



# PAN AMERICAN AIRWAYS

Pacific Progress Supplement In This Issue

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No. 2

## PAA PERFECTS OCEAN-SPANNING RADIO COMPASS

Converts Short Waves for Direction Finding Pioneering New Utility

### NEW RADIO THEORY

Five Stations Can Guide Clippers Across 8,500-Mile Pacific

WASHINGTON.—Radically reversing radio theory, an ocean-spanning wireless direction-finder capable of guiding air liners across the broad stretches of either the Pacific or the Atlantic, has been accomplished by engineers of the Pan American Airways System, it was learned here following the granting of first applications by the Federal Radio Commission for the licensing of aircraft radio communications stations to be established on Pan American air bases across the Pacific Ocean.

#### Pioneers New Use

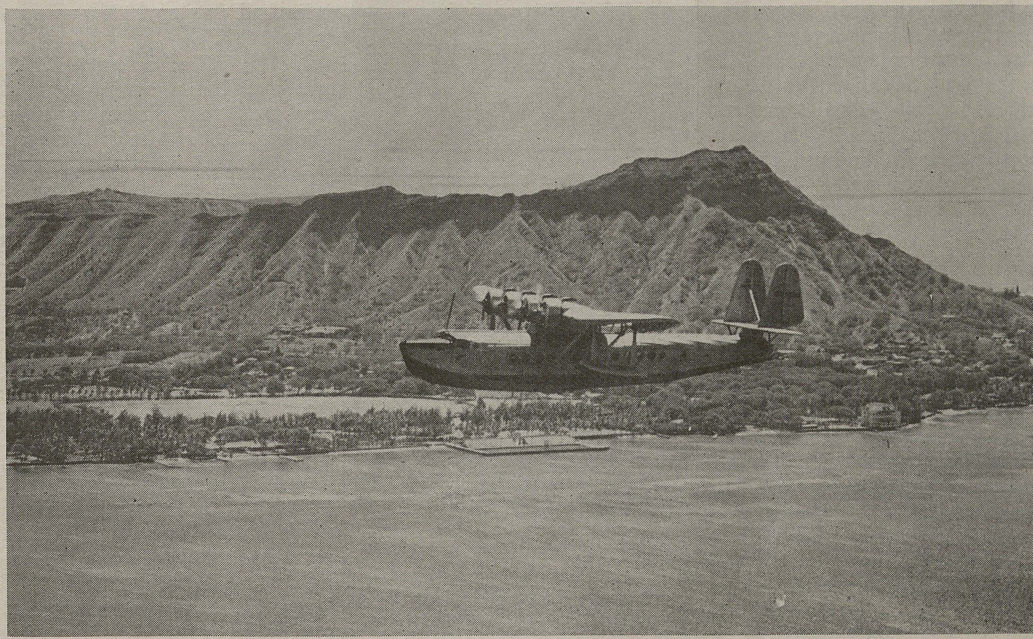
Differing completely from theories heretofore held by communications engineers as to the possibility of converting short-wave transmission for consistent direction finding over long ranges, the powerful radio guide was developed from the same Pan American radio apparatus which Colonel and Mrs. Charles A. Lindbergh used in their aerial survey flight over the North Atlantic two years ago, it was learned. At that time engineers, who have developed the highly effective aircraft radio system employed by Pan American on their international air routes in Latin America, as well as in Alaska and China, were seeking to extend the range of the direction-finders then used on the 600-mile trans-Caribbean airline, the longest over-water route yet in operation.

#### Long Experimentation

Basing their research to a large extent upon the results secured on the Lindbergh flight, the engineers undertook extended field research and have successfully pioneered the effective use of short-wave radio communications for radio direction finding.

The new Pan American direction-finder was described as being of the Adcock type, *Continued on Page 20*

## A CLIPPER SHIP SPANS THE PACIFIC



Seventeen hours, forty-five minutes from the take-off in San Francisco Bay, the great Pan American Clipper, shown here passing famous Diamond Head, at the entrance to Honolulu Harbor, passed over that Island City, completing on perfect schedule the first transport flight across this 2,400-mile section of the Pacific Ocean.

*Complete details of the Pacific progress will be found in the Supplement to this issue*

## TO SPAN ALASKA IN SEVEN HOURS

Two Year Program of Organization and Airway Development Nears Completion

FAIRBANKS.—America's "last frontier," astride the Arctic Circle at the top of the world, will be brought as close to Seattle, Chicago and the East as New York and California are now by rail, by the magic of the world's fastest airliners—big twin engined, 200 mile per hour transports—which may soon span Alaska from Juneau to Nome, on the Bering Sea, in seven-hour flying schedules, replacing 34 days' of surface travel and providing a four and one-half day service from New York to Nome. This is the far-reaching program upon which Pacific Alaska Airways, subsidiary of the Pan American Airways System, has been working for nearly two years and which will revolutionize transport and communication time in this great territory.

Over historic dog-sled trails which for generations have represented the only means of reaching interior Alaska, over the heroic path to the Klondike, the Yukon and the Kuskokwim, P. A. A. airliners will soon be able to accomplish, in a single hour's flight, what has heretofore required

*Continued on Page 20*

## Annual Report Praises PAA Teamwork

NEW YORK.—In his seventh annual report to stockholders, Pan American President J. T. Trippe expressed his personal appreciation, and that of the entire Board of Directors, with this statement:

"Your System has won increased respect and prestige as an American institution dedicated to the promotion of international trade and social relations. This achievement serves to confirm the skill and loyalty of the 3,000 Pan American Airways employees in the United States and thirty foreign countries, who are devoted to an essential public service in which success is dependent on the effective efforts of each individual.

"On behalf of the Board of Directors, and on my own behalf, I wish again to record our appreciation."

## Flies to Campaign For New Calendar

MIAMI.—Mr. Charles C. Sutter, Director of the World Calendar Assn., flew from Miami to Cristobal "via Pan American airliners" and from there continued on Pan American-Grace ships. His object was to reform Gregorian Calendar.

