

Thousands of World's Fair Visitors Swarm to Magic Island That Has Been Built in San Francisco Bay

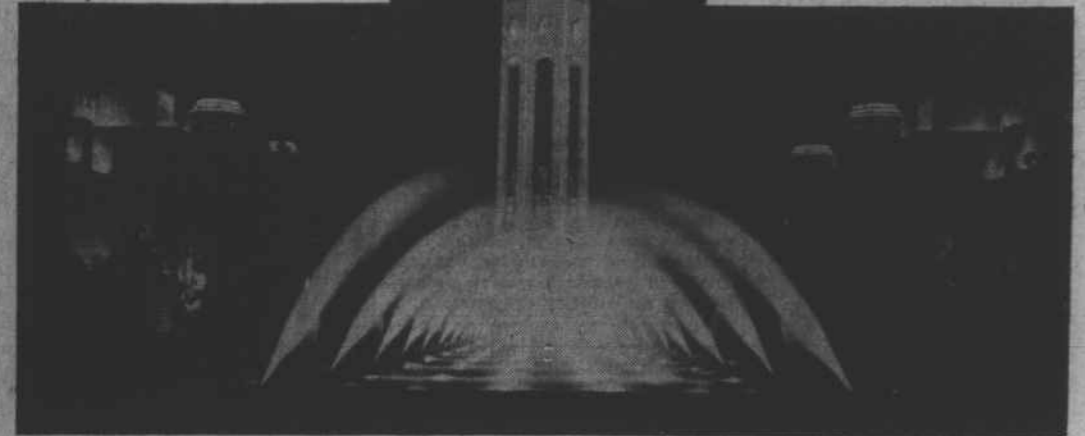
By **ELMO SCOTT WATSON**
Western Newspaper Union.

IT WAS the morning of February 18. Since daylight throngs had been streaming toward San Francisco's famed Ferry building on Market street or making their way across the huge bridge that connects San Francisco and Oakland with rocky Yerba Buena island. Soon the causeway

crossing the harbor entrance with the longest single span ever erected.

So the two visions—airport and world's fair—were merged. Each plan speeded and supported the other. Early in 1936, while the two bridges were still building and the "clipper ship" air traffic which brought Asia within days, not weeks, of America, was passing from the exploratory stage into regular airmail flights, work on the new airport began.

United States army engineers,



NIGHT SCENE ON TREASURE ISLAND—Shown here under illumination are the arched waters of the Fountain of the Evening Star in the Court of the Moon on Treasure Island. In the background is the Tower of the Sun, bathed in white and amber lights.

over which they were hurrying from Yerba Buena toward their objective, a little island 300 yards away, was packed with people.

Eight o'clock! The "Portals of the Pacific," the gates between the huge pyramidal towers, swung open and the crowd surged forward for their first views of the wonders that lay beyond those portals. Within four hours more than 200,000 people were swarming over the island—Treasure Island, it's called.

Twelve o'clock! High up in the Tower of the Sun a 44-bell carillon poured out a flood of melody. Then while a mixed chorus of 500 voices sang a hymn of joy, muted trumpets sounded an invocation of thanksgiving and prayer. A few moments later, over the radio loudspeakers came the voices of California notables—Gov. Culbert L. Olson, Mayor Angelo Rossi of San Francisco and Leland W.

ever held, the one at San Francisco has innovations in architecture, illumination, exhibits and special events which make previous expositions seem quaintly archaic. But in one respect, it is absolutely unique. That is its site—a man-made island set down in the middle of one of the great harbors of the world and flanked by the two greatest bridges in the world.

The story of this truly magic island, which now stands where but three years ago boats plied the blue waters of San Francisco bay, sea fowl swam and fishermen cast their lines, is one of the real romances of American initiative, ingenuity and engineering achievement. That story began less than 10 years ago when progress in aviation indicated that San Francisco was destined to become the "air crossroads of the Pacific." To achieve that destiny she must have a suitable airport.

In 1931 the San Francisco junior chamber of commerce sur-

financed with \$3,803,800 in WPA funds, sponsored by the exposition company, began assembling their dredges. Eleven of these huge machines—a fleet of nine at one time—began pumping black sand from the floor of the bay and sluicing it through pipelines over Yerba Buena shoal. Around the shoal had been built a sea wall nearly three and a quarter miles long and containing 287,000 tons of quarried rock.

Largest Man-Made Island. By the time the work had been completed 20,000,000 cubic yards of sand had been compacted within the seawall. From a natural depth of 2 to 26 feet below water, the shoals had risen to a height of 13 feet above the tides making a 300-acre rectangle of land—the largest island ever built by man! It is a little more than a mile long, nearly two-thirds of a mile wide and is connected to the shore of Yerba Buena island by a causeway 300 yards long and 37 yards wide.

