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Harrods
 it is the
 sap and
 soul of quality

The Standard

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Harrods
 RESTAURANT
 IS A RECOGNIZED
 RENDEZVOUS FOR
 PEOPLE OF QUALITY

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ARRIVAL OF WORLD'S LARGEST HYDROPLANE

CHEERING THOUSANDS GREET BRAZILIAN CLIPPER

ELITE OF AMERICAN PRESS ON VISIT OF GOODWILL

IMPRESSIONS OF VOYAGE AND A MESSAGE TO ARGENTINA

The pride of the Pan American Airway's fleet, and the latest addition to the South American route, the gigantic Sikorsky four motor airliner, "Brazilian Clipper," arrived at the Company's Airport at the New Port at 11-45, as per schedule yesterday morning.

The airliner, which had been manoeuvring for some time over the city flew with the roar of her motors, opened at full throttle, over the crowds which lined the approaches of the airport for several kilometres on both sides of the landing bay, and exclamations of admiration were to be heard on all sides.

The admiration of the multitude was entirely deserved, for the machine did, indeed, present an unforgettable sight as its huge structure previously dwarfed by distance became observable at closer quarters.

The "Brazilian Clipper" executed a perfect landing, and immediately taxied to her moorings in perfect style amid the murmurs of approval of the spectators.

The people of Buenos Aires immediately took the giant to their hearts, and well they may, for the newcomer, with the christening champagne scarcely dry on the hull of her gondola, glistened in the sun like some rare and beautiful sea-bird, with grace and beauty in every line of its wings and cabins.

MESSAGERS OF GOODWILL

Immediately on the liner reaching her moorings, her passengers, twenty in number, passed on to the landing stage, and were immediately surrounded by a veritable cloud of pressmen and photographers and posed obligingly and smilingly for their photographs.

The airliner's passengers' list was made up as follows: Mr. Jerome D. Barnum, Publisher of the Syracuse Post Standard, and Vice President of the Newspapers' Publishers' Association; Mr. William F. Brooks, General Manager of the Associated Press; Mr. Amos G. Carter, Publisher of the Fort Worth Star Telegram; Mr. John Cowles, Publisher of the Des Moines Register and Tribune; Mr. James Furray, Vice-President of the United Press; Mr. Frank E. Cannett, Chairman of Gannett Newspapers; Mr. Roy Howard, Chairman Schipps Howard Newspapers; Mr. S. V. Jenkine, Publisher of Savannah News; Mr. M. C. Meigh, Manager Hearst Chicago American; Mr. Paul Patterson, Publisher of the Baltimore Sun; Mr. James C. Stahl, President of the Southern Newspapers' Publishers' Association; Mr. George Rihl, Vice President of the Pan American Airways Inc.; Mr. Edgar Swasey, Vice President Hearst American Weekly; Mr. Edward Tomlinson, Lecturer on Latin America, in charge of Broadcast N.B.C.; Mr. W. van Ousen, Director of Public Relations, Pan American Airways Inc.; Mr. Eugene Vidal, Director of Air Commerce, United States Department of Commerce; Mr. J. N. Wheeler, General Manager, North American Newspapers Alliance; Mr. E. E. Young, Vice-President of the Pan American Airways; and Mr. Edward Johnson, Director of United Aircraft.

The visitors, who were obviously delighted with the voyage, immediately proceeded to the Plaza Hotel, where they will have their quarters until their departure for the United States of America by the Brazilian Clipper to-morrow morning.

SPEED - SAFETY - COMFORT.
 There is accommodation for thirty-two passengers, and no single detail for the comfort as

NEXT MAILS

To Arrive
 TO-DAY—MONTE SAKMIEN.
 TO (Hamburg, August 2).
 TO-DAY — EL URUGUAYO.
 (August 4.)
 To Leave
 TO-DAY—SOUTHERN CROSS.
 Mails close at 8:30 (New York, September 13.)

NEXT AIR MAILS

AUGUST 28 — Brazil and Europe (via Condor) ord. mail 16 o'clock, 13 o'clock.

well as for the safety of the travellers has been overlooked. The neat smoking-room will accommodate eight passengers, and is provided with all the details dear to the smoker's heart.

When interviewed, the cocktail mixer who tends the flying bar, and whose mission of mercy is just as appreciated in the air as on land, said that his stock, although sadly depleted by the voyage, is at the least, equal to producing the same variety of drinks as one can find in the most exacting establishment on Calle Florida.

"I can prepare as good a drink in this bar," he said, "as can be produced on land, — or as bad."