## CHINA AIR AID SAVES BABY'S LIFE

Adds to Pan American's Long Record With Emergency Flight With Serum

HAICHOW.—Adding to the long life-saving record of America's international airliners, the China National Aviation Corporation (operated by Pan American in partnership with the Chinese Government) recently rushed serum from Shanghai to the bedside of a baby girl in Haichow, thereby probably saving her life, according to Dr. John H. Reed, Jr., head of the Ellen Laving Graham Hospital here.

"Mr. Currie's baby girl was ill with pneumonia and at one time we thought she might not live," Dr. Reed said. "We thought we might save her life by serum treatment and we knew that no other route except the planes of your company could get it through in time.

"Thanks to your prompt assistance, the medicine was in my hands a little less than twenty-one hours after I wired for it. Though still very weak, I feel the child is now out of danger and will soon be well again."

## ANNUAL REPORT SHOWS PROGRESS MADE IN 1934

Traffic Gains Aided by Larger Equipment and "No Accident" Record on Marine Divisions

PASS. MILES UP 44%

High Standard of Operating Efficiency Records 99% Plus for Fifth Successive Year

NEW YORK.—With record international air passenger and express traffic, together with important reductions in depreciation charges due to retarded delivery of new operating equipment, the Pan American Airways Corporation showed net earnings of \$1,064,000 for 1934 as compared with \$898,488.16 for 1933, according to the seventh annual report made to stockholders by Mr. J. T. Trippe, president.

Total revenues of the Pan American Airways Corporation and subsidiaries for the year amounted to \$9,642,568.71 and expenses amounted to \$8,578,097.46. Earned surplus at December 31, 1934 amounted to \$1,259,615.32, which, if distributed, would represent a rate of return of 1.80% on the average invested capital over the seven-year life of the Corporation.

Record traffic, attracted by the large four-engined "Clipper Ship" type of flying boats now replacing older equipment on the marine operating divisions, a perfect safety record on these divisions, together with greatly increased volume originated by associated and feeder lines, which have been developed in support of the main trunk lines of the System, were important contributing factors to the improved earning position. Also, depreciation charges on a substantial number of flight units were completed during the early part of the year. Due to the fact that no appreciable number of scheduled new replacement units were received until the latter part of the year, the annual provision for obsolescence and depreciation of flight equipment decreased to \$550,000, compared with an average of \$900,000 for each of the previous three years.

#### Passenger Traffic Gains

Passenger traffic, partially reflecting the improved carrying capacity of the big four-engined "Clipper Ship" type of transport, with which the older and smaller flying units are

being replaced, showed a gain of 44% over the preceding year, with a total of 39,550,959 passenger miles flown by the Pan American Airways System during 1934. Reciprocal passenger arrangements and through-ticket agreements with important railroads, steamships and domestic airlines together with the volume originated by new Pan American traffic offices, opened in the Middle West and on the Pacific coast during the year, made important contributions to the volume of passenger traffic.

#### Express System Founded

During the year Pan American Airways executed a long-term preferential contract with the Railway Express Agency through which express shipping facilities of the American trunk line railroads and the principal domestic airlines were coordinated with Pan American Airways services to provide an international air express system between principal cities throughout the United States and market centers of the countries and colonies served by the international air transport system. This new service, which will be of first importance in the development of greater foreign commerce, was made possible by successful negotiations with thirty countries for the acceptance of the Pan American Airwaybill, to substitute for the many complicated documents previously required, and for the provision of preferential clearances for merchandise at destinations.

Under this agreement, offices of the Railway Express Agency throughout the United States act as depots for pick-up and delivery of international air express merchandise. Eventually some 23,000 offices of the Railway Express Agency may be made originating offices for Pan American International Air Express.

#### Air Mail Mounts

Air mail volume between the United States and the countries served by the Pan American Airways System likewise showed substantial gains during the year despite the fact that the frequency of service could not be increased beyond 1.89 round trips per week, averaged, for the System.

During the year the airway mileage operated by Pan American Airways and associated companies increased to a total of 31,259 miles. During the period Pan American had in operation 166 terminal and intermediate land or marine airports and 95 ground control and communications stations.

#### Service Improved

In the inter-American field important improvements and additions were made to the air transport service. Under an arrangement with the Brazilian Government an experimental local service along the Brazilian coast was inaugurated to accommodate smaller cities not served by the through international airline. In Central America service was extended to include Tegucigalpa, the capital of Honduras, completing the service to every Central American capital. The service of Aerovias Centrales, a Mexican company affiliated with Pan American, was extended to Los Angeles, California, effecting fast 12-hour service from the Pacific coast to connect with the Pan American Airways System at Mexico City, thus providing business interests in the Pacific coast area with a direct, high-speed service to all of Latin America.

In Alaska, operating on star route mail contracts awarded Pacific-Alaska Airways, an affiliated company, scheduled operations were conducted under Arctic conditions with high efficiency. Traffic showed substantial increases over the

#### Santo Domingo Praises New Air Mail Stickers

SAN PEDRO.—Airport Manager M. B. Williamson reports that he has received scores of letters from business houses and government officials of the Dominican Republic, including Senor Don Francisco Augusto Cordero, governor of the province of San Pedro, expressing their deep appreciation of air mail stickers furnished them.

previous year and the air service was enabled to make important contributions to the further development of the territory. During the year the assets of Alaska Southern Airways were acquired to aid in the establishment of facilities for important extensions of service from the interior of Alaska through to the southern end of the territory.

In China, where Pan American is associated, as partner, with the Chinese Government in the operation of air transport service in that republic, new equipment was placed into operation and preparations were materially advanced for further extension of service in the area.

For the fifth successive year the schedule efficiency of the Pan American Airways as determined by the United States Post Office Department, exceeded 99%. The actual rating for the year was 99.74% of all scheduled mileage completed.