This causeway is the key to the island's remarkable accessibility, for across it are six lanes of highway to link the island into the traffic streams of the Bay bridge. Four ferry ships supplement these highways in transporting, at the peak rate of 53,000 hourly, the millions who will visit the exposition this year. Three of these ferry slips, on the San Francisco side, will land the crowds from San Francisco's Ferry building on Market street, discharge them into a ferry terminal building which, with the slips themselves, cost more than three quarters of a million dollars. The fourth ferry slip is on the Oakland shore of the island.

Highways that have been constructed as a part of the general transportation plan take into account the dual function of Treasure Island as an exposition site and a future airport. The army engineers who built the system across Yerba Buena island did it along novel lines. Three traffic lanes are of permanent construction for airport utility.

Gigantic Hangars.

Hardly had the water drained from the island's advancing sand fill, when construction began on three buildings that will survive the glitter of the fair to endure as airport facilities. One is the \$300,000 reinforced concrete air terminal building to serve the fair as administrative headquarters; its permanent use will find it equipped with complete facilities including passenger, mail and express terminals, restaurants, offices, public observation galleries and meteorological towers.

The others are two gigantic hangar buildings, each 287 by 335 feet on the ground and 78 feet high, built of steel and concrete, costing \$450,000 each. For these buildings exposition engineers applied a new design to hangar construction—"cantilevered walls" which actually aid, by their weight, in supporting the roof load.

During the fair these structures will serve as the Palace of Fine and Liberal Arts, and the Hall of Air Transportation. Later, as airport facilities, their huge 300 by 40 foot doors may be heightened at centers to 65 feet to accommodate the rudders of airplanes greater than any now known. All other buildings on Treasure Island are of temporary construction, for removal after the exposition to provide clear airport runways.



Above is shown one of the picturesque Towers of the East on Treasure Island.

An ancient walled city is the basis of the exposition's structural scheme. In the spacious central Court of Honor stands the 400-foot Tower of the Sun, which is only 57 feet in diameter at its base but which competes in height with the lofty towers of the Bay bridge nearby. From it radiates phalanxes of exhibit palaces, each from 400 to 900 feet long and about 200 feet wide. They are spaced by broad courtyards—Court of the Seven Seas, Court of Flowers, Court of Reflections, Court of the Moon, Court of Pacifica, Treasure Gardens—names which characterize their symbolism.

All of them are windowless for display uniformity under constant illumination and have been built according to a so-called "Pacific" style of architecture which combines the new and the old. Ancient mystical Oriental forms have been blended into long horizontal lines, setback pyramids and masses characteristic of Malayan, Incan and Cambodian treatments. The elephant, mammoth beast of Far East pageantry, is a predominating decorative note, crowning as it does the pyramidal entrances that flank the "Portals of the Pacific."

The color scheme of the exposition buildings includes 19 different shades characteristic of both the rare shades of California wildflowers and the variegated hues of the Orient. The basic plaster body color is a yellow ivory which has been designated "Exposition Ivory." Along with it will be seen these: Old Mission fawn, Pagoda yellow, Pebble Beach coral, Santa Barbara taupe, California ecru, Evening Star blue, Polynesian-brown, Sun



Design of the three-cent Golden Gate Exposition stamp which was placed on sale at San Francisco on February 18, the opening date of the exposition.

of Dawn yellow, Hawaiian emerald green, Santa Clara apricot, Imperial Dragon red, Death Valley mauve, Pacific blue, Ming Jade green (light), Ming Jade green (dark), Southern Cross blue, Del Monte blue, China Clipper blue and Treasure Island gold. These colors are reduced to half-tones or less on exteriors, to avoid the glare under night illumination which increases the intensity of the basic color.

By turning their huge buildings "inside out," almost literally, stylists have achieved a cement stucco that bathes the buildings and tall walls in a radiant golden glow, sparkling with prismatic colors, day or night. It's done with vermiculite—a mica-like substance. Exposition stylists found that this material, applied to wet stucco, reflects light in a million scintillating gems and makes the walls glow and glitter with live fire.

Statues, panels in relief, great murals and paintings are used to glorify the courts and basic buildings. Nearly all the outstanding western artists and sculptors are represented there.

Makes a Living Out of Plaster

Jobless Family Finds Molding of Figurines Is Profitable Work.

OLMSTEAD FALLS, OHIO.—Father's unemployment was fortunate instead of tragic for the William Crowley family—they now have a thriving home industry which is profitable for all.

Crowley, temporarily without a job, decided to spend his time to some advantage and began experimenting with creating plaster figures. His studio was the family garage and his chief assistant, daughter Evelyn, who was convalescing from pneumonia. Eighteen-year-old Evelyn sketched the Crowley dog and other animals and her father followed the sketches in making his figurines.