The passengers' accommodation has been calculated to give the utmost opportunities to observe the view, and it can truly be said that the provisions made for the well-being of all on board are a new departure in modern air travel.

Meals can be served to the passengers, and reading and card-playing are also among the amenities offered to the travellers.

NEIGHBOURS OF THE NORTH AND SOUTH.

When interviewed at the Plaza Hotel, the passengers of the Brazilian Clipper were unanimous in their praises of the delights of the voyage, and of the receptions of which they had been the object at the hands of the authorities, and the people in the countries they had visited.

"The main object of our visit to South America," said Mr. M. C. Meigh, the Manager of the Hearst Chicago American, "is to become acquainted with the people of South America, as becomes good neighbours and friends."

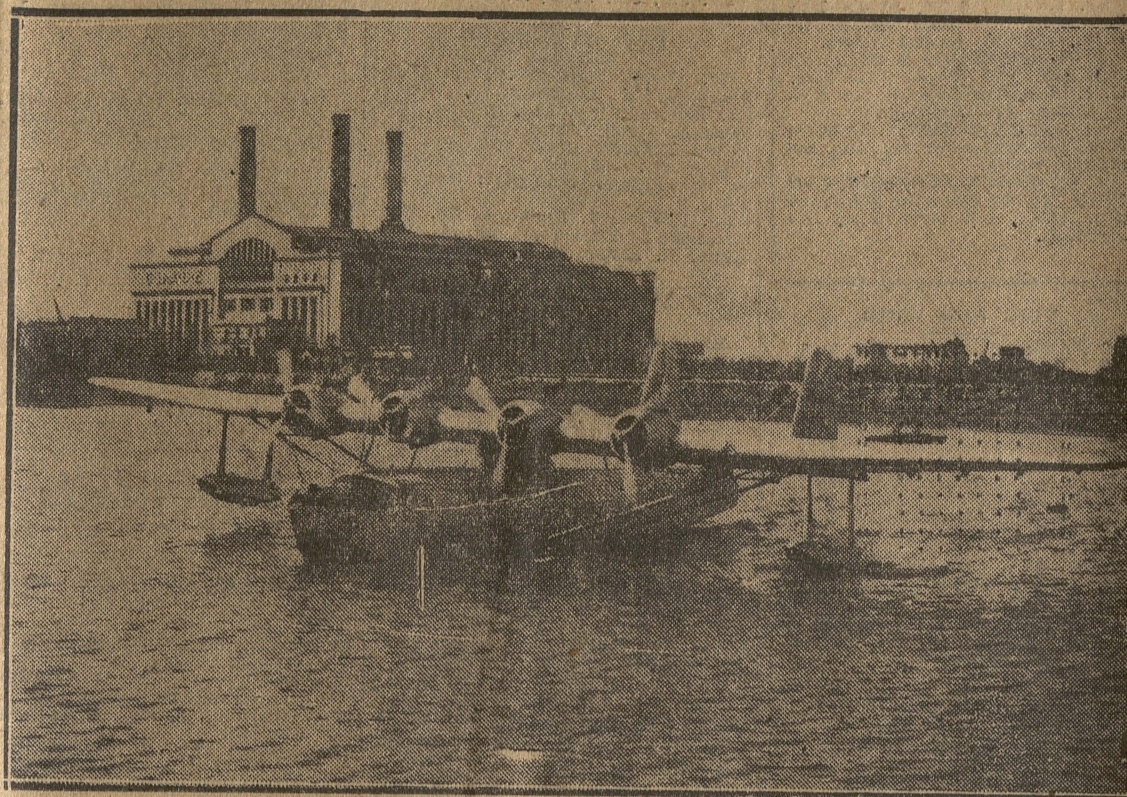
"It is hoped that this visit will be the forerunner of many others, and that its immediate result will be to foster the long felt desire for reciprocal trading and good relations between the inhabitants of the North and those of the South of the American Continents."

A MESSAGE TO OUR READERS

"We think that this is the most important step ever taken to bring together both countries," continued Mr. Meigh, "and every member of the party wish to express their appreciation of the high honour paid us this afternoon when we were received at Government House by His Excellency President Justo, whose charming personality, and truly democratic reception of the American travellers of the Brazilian Clipper, will forever remain a happy memory."

"I am the bearer of a message from the President of the Chicago Century of Progress Exhibition," added Mr. Meigh, and it is one which I dearly hope will be heard and acted upon."

(Continued on Page 2)



The "Brazilian Clipper" taxiing to her moorings at the New Port.