#### Fleet Replacement Advanced

The replacement program to equip the marine operating divisions of the Pan American Airways System with four-engined, high-speed "Clipper Ship" flying boats was considerably advanced during the year. Two of the new fleet of "Clipper Ships" were delivered and, on the routine acceptance

trials, carried out under the direction of Colonel Charles A. Lindbergh, in his capacity as Technical Adviser for the Pan American Airways System, twelve world records for transport flight performance were recovered for the United States. Work was well advanced on a fleet of twelve high-speed amphibians and additional "Clipper Ships" to be delivered during 1935 and early in 1936.

Nearly all of a fleet of 200-mile-per-hour multi-engined land transport planes were delivered during the latter part of the year and placed in experimental service on the overland routes through Central America and on the South American continent. The construction work, yet incomplete, on this aircraft replacement program, is providing employment for nearly 3,000 skilled technicians in all branches of the American aviation industry.

#### Ocean Transport Project

During the year important progress was made in the preparations for early establishment of trans-Pacific and trans-Atlantic air services, a project upon which Pan American has been working for four years. Flight personnel were put through special courses in both theoretical and practical instruction to qualify as ocean-aircraft flight officers by means of ocean and long distance training service under conditions simulating those on ocean service.

With the results of this test work, together with the perfection of a new long-range radio direction-finding equipment and a high stage of perfection in long-range operating technique, it is confidently expected that inauguration of actual experimental service between California and the Far East can be established during 1935.

## INAUGURATE NEW CUBAN SERVICE

Colorful Christening Ceremonies at Havana Airport Attract Thousands of Spectators

HAVANA. — A new air transport service for Cuba, unexcelled in speed and efficiency anywhere in the world, was foreshadowed in February by the Cia. Nacional Cubana de Aviacion when its first new Lockheed Electra, 10-passenger transport shattered all records by covering the 565-mile run in 163 minutes.

This is at the rate of nearly 3½ miles per minute or over 200 miles an hour.

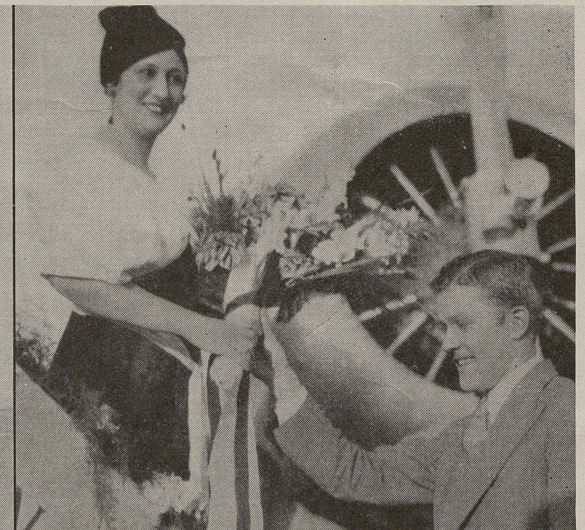
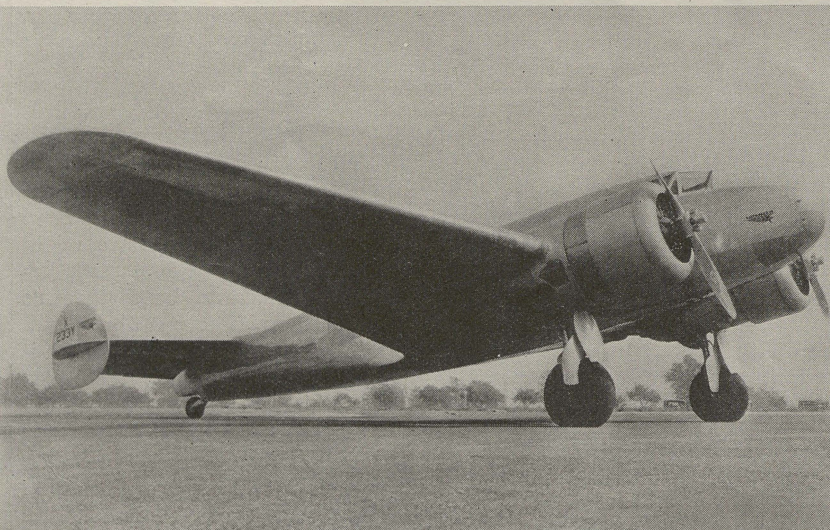
Eight passengers were carried, including the Cuban Secretary of Communications, Pelago de Cuervo, Dr. Mario Lazo, Dr. Manuel Borbolla, Enrique Serpa, Dr. Francisco Vidal, Dr. Angel Munoz.

The trip was preceded by impressive ceremonies at the company's airport at Rancho Boyero, attended by government and company officials and large numbers of enthusiastic citizens. During these ceremonies Secretary of Communications Cuervo was one of the principal speakers. His wife, Sra. Rosa Galiano de Cuervo, broke the traditional bottle of champagne on the gleaming nose of the graceful ship, naming it "Marti."

Immediately following the festivities the new ship took the air with its distinguished passengers to startle the Republic with its record run to the Island's eastern metropolis.