Labor Is Divided.

Then the rest of the family joined forces. "Here is the division of labor," Crowley explained.

"Evelyn makes the preliminary sketch, I do the plaster carving and molding, 15-year-old William Jr. is responsible for the casting, aided by Charles, who is 11, and Mrs. Crowley paints the figures. Eight-year-old Bob takes care of the jars and brushes. Our three dogs and three cats pose as models."

He said the family has perfected a durable composition for statues and a washable finish, but the formulas for both processes are secret.

"In less than a year in business we have sold more than 2,000 novelty art objects to shops in Cleveland and other cities, including Berea, Fairview, Ashtabula and Elyria. We have also sold some objects to Buffalo stores," Crowley said.

Comic Figures Made.

"The objects range from statues of Washington and Lincoln to comic cowboy figures.

"As for our factory, it has expanded until it includes the garage, furnace room and the summer kitchen."

He added that he is employed again, but he spends all his spare time working at home.

"Give up the business because I have a job again? No, I wouldn't think of doing that," he said. "There are too many interesting things to find out about this line to give it up."

Faithful Clock Is Voted

'Pension' by Town Board
WISCONSIN RAPIDS.—The old town clock here has outlasted an economy move and now ticks into its declining years with assistance of a \$10 a month pension.

The common council voted the \$10 a month over protests of aldermen who would have abandoned the clock after 46 years of service in the tower of the city library, formerly the city hall.

The old timepiece is a weight-wind clock and for the last 14 years kept the time without repair service of any sort. Recently an expert repaired the clock and charged \$42.50.

The service charge roused advocates of economy, who said that \$120 a year for clock repair was too much compared to \$42.50 in 15 years, and, besides, the clock was pretty old.

The objections were beaten down by aldermen who asserted that a clock which gave good service for 46 years shouldn't be abandoned for a few dollars.

They voted the \$10 monthly as a "special pension" with which to hire a special attendant to oil, repair and wind the clock every month.

Dual Controls Used in School Driving Classes

SPRINGFIELD, ILL.—Driving instructors at 14 downstate high schools employ dual-control automobiles to teach students driving technique and rules, the division of highways announced today.

The division said that many of the other 630 high schools offering driver and highway instruction courses were providing actual driving practice for students in machines furnished by instructors and schools.

High schools employing dual-control automobiles were at Elgin, Belvidere, Moline, Carbondale and Charleston Teachers' College high school and Charleston high.

The division said preliminary arrangements are under way for the use of dual control-cars in high schools at Peoria, Spring Valley, Macomb and other downstate cities.

Professor Thinks Love

Great Student Handicap
BIRMINGHAM.—Love is a great handicap to the accumulation of knowledge, according to Dr. Ray S. Musgrave, professor of psychology at Birmingham-Southern college.

Doctor Musgrave placed student romances at the top of the list of reasons for failures to pass courses. Next came parties and extra-curricular activities.

The well-known "grudge against the professor" and financial worries also were listed as chief factors making for bad marks.

But love tops them all, Doctor Musgrave said. "When a student is in love, he is unable to concentrate on his studies," he said.



By **L. L. STEVENSON**

It is possible that when spring comes, new Treasury department regulations will govern the issuing of passes to those who wish to go to the piers to welcome friends and relatives arriving on ocean liners. Under present rules, only one pass for each passenger is permitted. To enforce such a regulation would necessitate checking the entire passenger list of each ship. What a task that would be can be imagined when it is known that from 500 to 700 applications for such passes are made each day at the customhouse. The procedure is simple. The applicant merely fills in a blank, which has spaces for his name, the name of the passenger and the ship and his relationship to the passenger. If the clerk handling the application doesn't happen to remember a request involving the same passenger, the pass is issued. Hence, few passengers are welcomed by only one pier visitor. Usually there is a whole party waiting for the ship to dock.

Limitations on the number of pier passes have a practical purpose. The pass admits the holder to the baggage enclosure. When a liner docks, the pier immediately becomes a place of great activity. Baggage must come ashore and be inspected by customs officials as quickly as possible. The giant liners of today have huge piers. But they also attract huge crowds. The crowds get in the way and cause confusion and delay. Customs men and police at the gates are firm in their refusal to admit any except holders of passes. In fact, those gates are just about the only ones in New York that can't be crashed. The trouble is that too many passes are issued. A recent arrival on one of the big liners found 23 friends waiting for him on the pier.

Barring all visitors was considered at a recent conference of officials who are wrestling with the problem. It is doubtful if that will be done, however, because of protests by travelers and shipping interests. But if they can be worked out, new and more effective measures of limitation will be put into effect before the rush season next summer.

