



Southwestern AVIATION

LEDGER BUILDING
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WASHINGTON, D. C.

Friday

Dear Mr. Carter:

Although it is not as noteworthy as one coming more direct, I think it will be well received. I certainly do appreciate your kindness in furnishing us with the material, which I am returning herewith.

Sincerely,

George E. Haddaway, Editor
SOUTHWESTERN AVIATION

Mr. Haddaway will hold story for further changes or suggestions until Monday, should you care to make additional comments.

NINETEEN THOUSAND MILES BY AIR

To Buenos Aires aboard the Brazilian Clipper----across the towering Andes to Santiago, thence up the west coast of South America by Pan American-Grace Airways, across the Central American Republics and into Mexico----two eminent newspapermen describe their

IMPRESSIONS OF THE FLIGHT

Edgar M. Swasey, Vice-president, Hearst American Weekly

Amon G. Carter, Publisher, Fort Worth Star Telegram

It was exactly 7:57 a. m. on August 16 at International Airport, Miami, Florida. The largest air transport ever developed in America, the giant flying boat, Brazilian Clipper, hoisted anchor, sped momentarily across an azure sea and took to the air with its cargo of American newspapermen, government officials and executives of Pan American Airways, over whose system the thirty two passenger magnificent transports will soon go into regular service. The departure marked a new chapter in aeronautical history, a new era in international good will.

The outgoing trip from Miami to Buenos Aires, a distance of 7400 miles, was completed in but 55 hours and 22 minutes actual flying time. It was not an abnormal or "stunt trip," but the first of regular schedules ~~xxxx~~ of the same travel time over the route. The service moves the great South American markets two days closer than the best previous air transportation time. After leaving Miami, stops were made at Port au Prince, Haiti; San Juan, Porto Rico; Port of Spain, Trinidad; Georgetown, British Guiana; Paramaribo, Dutch Guiana; Para, Sao Luis, Natal, Bahia, Caba Frio, Rio de Janeiro and Puerto Alegre, Brazil; Montivideo, Uruguay and Buenos Aires, Argentina. Two pleasant days were spent in Rio and two in Buenos Aires. The other stops were overnight.

Desiring the experience of the flight across the Andes and the voyage up the west coast of South American into Central America and Mexico, we did not return with the record breaking Brazilian Clipper. On our return voyage over

the Pan American-Grace system embraced two-day stops in Santiago, Chile; Colon, Panama and Mexico, D.F., with overnight visits to Antafogasta, Chile; Lima, Peru; Guayaquil, Ecuador; Tumaco, Columbia, and San Salvador. From Montevideo to Panama the route was over the jointly operated Pan American and Pan American-Grace lines and from Panama to Mexico, D. F., over the Pan American system over Costa Rica, Honduras, San Salvador, Guatemala to Mexico City and Brownsville. Only four and one-half hours were required to make the voyage from the Mexican Capital to the border city. From Brownsville to Fort Worth the flight of 551 miles required but two hours and 56 minutes in the new Vultee Transport of American Airlines.

Not one accident or even the slightest mishap occurred on the entire voyage. There was but one instance of delay or alteration in plans over the entire ^{18,000}/~~19,500~~ miles of flight. We were nearing Rio, where a crowd of 20,000 spectators awaited the Clipper's visit. Dense fog made it inadvisable to land and the pilot returned ninety miles up the coast to take the ship into a protected bay. A delightful dinner was served on board, the guests of Pan American Airways amusing themselves during the evening at bridge and other games. The flight to Rio was completed the following morning, the christening ceremonies of the Brazilian Clipper taking place in due time, by the wife of the President of Brazil.

At every stop along the route enthusiastic welcoming parties greeted the good-will tour. In the larger cities where extended visits were scheduled, we were honored with elaborate receptions and afforded many enjoyable entertainments. At Haiti, Puerto Rico and Georgetown the governors of the respective provinces presided at the receptions. In Brazil, Argentina, Chile and San Salvador, the presidents of those republics with other dignitaries honored their North American visitors in traditional Latin-American fashion.