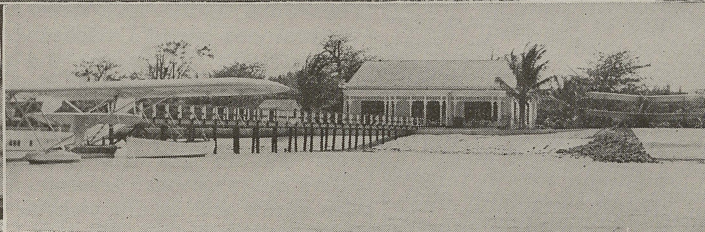
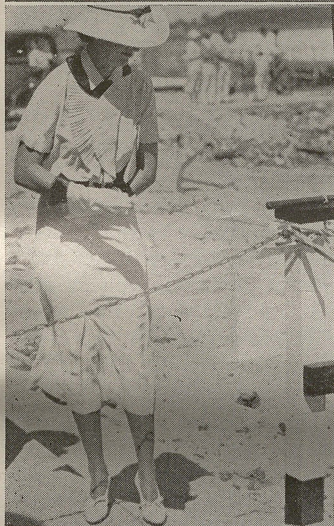
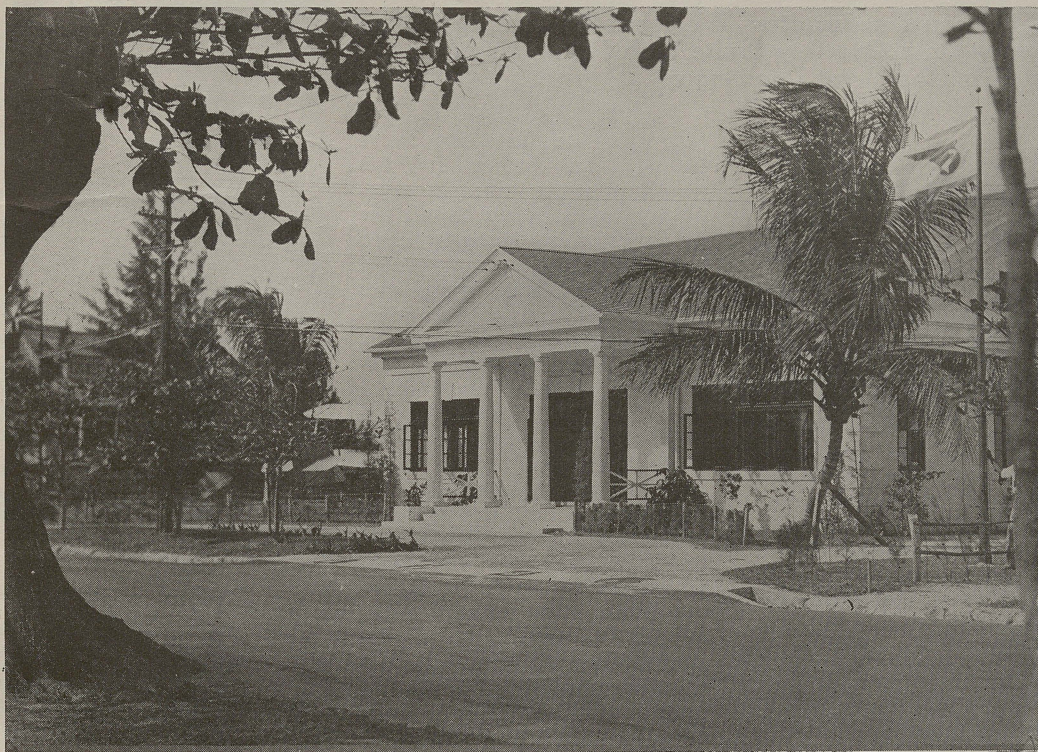
Government officials of Cuba and citizens of the various cities along the route, as well as the press, have been highly enthusiastic in their welcome and appreciation of the final syllable in air transportation provided for the Republic by Cia. Nacional Cubana.

## CUBANA INAUGURATES SWIFT SERVICE IN ISLAND REPUBLIC



Marking a swift new day in transportation for Cuba, official ceremonies were held in Havana in February by the Cia. Nacional Cubana de Aviacion for the christening of the first new Lockheed transport received by the company. Left: Senor Pelago de Cuervo, secretary of communications in Cuba, speaking at the ceremonies. Right: Sra. Rosa Galano de Cuervo, wife of the secretary, who christened the new ship "Marti", receiving a bouquet from G. Grant Mason, Jr., chief executive of the company. Center: Fleet new 10-passenger Lockheed Electra.

NEW NASSAU TERMINAL OPENED FOR SERVICE



Pan American's newest international air mail, passenger and express station, opened at Nassau on Washington's Birthday. Governor V. E. H. Clifford of the Bahamas assisted in the inaugural ceremonies on the arrival of "double header" airliners from Miami. Left: Lady Clifford clipping the white ribbon to admit the first passengers.

NASSAU.—Pan American's newest international airport in the Western Hemisphere has been formally dedicated here (Feb. 22) by Governor and Lady Bede Clifford of the Bahamas. Promptly on arrival of the first airliner at the new base, Lady Clifford clipped the white ribbon admitting the first passengers to arrive at the newly completed terminal building. This was a group of twenty who arrived following the two-hour flight from Miami, including H. C. Dobbs, Jr., Pan American's Caribbean Division traffic manager, who represented the company.

Before the ceremonies were entirely completed the second "section" of the regular Miami-Nassau air service, another 20-passenger flying boat, cut the blue waters of the harbor and taxied up to the pier, where the passengers joined the previous group.

The central feature of the new aerial gateway to the

Bahamas is a structure of gleaming white in the Bahamas colonial style of architecture with the usual pillars surrounding the ample porch. Besides complete accommodations for air travelers, the building includes public health, immigration and cus-

toms facilities. It was built by Pan American Airways to accommodate the rapidly increasing volume of air traffic in and out of the Bahamas capital, and was made possible through the close cooperation of Governor Clifford and the Bahamas government.

**"Greatest Thrills in a Million Miles" Steward Finds Are Royal "Cruisers"**

MIAMI.—Probably no one on this side of the ocean will enjoy a greater thrill in connection with the visit of the Duke and Duchess of Kent, royal British honeymooners, than little Joe Fernandez who, as purser on Pan American Airways flying boats, traveled with the royal party from Trinidad to Puerto Rico and Haiti.

"The duke wanted some punch while we were flying north from Port of Spain," said little Joe. "So we radioed St. Johns, Antigua and they had it ready when we arrived. But the duchess didn't take any. She likes soup. I served her two helpings of the hot bouillon we carried on board.

"On most of the trip up the islands," said the little Spanish purser, "The duke read and the duchess slept. But they were wide awake at each port where there were big crowds waiting. They certainly are very nice—very wonderful people!"