THE CHACO WAR

PARAGUAY AND ARGENTINA MINISTER'S LETTER TO CHILEAN NEWSPAPER

Sgo. De CHILE, August 24 (A.P.)
 Sr. Ramirez, the Paraguayan Minister, in a letter to the "Mercurio", cited the pro-Paraguayan opinions held by various eminent Chileans, bolstering the Paraguayan denials that Argentina has violated her neutrality by helping Paraguay.

He said that Paraguay had not employed a single foreigner on the General Staff and that the army "which defeated Bolivia" had been recruited and organized since the war began.

Sr. Ramirez added that Paraguay had obtained long term credits, assuring her ability to continue the war.

STANDARD OIL

NEW YORK, August 24 (A.P.)
 Mr. W. C. Teagle, President of the Standard Oil of New Jersey, disclosed that he had sent a letter to the League of Nations denying the charges that the Company was aiding Bolivia in the Chaco war, and quoted dispatches from Buenos Aires stating that a memorial to that effect would be filed with the League.

Mr. Teagle said that the Company was neutral and does not need to lay pipe lines across the disputed territory. He added that the charges made by Senator Long, which he understood included documents, lacked convincing evidence.

He said that Senator Long's evidence was confined to historical documents relating to matters half a century ago and were irrelevant to present conditions. He declared that the Bolivian Government had commandeered certain transportation facilities for war purposes but that the Company had filed a claim to recover their property. He added that the oil concessions lie west of the sixty third meridian and are outside the disputed territory, and that, furthermore, the company was at present contesting the additional taxes placed by the Bolivian Government.

BRITISH MISSION TO MANCHUKUO

FOR INDUSTRIAL BUSINESS ONLY

LONDON, August 24. British Official Wireless.
 An Industrial Mission under the leadership of Lord Barby will leave London to-morrow for Manchukuo to study the conditions there and to ascertain whether British industry can cooperate with local interests in its development.

No political significance is attached to the visit of the Mission, whose four members have been closely associated with the conduct of the British Federation which is the most powerful organization of its kind in Great Britain and which represents British industry in general.

WHEAT NEGOTIATIONS STILL CONTINUING

LONDON EFFORTS TO PERSUADE ARGENTINA TO CURB EXPORTS

UNITED STATES TO USE RETALIATORY MEASURES

LONDON, Aug. 24, (A.P.)
 The Big Four wheat exporting countries opened private negotiations in an effort to persuade Argentina to curb her wheat shipments, in order to salvage part of the wreckage of the Wheat Conference which ended last night. It was authoritatively stated that the decision of the United States to increase her acreage by five per cent is expected to follow the talks between the Big Four.

However the prospects of an agreement to continue the restriction of the wheat production and exports virtually vanished in view of the certainty that the United States will proceed with her programme to increase her acreage, and this is believed to be a retaliation because of the refusal of Argentina to even partially support the North American proposals.

When the Conference reconvenes in November, the winter planting in the United States will be over and it will be too late to reconsider the decision to increase her acreage, but it is learned that the United States is willing to undertake to substitute restriction measures such as the denaturing of wheat or cutting the wheat early in the Spring in order to assure its use as animal feed, this being preconcerted on the Argentine and others accepting control measures.

AUSTRALIAN ELECTIONS

The five per cent increase could thus be effectively nullified by preventing the use of the corresponding percentage of the wheat crop for human consumption and it is also expected that a more accurate knowledge of the Argentine and Australian crops will be to hand later, and the fact that the Australian elections will be over by November should facilitate the prospect of an agreement in Budapest.

Argentina's refusal to make commitments at present to restrict her exports, practically doomed the private conversations even before the start this morning. Even if Argentina agreed, there is still another apparently insurmountable obstacle in the Australian elections next month, as it is known that the Australians are unwilling to make any commitments until after the elections, which is too late as far as the United States is concerned, as the winter seeding of the North

SCULLING RACE IN CANADA

CONTEST FOR WORLD'S TITLE

TORONTO, Aug. 24 (A.P.)
 The Champion, Bobby Pearce, and Bill Miller, a North American, will meet in the final of the world's sculling championship on August 31. The former, to-day, eliminated Eric Phelps by twenty lengths in a three mile race.

Miller defeated Bert Barry by threequarters of a length.

American farmers will begin shortly.

DELICATE SITUATION

The situation is very delicate because Australia already has reduced more than any other country. The failure of Argentina to reduce more than six per cent this year, while the others cut down by fifteen per cent, and Australia nearly twenty per cent, greatly dissatisfied the exporters. Argentina will not sow again until the Spring; meanwhile, the others insist that she must curb her heavy exports.

