

PAY FLIGHTS BEGIN ON NORTH ROUTE

Yankee Clipper, 19 Passengers Aboard, Leaves Shediac at 2:10 P.M. on Second Lap

LEFT HERE AT 9:22 A. M.

Several Newspaper Executives in Craft to Open Service to Southampton, England

Pan American Airways officially opened the second of its two air routes to Europe yesterday at 9:22 A. M. (E. D. T.), when the Yankee Clipper left Port Washington, L. I., for the first transatlantic commercial passenger flight by airplane over the northern Great Circle route to England. It landed at Shediac, New Brunswick, at 1:24 P. M., the airline reported, and took off at 2:10 o'clock on the second leg of its flight to Southampton.

Nineteen passengers, for the most part owners, publishers and editors of newspapers and magazines, and officials of the airline were aboard the 4½-ton craft when Captain Arthur E. LaPorte and his crew of eleven men lifted it off Manhasset Bay after a short, easy run.

One passenger, Guido Coen, was rushing to the bedside of an ill son in Florence, Italy. Mr. Coen, whose wife and two children live in Italy, said he intended to become an American citizen.

Mayor Provides Escort

It was certainly not Mayor La Guardia's fault that the big craft left the water fifty-two minutes behind scheduled time, for the Mayor provided a police escort that whisked the passenger coaches from the Manhattan ticket office of the line to Port Washington in thirty-five minutes, the fastest time ever made by a Pan American coach between the two points.

The escort was the Mayor's way of returning favors to the airline, which recently in Texas by Amon Carter, president and publisher of The Fort Worth Star-Telegram.

Mr. Carter, resident in a tennagon sombrero and wearing his trousers tucked into the tops of his cowboy boots, seemed to enjoy the motor trip a great deal. But like his more conventionally dressed fellow passengers, he agreed the flight was more or less "routine." He displayed a belt he was taking to a friend in England.

The plane, which carried 557 pounds of mail, expects to cover the 3,418 miles between New York and Southampton in twenty-four and a half hours. It will make two stops to refuel, after Shediac—once at Botwood, Nfld., and the last at Foynes, Ireland.

Passengers Casual

The same casualness that marked the passengers on the first flight by the southern route was in evidence again yesterday as the passengers filed aboard. Although all agreed it marked the forging of new bonds of understanding between Europe and the United States, they still felt it was "just another flight—only longer."

The passengers making the flight were: Thomas H. Beck, president, Crowell Publishing Company; Mr. Carter, president and publisher, the Fort Worth Star-Telegram; John Cowles, president, the Minneapolis Star; Silliman Egan, president, Maryland Casualty Company; John D. Ewing, editor, The Shreveport Times; James Furay, vice president, United Press; Artemus Gates, director, Pan American Airways, and Roy W. Howard, president, Scripps-Howard Newspapers. Also M. C. Meigs, publisher and



PASSENGERS WHO LEFT FOR EUROPE YESTERDAY ON THE YANKEE CLIPPER

Some of those who left Port Washington yesterday on the big flying boat for the trip to Southampton, England. Seated, left to right, are: Ed Swasey, San Francisco, advertising executive; Thomas H. Beck, New York, Crowell Publishing Company; James A. Stahlman, publisher of Nashville Banner; Mrs. Ogden Reid, vice president, New York Herald Tribune; Roy Howard, president, Scripps Howard Newspapers; Paul Patterson, president, Baltimore Sun; Amon Carter, publisher, Fort Worth Star Telegram, and John Cowles, president, Minneapolis Star. Standing, left to right, are: Artemus Gates, director, Pan American Airways; G. L. Rihl, Pan American executive; James Furay, vice president, United Press Associations; John F. Royal, vice president, National Broadcasting Company; John D. Ewing, editor, Shreveport Times; M. C. Meigs, publisher, Chicago Evening American; Silliman Evans, president, Maryland Casualty Company, and William Van Dusen, Pan American Airways.

president, The Chicago Evening American; Paul Patterson, president, Baltimore Sunpapers; Mrs. Ogden Reid, vice president, The New York Herald Tribune; G. L. Rihl, vice president, Pan American Airways; John F. Royal, vice president, National Broadcasting Company; James A. Stahlman, president and publisher, The Nashville Banner; Ed Swasey; William L. Van Dusen, director of public relations, Pan American Airways; Mr. and Mrs. Alfred L. Wolf of Philadelphia, and Mr. Coen.

AIR MOTOR DOUBLES POWER

Wright Company Announces Cyclone G-200, With 1,200 H. P.

A new aircraft engine with twice the power of its predecessor of the same size, built eight years ago, was announced yesterday by Arthur Nutt, vice president in charge of engineering at the Wright Aeronautical Corporation of Paterson, N. J.

The new power plant, the Cyclone G-200, has a power output rating of 1,200 horsepower, Mr. Nutt said. Some of the features of the engine, he asserted, are a steel main crankcase, the replacement of aluminum alloy nose and mounting sections with castings of the lighter magnesium alloy, the position of the dynamic damping devices in both counterweights of the crankshaft to reduce further torsional vibration and a new cylinder head with increased cooling area.