Joe also tells how he saved the princess from a shower bath when the big boat flew through a sudden squall approaching Puerto Rico. His royal passenger was seated directly under one of the small ventilators in the ceiling of the airliner, but Joe was quick enough to reach her seat and reverse the ventilator to prevent the rain from coming in and "she smiled at me very nicely," said Joe.

**PAN AMERICAN TRIPS TAKEN BY ROYAL COUPLE**

Caribbean Colonies Stirred by Visits of Duke and Duchess On Honeymoon

**MAKE FIVE FLIGHTS**

Royal Party Visits Trinidad, San Juan, Port au Prince, Jamaica and Nassau

N A S S A U.—His Royal Highness the Duke of Kent and his bride, the former Princess Marina of Greece, were passengers on five different trips with Pan American Airways during their recent honeymoon on this side of the ocean.

The royal party, which besides the prince and princess included two aides, a valet and maid, arrived at Trinidad in February by steamship from England. After a few days' stay, the party took the regular northbound Pan American Commodore to San Juan, thence from San Juan to Port au Prince. After a short stay in Haiti the "Brazilian Clipper," deviating from its regular run between Port au Prince and Miami, took the party to Kingston, Jamaica.

Their next trip was by special Pan American Commodore from Kingston direct to Nassau. Their final flight with Pan American was by a special charter plane, with Governor and Lady Clifford of the Bahamas, from Cat Cay, a private resort off the Florida coast, back to the Bahamas capital.

Intense interest in the visit of the royal honeymooners was registered throughout the

British colonies of the Caribbean. "Salutes from H.M.S. 'Rodney' and H.M.S. 'York' boomed across the gulf to the watching crowds all around the Cocorite air base as the Pan American airliner carrying Their Royal Highnesses moved rapidly to the takeoff, shining like silver in the early morning sun. The big Commodore seaplane roared above the warships to acknowledge their salutes, circled high above the crowds, then was soon lost to sight with its royal passengers, off for San Juan, Puerto Rico"—said the Trinidad Guardian.

Haitien newspapers in flowery French pictured the arrival of Prince George and Princess Marina at the "flying dock" and their reception by officials of the Haitian government and the British legation, and mentioned in detail the formal reception by President Stenio Vincent at the presidential palace.

Front pages of the Kingston Gleaner carried story after story about the royal couple: "Their Royal Highnesses, who left Trinidad by Pan American plane on Wednesday morning, arrived in Jamaica early yesterday in the 'Brazilian Clipper,' which had departed from her regular schedule especially to bring them to Kingston," was the lead of one of the Gleaner's accounts, followed by details of the official reception and of every movement made by the honeymooners.

"The Duke and Duchess, who left Kingston at 9:15 yesterday morning, arrived in Nassau after a nonstop special flight of six hours in one of Pan American Airways' Commodore seaplanes," said the Nassau Guardian.

**ROYAL PARTY ARRIVING AT NASSAU**



## GARBED FOR FLIGHT



Here is the very latest in aerodynamics—as applied to feminine fashions by Carole Lombard, the exquisite Paramount star who recently traveled Pan American to Havana and Nassau. Notice the propeller effect on the hat. Tres chic, no? Beautiful Carole wished to combine, in her trip, pleasure and rest. Pan American airliners, she said, are certainly conducive to relaxation.

### “LOCATE” SPOT OF FIRST BUILDING

Tulane Professor, Wife Show Ring Dug Up In Haiti

NEW ORLEANS.—Discovery of the exact spot where Christopher Columbus built the first settlement in the New World is claimed by a young college professor and his wife.

Although without physical proof, Professor Maurice R. Reis, of Tulane University, had a mass of data, maps and charts to support his contention that Columbus first built atop Mont St. Michel, near what is now the fishing village of Petit Anse, on the coast of Haiti.

Mrs. Reis exhibited a copper ring, bearing the symbol of Queen Isabella of Spain, which she said was dug up on the site of the settlement, and a pair of hawk's bells thought to have been traded by Columbus for gold.

### COVERING JAMAICA



Raoul Fleischman, writer for the "New Yorker," leaving Miami February 10 for Havana and Kingston via Pan American "Clipper" ships.

## Flying Reporter Visits Eastern Gateway

Takes Inventory of Proud Caribbean Headquarters, Is Floored By Wave of Traffic, And Starts—Only Starts—On a One-Day Cruise With Dinner Key's Famed Pilot, the Great Doc Singer

MIAMI.—Dear Boss:  
"You're a better man than I am, Drag 'em In."

You've all heard these famous words from my old buddy, Rudyard Kipling.

I want to weld this famous phrase right now to the ample corporation known around our Pan American base in Miami as Doc Don Singer, Chief Airport Guide.

After trying to follow him around on one of his sample days from 6:45 a.m. to 7 o'clock in the evening, I am willing to award him the fur lined mess kit for patience, perseverance, public contacts and long range non-stop ground flying under his own power.



You old airways hounds think you know from stem to stern what it takes to run an airline, do you? You know all about equipment, flying crews, operations, maintenance, communications, traffic, accounting, airport engineering, how to keep your local help from going to sleep and how to discourage flying man-eating ants and other reptiles from using your desk for a landing field?

Well, even all these things don't begin to cover Dr. Singer's job. One day at the Miami airport showed even my widely experienced and illumined brain that at a major port on the Pan American Airways system it takes something else—and plenty of it—to run an international air line, and it's all down on the ground. Believe me, boy, if you followed the dear doctor around just one day you would feel the need of being a lecturer, diplomat, compendium of all aviation information, personnel manager, baggage master, operations authority, ticket checker, ladies' man, school teacher, baby's nurse, automobile traffic expert, alibi artist and gasoline tractor with plenty of gas—all rolled into one.