During the entire circumnavigation of the great continent, it was evident that the international air service is doing and will continue to do an even greater work in fostering better international relations and in promoting commerce and

trade between North and South America, even though Pan American and Pan American-Grace experience stiff competition from the European air lines. Air France, for example, operates from Santiago, Chile across the continent and up the east coast to Natal, thence across the Atlantic to Europe by way of Africa. France, England and Germany are lending every encouragement to aviation development----- definitely more so than the United States. The foreign countries afford their lines a competitive advantage over our great international system. The foreign lines are given a substantial government subsidy and in addition are permitted to retain all revenues. The United States competitor, while given a subsidy, turns back to the Government ~~ex~~ practically one-half of the subsidy and suffer additional penalization by reason of the foreign exchange. Aviation is doing more than any one factor or industry to open trade avenues between the two continents as well as to foster better political relationships. American aviation has made splendid progress, but if it is to meet the constantly improving competition from the Europeans, it will be necessary to match foreign governments' support of their respective air services.

Perhaps the most impressive observations of the momentous flight were the vastness of the republics and their resources, the evidence of their improving economic conditions, the progressiveness of their cities and peoples as well as the admirable work being done by Pan American in cementing the relationships between the republics and the United States. It is difficult to conceive the vastness of many South American countries, particularly countries like Brazil, Argentina and Chile. The great ranches were impressive sights with their huge ranch houses and hundreds upon thousands of cattle. The same impression of vastness characterized the flight over the Brazil coffee plantations.

The people throughout the continent are the most polite and cordial to be found anywhere. They are predominantly alert and progressive. There are no more beautiful or modern cities than Rio, Buenos Aires, ~~xxx~~ ^{Lima and Mexico City} Santiago. The hotels are magnificent structures, completely modern, and the cuisine cannot be equalled.

There are clubs that would compare with any in the world. For instance the Union Club at Santiago covers practically an entire city block. Its bar is one hundred feet long, and between the hours of five and seven in the afternoon it is the gathering place for the business men of the city. We counted eighty five at the bar at one time and two hundred seated around the tables. We were informed that this was an everyday occurrence. There was no evidence of intoxication anywhere.

The race tracks at Rio, Buenos Aires and Santiago are the finest in the world. Races are held every holiday and Sunday throughout the year. It was interesting to note that the stores close on Saturdays at noon, and although the law permits racing on Sundays, it prohibits the sale of anything on Saturday afternoons.

Other customs and modes of living are also quite different from our own. Stores do not open until 9 a.m.; the executive usually arrives at his office about 10; the stores close at noon and reopen at 2, remaining open until 7. Dinner is usually served around 9 o'clock, sometimes as late as 10:30. No one seems to be in a hurry, everyone apparently getting a great deal out of life; yet everywhere there is ample evidence of activity and advancement. Their polite and cordial manner was characteristic of all with whom we came in contact. We were particularly impressed by the effectiveness with which policemen handled the traffic. We did not hear a traffic officer raise his voice, much less "bawl out" some unfortunate pedestrian or auto driver for infraction of regulations.

We found the United States well represented by its ambassadors and ministers in every country visited. Ambassadors Gibson in Brazil, Wedell in Argentina, Sevier in Chile and Daniels in Mexico are doing a great deal to further American relations abroad and are, in addition, universally well thought of by the people. In Santiago we were the guests of Mr. and Mrs. Sevier, Texans by the way, and in Mexico, D. F., we were the guests of Ambassador Daniels.

An observation that might interest many southerners was made at Natal, Brazil where cotton planters contemplate doubling their acreage next year because of the

reduction of acreage in the United States. In many sections of South America, Cotton is a perennial; it is planted but once in seven years and of course their cost of production is far less than in our country. Down in Chile we flew over a beautiful little valley devoted to cotton production. We were told that the inhabitants of this valley would experience unusual prosperity this year, inasmuch as they would receive the equivalent of \$1,250,000 for their cotton crop. In all of the countries we visited, crops appeared to be in good condition and it was evident that conditions were constantly improving. Exchange rates, too, are improving and prosperity seems not far distant.

Only such an air voyage can open one's eyes to the opportunities that exist for the United States in Latin America. Only such a flight can impress one with the importance of ^{the Pan American} ~~our~~ great international air systems in effecting closer trade and political bonds so necessary to economic stability and world peace.

balance South & North America