Koswick's Wife Not Involved

By a typographical error in a report of the arrest of A. Alexander Koswick, Newark broker, in default of bail on a Supreme Court capias in a civil suit, The New York Times on Saturday stated that Mrs. Koswick had been arrested by Essex County deputy sheriffs. Mrs. Koswick did not figure in the case or arrest in any way.

L. M. HANNA TO LEAD THE LEGION OF VALOR

Chicago Man Chosen Commander at Annual Reunion

Leon M. Hanna of Chicago was elected national commander of the Army and Navy Legion of Valor at the business session of the forty-ninth annual reunion of the Legion, held yesterday morning in the Queens Community Center, Queens Boulevard and Sixty-first Street, Elmhurst. Mr. Hanna served overseas with the Thirty-third Division and holds the Distinguished Service Cross.

Other officers elected were Captain Fred Kochli, D. S. C., of Washington, D. C., senior vice commander; Ray V. Meelon, D. S. C., of West Roxbury, Mass., junior vice commander; the Rev. Thomas J. Taylor, D. S. C., Akron, Ohio, re-elected chaplain; Sterling Morelock, Congressional Medal of Honor, Aspinwall, Pa., chief of staff, and Ben Prager, D. S. C., Pittsburgh, Pa., national adjutant and quartermaster, re-elected for his eighteenth term.

The convention adopted three resolutions. The first directed the sending of letters of condolence to President Roosevelt and the Swanson family on the death of Secretary of the Navy Claude A. Swanson. The second urged Federal and State administrations to give preference to unemployed Legion of Valor men. The third conferred the title of Honorary Past National Commander upon Colonel Russel Langdon, U.S.A., retired, who holds the D. S. C.

At a meeting of the Women's Auxiliary the following officers were elected: Mrs. Sterling Morelock, Aspinwall, Pa., national president; Mrs. Ralph Robart, Cambridge, Mass.,

senior vice president; Mrs. Robert S. MacCormack, Brooklyn, junior vice president; Mrs. Tom Eadie, Newport, R. I., treasurer; Mrs. Hugh Abercrombie, Pittsburgh, Pa., secretary; Mrs. Agnes Rafferty, Manhattan, liaison officer, and Miss Martha Abercrombie, Pittsburgh, Pa., page.

Radio Program Changed

Representative John M. Vorys of Ohio, who is to discuss "Neutrality," has been assigned to the WABC time today at 10:45 P. M. previously set aside for a talk by Paul V. McNutt, High Commissioner to the Philippines. Mr. McNutt was to have spoken on "Conditions in the Orient." Announcement of the change in speakers was made late yesterday by the Columbia System.

BABY DEATHS FOUND HIGH Rate in Nation Unsatisfactory, Statisticians Assert

The infant mortality rate of 57 deaths in every 1,000 live births prevailing in the United States is still unsatisfactory, statisticians of the Metropolitan Life Insurance Company asserted yesterday, despite improvement in infant mortality in every State in the last decade. Of twenty-one States where infant mortality for the period 1933-37 was higher than the country's average rate, all but four are in the South. Arkansas is the only Southern State with a below-average mortality rate of 52.2 to 1,000 live births. Oregon, with a rate of 41.4, had the best record of any State for the 1933-37 period.

AIRPLANE BUILDING PUSHED IN EUROPE

Expert, Returning From 8,000-Mile Trip, Says Plants Will Turn Out 25,000 in Year

RAID SHELTERS SPEEDED

Maj. L. D. Gardner Also Praises Expansion of Commercial Aviation Abroad

Between 25,000 and 30,000 aircraft will be manufactured in Europe this year, according to Major Lester D. Gardner, secretary of the Institute of the Aeronautical Sciences, who returned to New York last week from an 8,000-mile trip over the airlines of Europe. "The estimate is conservative," he said, "as many of the aircraft factories are in the 'change-over' stage from old to new types."

"When the great shadow factories of England were organized each one concentrated on one type of bomber, pursuit or other kind of military or naval aircraft. The same is true of the factories of France, Germany and Italy. The types selected were the most valuable at the time, and speed and production in large numbers were necessary. Now, however, there is a need for greater speed, range and load, and engineers have developed new types which are being put into production. The 'change-over' will necessarily slow down production somewhat, but will give all European countries greatly improved airplanes."

Major Gardner said England was spending more than \$200,000,000 this year for air raid precaution work. More than 600,000 shelters, with an average capacity of six to eight persons, have been erected, he said, and that number is being increased at the rate of about 50,000 a month.

Commercial aviation also is enjoying great expansion, he asserted. During the month of May, 5,800 persons were unable to get seats on planes leaving Tempelhof Airport in Berlin.

"Reservations have to be made well in advance," Major Gardner added. He flew as far south as Athens and as far north as Oslo, Norway. "Each country," he continued, "is trying to outdo the others in the size, speed and comfort of passenger planes. It is interesting to note, however, that American-built planes still hold their popularity and are admittedly as good as the best now produced in Europe."

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