It is understood that the Argentine is smarting under the criticism at home for accepting international obligations and is unwilling to make any move now in view of the prevailing high prices which are benefiting the Argentine exporters. It is now stated that the current difficulties with Argentina and Australia are the principal reasons of the Conference being adjourned until November.

BANKRUPTCIES IN GERMANY

SIGNS OF RETURNING PROSPERITY

BERLIN, Aug. 24 (A.P.)
 The Press see a sign of returning prosperity in the fact that August 21 was the first day in many months that not a single bankruptcy was registered. Previously six notices were filed daily.

MUSSOLINI INDULGES IN SABRE RATTLING

ITALY MUST BECOME A WARLIKE NATION

COUNTRY MUST BE PREPARED FOR AN ARMED CONFLICT

BOLOGNA, August 24, (A.P.)
 Premier Mussolini told five thousand army officers at the conclusion of the army manoeuvres that war might possibly begin at any moment, though no one in Europe wishes an armed conflict.

He added that war might have occurred had Italy failed to send troops to the frontier during the recent Austrian crisis, and he remarked that the manoeuvres were purposely held in a region similar to the border of the country, with the same broken ground and even the same lack of water.

Premier Mussolini said that "we must prepare for a war of to-day and not of to-morrow. We must become a militaristic, even a warlike nation."

"War will inevitably continue through the centuries and therefore the political, economic and spiritual life of the nation ought to be based on the military necessities." Political circles attached great significance to the speech made by Mussolini, army officers declaring that "war can break out at any moment."

The fact that the address was made at the closing of the manoeuvres on ground resembling Italy's eastern frontier which faces Austria and Yugoslavia, led observers to believe that Mussolini wishes to intimate that if war comes it will be held on those borders.

CATTLE SALES IN IRELAND

UNREST STILL CONTINUES

ATTEMPT TO WRECK EXPRESS TRAIN

KILMACTHOMAS, August 24 (A.P.)
 Employees of the Great Southern Railway found a section of the track had been removed, and they were instrumental in preventing the wreck of the Ross-Lare express, which was due to pass over the line a few minutes after the discovery was made.

The incident is attributed to the farmers' protest against the cattle sales. The discovery that the telegraphic communications had been cut caused employees to investigate, and they found the track torn, and the wires and telegraph poles down.

The police, who were en route to Dungarvan in order to attend the sale of the seized cattle, found the roads blocked.

CRUISER SUSSEX LEAVES

FOR DUKE OF GLOUCESTER'S VOYAGE TO AUSTRALIA

LONDON, Aug. 24 (British Official Wireless).
 The cruiser Sussex, on which the Duke of Gloucester will make his voyage to Australia, to be present at the Centenary celebrations there, left Sheerness this afternoon for Gibraltar and Marseilles, where the Duke will join her early next month.

MODERN PLAGUE OF NOISE TO BE TACKLED

MOTOR HORNS AT NIGHT IN LONDON STREETS

LONDON, August 24 (British Official Wireless).
 It is announced that a determined effort is being made to lessen the noise in London streets at night, and as from Monday next any motorist who, within a radius of five miles from Charing Cross, sounds his horn between 11.30 and 7.0 a.m. will render himself liable to a fine.

YELLOW FEVER SCARE

BRITISH TANKER IN CHILE

STRICKEN MEN ISOLATED IN LAND HOSPITAL

VALPARAISO, Aug. 24 (A.P.)
 The British tanker, San Zalerio, was quarantined after reporting five cases yesterday and two more to-day of an illness which is feared to be yellow fever.

One sailor named Edward Pratt died. The others have been isolated in a land hospital at Playa Ancha. The San Zalerio arrived from Tampico on August 22, but the health authorities have not confirmed the reports that the illness is due to yellow fever.

LILY PONS AND HER MARRIAGE

HONEYMOON TOUR TO THE U.S.A.

RECIPE, Aug. 24, (A.P.)

Lily Pons, the famous opera singer, proceeded on her trip to Europe on board the Graf Zepplin, which arrived here at 7.10. She said that her wedding would take place in New York, and that they would fix their residence in that city.

She added that during their honeymoon the would make a tour of the United States, and that she would continue her career after her marriage, expecting to sing in Argentina in 1935.

The Minister of Transport, Mr. Hore Belisha, has also appointed a committee of seven specialists, presided over by the well-known engineer Sir Henry Fowler to consider and report on the principal causes of noise in the operation of mechanically propelled vehicles, and on any steps which might effectively be taken to prevent or even to lessen it.