That's Doc Singer, equipped with a few additional special instruments, extra gas tanks, and a pair of big innocent



blue eyes and a smile that gets the ladies—all this mounted on a pair of fat and sturdy legs which don't seem to know how to sit down. The only thing Doc seems to lack is landing equipment for the purpose of settling somewhere to rest the seat of his pants. The day I tagged him around I was making emergency landings every few minutes on the slightest provocation and sat on everything from a luxurious divan in the customs room to the floor of Hangar B. But old Doc kept going. If I had his job I would want an outboard motor, roller skates and a wheel chair during the day, and a stretcher to go home on at night.

Oh, yeah?

Well, just come along with Doc and me and we'll show you a few of the little incidental duties around an airport which is handling upwards of six thousand passengers a month and extracting pay passengers out of visitors who come in gobs numbering about forty thousand every thirty days, with a few hundred extra on Sundays.

No, Doc Singer doesn't do his little job all by himself. He has two topnotch assistants just at present while winter visitors are in Miami, Miami Beach and Coral Gables thicker than ants in a Nicaraguan ant hill. These are Assistant Airport Guide Paul Muller, who in previous years has gone through the maintenance mill, and Glen Lawrence, assistant airport guide for the time being. But it was more than I could do to cruise along with Doc Singer himself.

Here's the story: Just a typical day in the lazy, loafing life of the chief airport guide at Miami.

Depriving the Western Division of my indispensable counsel—and red head—for the time being, I rode the Merida Air Express to Miami to check up on Division Manager W. O. Snyder and his

boys to see how they were doing their jobs around the Caribbean. I wanted especially to check up on all the bear stories I had heard about Miami's magnificent airport. The first day or two I inspected division headquarters, operations, maintenance, communications, airport engineering and all the rest. I watched the boys wheel the big Clippers around, saw these corpulent flying boats swallow up passengers in gobs of 35 at a lick, and watched them hop off the blue waters of Biscayne Bay with total loads of 19 tons in 30 seconds or less. I placed my official stamp of approval on the transocean training ship, the "Pan American Clipper," which was being groomed by Acting Pacific Division Engineer John Leslie and under the seasoned eye of Caribbean Operations Manager Ed Critchley for the big job she has ahead of her. I watched eight traffic clerks at the airport and in the city office filling out passenger information sheets and issuing tickets in dozen lots. One day they sent 120 happy travelers out and handled a mere ninety coming in in the evening.

I sat in Slim Pippinger's office and saw this genial mountain of airport manager dispatch and receive the ships. I O-K'd the express department and saw them ship out tons of little packages and serve as stepmama to hundreds of baby chicks.



But I was looking for someone who was loafing—someone with a very dignified but easy-going position. I was thinking of the time, eighty or ninety years from now, when I might want to get out of the air and settle down in some secluded but remunerative spot.

The job of airport guide sounded good to me. You could wear a uniform, look wise and experienced in man's conquest of the air, show off the big ships, and smile at the ladies, with nothing much else to do. So I asked Doc

## CANADIAN OFFICIAL



MITCHELL F. HEPBURN

MIAMI.—One of Pan American's most distinguished passengers to come from Canada, is His Excellency Mitchell F. Hepburn of Toronto, prime minister of the province of Ontario, who arrived here recently with two friends from Nassau on the Caribbean Clipper, following the trip by boat from New York.

His Excellency, who is only 38 years old, is the youngest minister in the entire British Empire. He was on a vacation trip and after several days at Miami Beach cruised via Pan American to Havana and Jamaica.

"Due to Pan American's splendid service and the present air connections from Canada to Miami and the British colonies through New York, an increasing number of Canadians are coming south on holiday trips," His Excellency said. "A wealthy architect of Toronto is now building a palatial home in Nassau chiefly because he will be able to travel to his home in the tropics by air in a very short time."

Singer if I could accompany him some day on his leisurely round of mild and pleasant duties in meeting and informing the multitudes regarding the world's greatest air transport organization.

That's where I made my mistake.

I'll tell you all about it—the next issue, Boss. I'm still too tuckered right now to go on!

**RECORD DELIVERY OF NEWS PICTURES**

**PAA Makes Possible Publication of Photos Day After Events Occur in Other Countries**

MEXICO CITY. — Newspapers in Mexico City and San Salvador were recently given the opportunity of appreciating the journalistic value of fast air transportation—such as has been developed by Pan American Airways between Mexico and Central America.

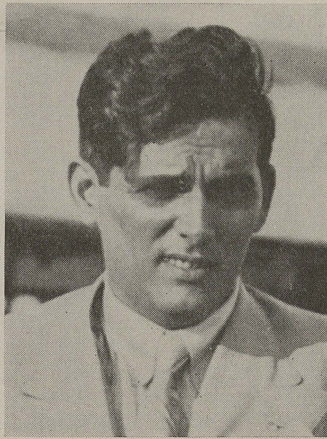
A news item was published here by the leading metropolitan dailies announcing that Señor Gonzalez Roa, newly appointed Ambassador to Guatemala, was due to present his credentials to President Jorge Ubico. Instructions were immediately sent to the Pan American office in Guatemala City requesting the Traffic Representative to secure photos of the ceremony, and to rush these photos to the office of the Public Relations Representative.

When the photographs arrived here, on the evening of the same day on which the ceremony took place, they were furnished to the editors of the four local dailies as a courtesy of Compañía Mexicana de Aviación and the Pan American Airways. Needless to say that the photos were published by all four dailies and that the editors were duly impressed by this feat of quick transportation.

Later on, when a Douglas was chartered by Señor Juan de Dios Bojorquez, Secretary of the Interior in the cabinet of President Cardenas, to take him to San Salvador together with a group of friends, a photograph was taken at the Central Airport, showing Señor Bojorquez, members of the party that accompanied him and friends who saw him off. A negative of this photo was given to Pilot Winston who flew the airship to San Salvador, with instructions to turn it over to the local press at the point of destination. Hence the dailies of San Salvador were able to publish the photo the very day after the departure from Mexico of Señor Bojorquez, thus complementing the graphic information collected upon his arrival.

