

Airplane Seen As Instrument Of Post-War Trade Expansion

Washington, July 29—Business men will "call a plane" as a matter-of-fact as they summon a taxi today, if the entire aviation industry rallies after the war to utilize the economic potentialities of aircraft. So maintains Carleton Putnam, youthful president of Chicago and Southern Airlines.

Already we can see what the airplane has meant in the conduct of this war, quite aside from its use in combat. Thanks to it, President Roosevelt and Prime Minister Winston Churchill have been able to meet frequently. Generals Sir Archibald Wavell and Claire Chennault fly to a meeting. Madame Chiang Kai-shek made her historic journey by plane. Wendell Willkie circled the globe by air.

What these military and political leaders have done in war, our business leaders will be able to do in peace, at a cost in time and money so small it will revolutionize business. The 42-year-old airline executive points out. He looks ahead to a new business tempo operating at three times the speed on a world-

wide scale. This will become more apparent in the "mopping up" period right after the war. In the post-war world there will doubtless be areas that must be occupied or rebuilt. Speedy cargo ships will bring in new pieces of machinery for the factory, roads from the stockpiles of more fortunate countries, bandages and medicine.

Flying these converted instruments of destruction will be thousands of pilots who, unless jobs are made immediately available would be unemployed.

Putnam foresees two possibilities in the direction of air transport: to organize new air cargo companies or to add a cargo division to the already existing airlines carrying passengers and mail.

American business men can expand their business to their heart's content. That opportunity in Costa Rica, that market in China, that plant in Iraq, which yesterday did not seem worth exploring, will become feasible investments.

Putnam's personal success demonstrates the value and realism he advocates for the airplane industry. This tall, gangling law student of Columbia walked down 57th street in New York one day 20 years ago. . . he pressed his nose against the window of Charles-Wright Co. . . and came out ten minutes later with a four-passenger Curtiss Robin. The plane and ten years of experience, borrowing and personal aviation proved that he was the birth of the Chicago and Southern Airlines. . . a line which today talks

Transferred



William C. Hamlett, seaman first class, who has been stationed at the Naval Training Station at Bainbridge, Md., since April 27, 1943, has been transferred to Naval Hospital School at Bainbridge. He is the son of the late Mr. and Mrs. V. G. Hamlett of Henderson.

about an overland air route through Neame to Singapore. (It's application has been filed.)

Lately Putnam's vision has brought some definite figures in the field of cargo rates for airplanes. . . and they are startling. He illustrates by a simple case. "If Chicago and Southern were able to obtain more airplanes today and the seats were removed and the planes devoted to carrying nothing but cargo, we could operate at about 25 cents a plane mile, direct air costs, and carry up to three tons of cargo, depending on the degree of single engine performance desired. This is a rate of about 11.7 a ton mile. Add an estimated 5.5 cents for ground pick-up and delivery (so-called terminal costs) and you have a total of 17.2 cents a mile."

This is almost exactly the present rate charged for first class rail express.

If we fail to remake the airplane into an instrument for peace-time utilization to the fullest, Putnam says, "God help us in the next war." "From now on, time moves on wings, and it carries either death or a wiser life for mankind."

Canada's War Record Challenges

Daily Dispatch Bureau. In the Sir Walter Hotel. By LYNN NISBET

Raleigh, July 29.—"Canada at war," a monthly publication of the Canadian government, gives some challenging figures on what our northern neighbor has done and is doing toward United Nations victory.

It is stated that Canada, with one-half of one per cent of the world's population, has become its third trading country, and the fourth largest producer of war weapons among the United Nations. Exports, almost wholly now of war material, have increased four times in ten years, amounting now to two and a half billion dollars.

With eleven and a half million people, Canada has approximately 700,000 men in the armed forces. More important is the information that of the 42,000,000 women over 17 years of age, 1,502,000, or more than one-fourth, are actively engaged in industry.

Like the United States, Canada had a very small army and navy before the war. Pre-war army strength was 4,500; now it is 455,000. The navy had 1,700 men; now it has 64,000. The air force claimed 4,000 early in 1939; now the air force personnel exceeds 180,000.

Canada has food rationing comparable to that in effect in the United States. Tea is rationed one ounce per week; coffee, four ounces per week; children under twelve not eligible and no adult being allowed both tea and coffee. Sugar, meat and gasoline are rationed on approximately the same basis as here. Wages are "stabilized" and controlled somewhat more successfully than in the United States.

Labor Laws Well Observed

Daily Dispatch Bureau. In the Sir Walter Hotel. By LYNN NISBET.

Raleigh, July 29.—Report that inspectors of the State Department of Labor had found more than ten thousand violations of State labor laws during the fiscal year ended June 30, in addition to federal violations already reported, looks on its face like the employers were a pretty bad lot.

Breakdown of the violations by offenses, however, shows that most of them were technical, unintentional and were immediately corrected. More than half the total infractions were for violations of the child labor law, and most frequent offense here was failure to obtain the required permits. Failure to observe the legal hours and failure to keep proper time records constituted another big group of law violations. Improper provision of drinking water, sanitary facilities and resting places accounted for more than

300 citations. While infractions of the safety code brought over 1,100 reprimands.

The inspectors checked 5,550 places of business employing 144,002 persons and found 10,151 violations of State labor laws, rules and regulations, and of the relatively new total 8,357 were corrected immediately and the cooperation was exhibited in nearly all the cases. Changes when inspectors recommended changes in fixtures or practices to comply with law.

The same inspectors checked 11 plants for federal violations, most of

of the wage-hour provisions. With respect to federal law it was also found that most infractions were technical and due to lack of understanding of the law. Chief cause of complaint was inadequate records.

Farmers Plant Trees

Under the Clarke-McNary and Norris-Doxey Acts, more than 75 million tree seedlings and transplants were distributed at cost of production to farmers in 42 states last year, according to the U. S. Forest Service. More than 32 million went to Southern farmers alone.

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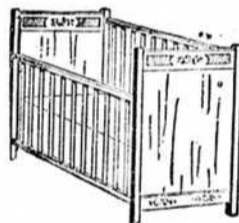
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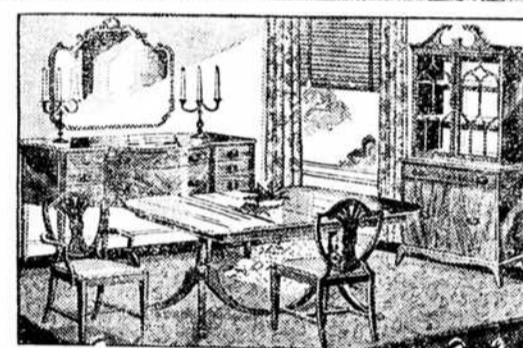
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