When Frankie Burke, Jimmy Cagney's double, came here for the opening of "Angels With Dirty Faces," he stopped at the Warwick hotel. Burke, whose real name is Vasselle and whose family comes from southern Italy while Cagney's comes from southern Ireland despite their similarity in features, was discovered hopping bells in a hotel down in Las Vegas, N. M. His home is in Brooklyn and when he reached his seventeenth birthday, he started out looking for a job and didn't find it until he reached Las Vegas. One of the places in New York where he applied in vain was the Warwick hotel.

Youngsters of this modern age seem to get their thrills in reverse. David and Armand, 11-year-old twins; Renee, aged 10, and Heidi-Ann, 6 children of Armand Denis and Leila Roosevelt Denis, explorers, recently returned from an 11,000-mile flying trip with nothing exciting to report except a short train ride. They flew with their parents on a good-will trip to 50 cities with the picture "Dark Rapture," which Mr. and Mrs. Denis filmed in the Belgian Congo. To keep from getting bored on the long flight, the children took along their pets, white mice, flying squirrels and a pair of pink snakes, also a movie camera.

The incident that saved the trip from being a total loss to them occurred at Omaha. There the plane was forced down by weather conditions, so the family made the short jump to Des Moines by railroad. Wildly excited by what they looked on as a novel form of transportation, the Denis kids wanted to ride with the engineer, blow the whistle and shovel coal and though denied such a privilege came to their home near Putnam, Conn., real railroad fans. Now they are looking forward to a horse and buggy ride promised them by the village doctor.

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Front Line Soldier Writes Best Seller

TOKYO.—From the war front in China has come a book which today is breaking all existing records for best sellers in Japan. The author, Sergt. Ashira Hioo, is a front-line soldier now fighting in central China. His book was written during rest periods in marches over rugged mountains in the Wuhan area. The title, "Mugi to Heital," may be translated "Wheat and the Soldier." The sergeant has turned over all royalties to the war office. Sales so far are well over 1,000,000 copies.

Use Gay Scraps to Make Applique Quilt



Pattern 1721

Color for your bedroom! Use gay scraps for the lilies, and outline and single stitch for accent! Pattern 1721 contains accurate pattern pieces; diagram of block; instructions for cutting, sewing, and finishing; yardage chart; diagram of quilt. Send 15 cents in coins for this pattern to The Sewing Circle, Needlecraft Dept., 82 Eighth Avenue, New York, N. Y.

SAFETY TALKS

Most Hazardous Occupation

MOST farmers probably would scorn the use of industry's steel-toed safety shoes, hard hats to protect their heads from falling objects, and goggles with unbreakable lenses to ward off sparks from the grindstone and splinters from the wood-cutting power saw. If this be true, it may possibly account for agriculture ranking first as the most hazardous of occupational enterprises.

The National Safety Council reports that of 19,500 fatalities in occupational accidents during 1937, agriculture, or farm accidents, contributed 4,500. Trade and service industries were responsible for another 4,500 accidental deaths. All other industries experienced fewer accident fatalities during that year, the council said.

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It's the Way Thousands Know to Ease Discomfort of Colds and Sore Throat Accompanying Colds

The simple way pictured above often brings amazingly fast relief from discomfort and sore throat accompanying colds.

Try it. Then—see your doctor. He probably will tell you to continue with the Bayer Aspirin because it acts so fast to relieve discomforts of a cold. And to reduce fever.

This simple way, backed by scientific authority, has largely supplanted the use of strong medicines in easing cold symptoms. Perhaps the easiest, most effective way yet discovered. But make sure you get BAYER Aspirin.



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2 FULL DOZEN 25¢

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When you play, play hard; when you work, don't play at all.—Theodore Roosevelt.

QUESTION ANSWER

Why do Luden's contain an alkaline factor?
ANSWER
To help build up your alkaline reserve when you have a cold.

LUDEEN'S 5¢

MENTHOL COUGH DROPS
Effects of Learning
Learning makes a good man better and an ill man worse.—Thomas Fuller.

666 SALVE
relieves COLDS
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TREASURE ISLAND SENTINELS—Designers of the light standards near the main entrance of the Golden Gate International exposition have made them to conform to the general lines of the tall palm trees. At the left is one of the Elephant Towers flanking the main entrance.

Cutler, president of the exposition—with brief messages of welcome.

Twelve-thirty. For a moment the loudspeakers were silent. Then . . . "The President of the United States!"

From the other side of the continent came the voice of Franklin D. Roosevelt.

When his message was concluded, two world-famous soloists led the chorus in a moving anthem of prayer and thanksgiving, accompanied by a 100-piece band and the carillon. Then as the last notes of the anthem faded away, cannon roared out a 33-gun salute to the Chief Executive of the nation and from all over the island brilliant daylight fireworks exploded in the sky.

And thus was the 1939 Golden Gate International exposition opened to the world!

Like every other world's fair