Flight Operator Gustavo Meneses Muñoz has just bought a house and an apple orchard in Mexico City. And has requested to be transferred there as Ground Operator. While he claims that the only reason why he wishes to be transferred is the desire to take care of his farm, a general belief prevails that "somewhere a voice is calling." Since Meneses Muñoz is never

**TOURIST OFFICIAL**



**DR. LOURIVAL FONTES**

RIO DE JANEIRO. — Dr. Lourival Fontes, Director of the Tourist Department of the Municipality of Rio de Janeiro, and Official Brazilian Delegate to the festivities recently held in Lima in connection with the Fourth Centenary of that city, made the journey from Rio to Lima and return, "via Pan American Airways." On his return to this city, Dr. Lourival expressed his pleasure in the trip and the service he received.

"I was truly astonished at the perspectives which this trip by air, to the Peruvian capital, gave me. Of the whole trip, the crossing of the Andes was the point that most profoundly impressed my eyes and my soul. It is an extraordinarily impressive spectacle.

"The Pan American Airways System, on whose planes I traveled both ways, have in this section, the most perfect service of the world, not only as far as the precise regularity of schedules is concerned, but also as regards comfort and safety. Traveling under these conditions is something more than pleasant."

seen with the same one, we do not know her name yet.

F. Ulloa Arriola is enjoying a month's vacation. Before leaving he resigned his position as Assistant Division Communications Superintendent with the idea of going to Tuxpan as combination man. He was relieved by Jose A. Cuevas under his present title of Section Supervisor.

Increasing business in the Passenger Traffic Office in Mexico City has necessitated the addition of two new employees, Messrs. F. Cordero and V. Trava.

Mr. M. F. Cuesta, formerly passenger solicitor for Mexico City, has just been transferred to Tampico as Traffic Representative.

**Nine Charter Trips from Miami in March**

MIAMI. — Nine charter trips were sold by the Miami district traffic office during the month of March.

The majority of these were special parties flying to Nassau or Havana. One trip was to transport the Duke and Duchess of Kent, the Governor of the Bahamas and his lady and party from Cat Cay to Nassau, and another took United States Secretary of War George Dern and a party of 20 on a sight-seeing trip over the Miami area in a Commodore.

**Port of Spain Burns Midnight Elbow Grease**

PORT OF SPAIN. — Unseen and unsung, valiant service is often performed by Pan American personnel in routine work which never comes to the attention of either passengers, who ride in security and comfort as a result, or by officials who take it for granted that the planes must always carry on.

Among the hundreds of examples of this throughout the Pan American System, an incident occurred at this port recently which is cited because of its very insignificance, when the multiplication of such services throughout the System are considered, and because it is so typical of the stamina of the men who are carrying on at widely separated foreign ports without expecting notice or reward other than the satisfaction of work well done.

When Pilots Turner and Hankins and Radio Operator Goodman brought the swift new cabin monoplane assigned to service on the Amazon run into Port of Spain from Miami, it was necessary to install a 100-gallon gasoline tank in the cabin for the direct flight from Port of Spain to Maracaibo.

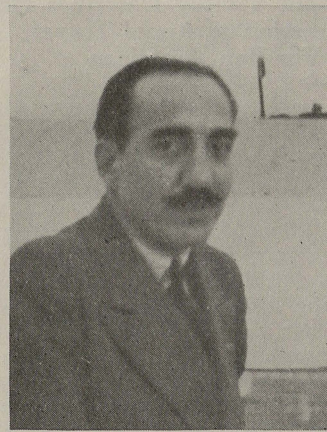
This major operation had to be completed between dusk and dawn—and this is not a completely equipped overhaul base swarming with mec's.

The job fell to Chief Mechanic Woodburn and his three assistants. They assembled the tank, equipment and tools in late afternoon and labored throughout the tropical night under the open sky at the base.

The plane was ready for the take-off at dawn.

The report received at division headquarters the following day mentioned simply that the GA-43 made the run from Port of Spain to Maracaibo in 4 hours and 54 minutes—a record between those ports.

**U. S. AIR OFFICIAL**



**REX MARTIN**

Assistant Director of the Bureau of Air Commerce, United States Department of Commerce, Washington, D. C. Mr. Martin visited Rio de Janeiro on his return trip from Europe, having traveled from Friedrichshafen to Brazil on the "Graf Zeppelin." From Rio de Janeiro to Miami, Mr. Martin traveled via Pan American Airways.

Johnny Johnston, Division Communications Superintendent, made several long visits to Mexico City during the month of February. Bowling being one of his favorite games he thought it would be an easy matter to shine as a champion bowler in the Mexican capital—until he met Section Supervisor Jose A. Cuevas. There was very little left of Johnston after Cuevas got through with him. Realizing that nothing could be done to beat Cuevas under normal conditions, Johnston assigned him extra duties, to wear him out. Then, and only then, Johnston was able to win.

**ROTARY LUNCHEON HELD AT TEJERIA**

**Program Dedicated by Visiting Rotarians to Mexicana; Speakers Praise PAA**

TEJERIA. — Pan American Airways and the Rotary Club of Vera Cruz fraternized here, at the Snyder Airfield, when the regular Rotary luncheon was held, on March 10, at this Pan American airport.

The luncheon, dedicated by the visiting Rotarians to Compañía Mexicana de Aviación and the Pan American Airways, was a brilliant affair. Nearly 120 persons, representing Vera Cruz's most important business concerns were present and most of them remained at the airport for the dance that followed the luncheon.

Mr. Alfredo Palazuelos, of Alfredo Palazuelos & Brother, devoted his scheduled talk to Compañía Mexicana de Aviación, extolling the excellence of its services and stressing its importance as one of the main links in the great international air net joining the countries of the Western Hemisphere through Pan American Airways.

Another speaker, Mr. Delino Valenzuela, Secretary of the Club, formally dedicated the luncheon to Pan American Airways and to Messrs. Ruben Ortiz and I. L. Gonzalez, Traffic Representative and Airport Manager, respectively.

Mr. Ortiz spoke in behalf of Compañía Mexicana de Aviación thanking the Rotarians for their expressions of good will.

