



World-Wide View

On this map, the vital skyways of Pan American's Clippers appear with all the 88,478-mile significance of that unforgettable December 7, 1941. Here the reader may see how strategically these international air transport arteries lay athwart and along the main trade routes of the world, from Calcutta in the Far East all the way around to Europe and Africa. For those who can interpolate geography with economics, a study of this network will reveal more than the simple facts of distance covered, cities and countries joined, barriers overcome. For essentially Pan American's network represents the first great stride forward in the era of world-wide air transportation.

The young men who stood on that rocky Key West airport 15 years ago to watch the start of the first U. S. international air service, could never have known how far their efforts were to take them. Still in its swaddling clothes, air transport was only a promise hedged in by the crudeness of 1927 flying equipment, and the apathy of a public still skeptical of leaving the ground. Yet these veterans of Pan American's first 90-mile over-water route to Havana had no intention of stopping, once they had begun. Each year, they faced and hurdled new obstacles: longer and longer over-water stretches, mountains and jungles, complex international policies.

Behind the global spread of Pan American's services lies a practical operating philosophy: to follow the world's estab-

lished trade routes, speed them up. Thus, on the map above, note how Pan American, starting south from Miami in 1927, first embraced and criss-crossed the Caribbean, then started down both coasts of South America to encircle that great continent, while pushing south from Brownsville, Texas, through Mexico to the Canal. Thereafter, its roots firmly planted in Latin America, Pan American branched north to supplant the dog team in Alaska, then ventured to far-off China, land of the crawling river boat.

All the while, however, the great goal was to cross the Atlantic and Pacific oceans. After years of testing, surveying, and experimenting in its Caribbean laboratory, Pan American met the Pacific's challenge, crossed that vast expanse first to Manila, Singapore, and Hong Kong, then to

Australasia. Thereafter, Clippers mastered the Atlantic, soared north to Eire and England, east to Portugal and France. The South Atlantic between Africa and South America, first spanned in 1940, was bridged again at President Roosevelt's request, on the day before war struck the Americas.

The Map. Drawn for NEW HORIZONS by expert Cartographer Richard Edes Harrison, who for years has executed the outstanding maps published by *Fortune* magazine, this map is an Aitoff Projection. Its virtues: the elliptical perspective (heightened by relief drawing) produces an impression of rotundity and offsets the false ideas of intercontinental relationship created by the common Mercator Projection.