room. He tore a small hole in the screen backed away, plunged through the door and scrambled to his crippled mistress' side. He has seldom been away since, except to fetch articles which she might want.

When she was able to travel about in a wheel chair, "Pep" stood on his hind feet, put his paws on the pusher and pushed with all his might to propel the chair around the house.

Today, he still counts this a regular task, works at it faithfully.

Circus Man Says Movies Wrong on Wild Animals

ORANGE PARK, FLA.—Dramatic scenes depicted by the movies of hunting wild animals are highly exaggerated and quite often impossible, according to Col. P. J. Mundy, former owner and manager of Mundy's circus.

"Seldom are lions hunted in forests but in flat, open country where the brush is chin-high and the chief danger to the hunter is in wounding a lion," Mundy said.

"Hunting tigers is far more interesting and exciting, but the real test is in training wild animals.

"A lion is never tamed, but by repetition of acts is well trained. Dope is never used in training, as the audience often suspects."

Grease Puts Skids on Grunter and Groaner

KINGSTON, N. C.—Albert Simon, a slightly-built bicycle salesman, was interested when the professional wrestler with a circus offered local talent \$15 if anyone could last 15 minutes.

Simon was on his feet 15 minutes later despite the fact he was outweighed many pounds.

He had greased his body and repeatedly slipped from his opponent's grasp like a bar of wet soap.



By L. L. STEVENSON

City Life: Each evening at twilight, two gray-haired women come out of one of those old-law tenements away down on the lower East Side and sit on the shabby stoop with their backs turned to each other. Both widows and living across the hall from each other on the third floor, for years they were the closest friends, sharing everything from a batch of cookies to gossip picked up on the sidewalks, the grocer's or the butcher's. But in the house was a young man who was a practical joker. He would go to one with tales the other supposedly had told and then go back to the other with more stories. At first, neither would believe the slanders. But the poison took effect and they stopped speaking. That was five years ago. The joker has long since moved away. But the two former friends still sit silently on the stoop evening after evening.

Start: Frank Black, music director of the NBC, appeared with the Philadelphia Symphony orchestra when he was only 10 years old. But not as an instrumentalist. Though he had never sung a note before, he applied for an audition as a boy soprano with St. Clement's choir in Philadelphia. His enterprising disposition as well as his love for music won him a place and for the next two years he was a member of the organization which was often heard with the symphony orchestra. And while in a white surplice, little did he dream that some day he would stand on a podium and conduct a symphony orchestra as large as the one with which he was singing.

Slips: In one of Nadine Conner's scrapbooks is an account of her appearance at a church festival. The editor of the weekly paper wrote, "Miss Conner, in our opinion, today is one of the best singers." But when it came out in print, the "g" in singers had changed to an "a." Then there is one that Al Donahue prizes. He had entertained at a prison benefit and the notice was written, "He is one of radio's outstanding singers and players." But a typo made players, "slayers." Genevieve Ross keeps one which a reporter wrote: "Genevieve Ross stands out among Wooster folks who have made good. Some say she is the best." Of course the "b" in best became "p." Alice Cornett's prize tells of an amateur contest which she reached late. One comment was, "The amateurs were swell but Judge Alice Cornett was missing for half an hour." And in some manner, "missing" became "hissing."

Noise: A New Yorker, who sought to get away from it all by buying a place up in Connecticut, is back in his midtown apartment. The few rocky acres at first seemed like the fulfillment of a dream. That was while he was still living in the city and a somewhat costly house was taking shape. But after he moved out to the quiet countryside he maintains that he found it anything but that. A swampy place not far away was the home of a large colony of frogs that kept him awake just about all night. Then when he finally did drop off, the birds started in and he popped up wide-eyed. One month was enough. So he sold out at a loss and came back to where there are only taxi collisions, night clubs turning out singing patrons early in the morning, fire sirens and other night sound to which his ears long since became dulled.

Puzzle: Writes C. C. C. from Dallas: "During a recent visit in New York, I was craning my neck trying to see the top of the Empire State building when I accidentally bumped into a sawed-off stranger. He glared at me and told me to go back to Brooklyn where I belonged. As I was born and raised down here, ever since then I've been wondering if he was trying to kid me. As I left my '45 at home, it really didn't make much difference."

Bang: Allen Prescott claims he knows a Broadwaite who's such a bore that sheep when they want to go to sleep count him.

Soldier for 31 Years Now Becomes a Citizen

COVINGTON, KY.—For 31 years Frank Frank has served in the United States army, but only recently did he become an American citizen.

Frank, a warrant officer and band leader at Fort Thomas, appeared before Federal Judge John H. Druff last month, renounced his allegiance to his native Rumania and pledged it to the United States.

Frank, who served with the army of occupation in Germany, had failed to take advantage of a privilege accorded foreigners that enlisted in the army whereby he could have appeared before immigration authorities in company with a superior officer and won citizenship. With that channel closed, Frank went through the regular prescribed routine.

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Please write your name, address and pattern number plainly.



One of Money

"Stubbs, my dear fellow, isn't it about time you repaid me that little loan?"

"My dear boy, it isn't a question of time."

Practical Minded

"Ah!" sighed the tourist, soulfully, "what a view! So magnificent—so grand! Makes a man feel like a little grub."

"Good idea," replied his girl companion. "I could put away a nice big sandwich."

Answer to a correspondent: Always help your wife. When she mops the floor, mop the floor with her.

Or Else—

The man's conduct was suspicious, and the watchman asked why he kept hanging about the gunpowder factory.

"I want to make myself give up smoking," replied the man.

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