Station XETF, of Vera Cruz City, broadcast the proceedings.

**Bandits Rob PAA Office of \$10 and Traffic Dept. Loses its Pants**

CHICAGO. — Men without pants don't run after bandits. That was the psychology used by two youthful bandits who held up Pan American's Chicago ticket office at 5.30 one evening, robbing the cash register of \$9.85 and depriving District Traffic Manager Charles Larrabee, Assistant Traffic Manager A. D. Mackintosh, and Pan American Traffic Representative J. Schlegel, of their nether garments and locking them in the safe (the pants, not the gentlemen).

By the time the combination was worked and the trousers recovered by their rightful owners, the bandits were well on their way to their next stop at a Western Union office, where they went through the same procedure. In the course of the evening they robbed three of the Western Union offices, in addition to the Pan American office, leaving be-



hind them a list of nine blushing victims and making a coup of over \$800.

"We had been expecting such a visit," said Traffic Manager Larrabee, "so we were carrying as little money in our cash box as possible, and all ticket receipts are banked as soon as received.

"While we do not look forward to these visits as a means of securing publicity it seems, at least, to be quite effective."

## OFFICIAL TELLS OF FIRST FLIGHT

## Haitian Consul-General Vincent Vividly Describes His First Trip By Air, His Impression of Aerial Travel, and His High Praise For Pan American

NEW YORK. — A recent issue of PAN AMERICAN AIR WAYS presented, by means of a photograph, the Honorable Charles B. Vincent, Consul General of Haiti in New York and brother of President Vincent, of the West Indian Republic.

Not all pictures tell stories. Mr. Vincent's portrait, for instance, failed to reveal that the taking of his photograph, at Miami, had marked the end of his first flight. It remained for Mr. Vincent himself to make his revelation in a letter written to the Editor.

"When that picture was taken in Miami recently," Mr. Vincent writes, "I had just come to a happy landing from a most interesting trip from Port-au-Prince, Haiti, on one of the luxurious, up to date and comfortable air cruisers of Pan American Airways.

"Incidentally, it had been my first airplane trip and I need not tell you how anxious I had been to start; to live that experience and have a first hand personal knowledge of what an all-day airplane trip really was.

"Upon boarding the plane at Port-au-Prince I sat next to a window, on a comfortable seat, and began to watch every move. I noticed a little manoeuver, I heard an indistinct order, and then the roar of the two powerful motors. The plane was heading out to sea . . . We were off! Looking out through my window I saw the big plane churning the water of Port-au-Prince harbor and splashing my window aplenty. For a few minutes I could not see. Then the water on the panes seemed to quickly dry out, as if wiped clean with a sponge. Now I could see again, but I had to rub my eyes to make sure I was not mistaken. We were flying in the air, every bit of five hundred feet above the water, and Port-au-Prince was gradually disappearing in the distance. It all happened almost in the twinkling of an eye! It was simply marvelous! We had left the water without a single jerk or a single vibration!

"Not one of the twelve passengers had noticed the moment we had left the surface. From then on it was a most uneventful trip. Except for the noise of the motors we could not tell we were moving. There was no vibration, no ups and downs, just a continuous glide. There was perfect ventilation inside, and absolutely spacious, comfortable quarters. It was as if I were sitting in my own drawing-room. From time to time I would get up and walk the whole length of the ship. The feeling of security was such that one almost forgot that one was traveling in the air, in an airplane above the ocean.

NEW YORK. — Artists in the United States, distressed over the lack of true artistic interpretations of aviation, during a recent convention in New York, selected Pan American's Miami terminal as one of the most outstanding examples of expression of aviation spirit in architecture in connection with the designing of airport structures.

Captain Alfred G. Bucham, who made a series of aerial views over Pan American routes three years ago, was rated as the most artistic of the world's aerial photographers. And Clayton Knight, who also recently completed a tour over the Pan American Airways to sketch and paint illustrations for a series of stories by the Cosmopolitan magazine, was ranked among the world's best aviation painters.

Mr. Knight's series of sketches made on his Pan American flight, was recently exhibited in the National Academy in Washington.

A series of 100 of Captain Bucham's most outstanding Pan American photographs will shortly go on exhibition in the United States.

"When we finally arrived at Miami that afternoon, at five o'clock, after eight hours of a delightful trip, I was not a bit tired. My impression is that a baby being rolled along in his carriage, amidst his silky cushions, is in no greater comfort than a passenger in one of the big ships of the Pan American Airways.

"I congratulate the two pilots who brought us across with the scientific skill of the most learned navigators. I congratulate the Pan American Airways for its efficient system of air transportation. I wish to express also my sincere appreciation for the kind courtesy of Mr. S. M. Filipovich, of your organization, who demonstrated fully to me, at Miami, that the courteous, efficient services of Pan American Airways are also your specialities on land as much as in the air. I am grateful for the many attentions extended to me at Miami. My first airplane trip was so satisfactory, I expect to use Pan American Airways facilities in my future voyages to Haiti."

## HONEYMOONERS



Mr. Andrew Milek, geologist for the Mexican Sinclair Petroleum Corporation, veteran Pan American traveler, and his bride, the former Dorothy Wright, receive an enthusiastic P. A. A. welcome at Merida on their honeymoon trip to Yucatan.

There was a big delay in the mailing department the other day, and when an investigation was made it developed that the boys were all agog over the fact that a shipment of valuable diamonds was going out by air express. The boys couldn't even see them—(they were already wrapped) but they knew what the package contained and were placing bets on the number of "carrots" contained in the bundle. When this vegetarian discussion was interrupted by a demand for some envelopes, the boys protested that it wasn't every day that such things as "diamonds" passed through their hands.

## Longshore Does Some Tall Selling in a Day

Frank Longshore of the Miami district traffic office, sold to one man twenty round trip tickets Miami-Havana at one time. This was a seven hundred dollar sale at the regular tariff. Mr. Longshore on the same day also sold what is believed to be the shortest charter trip in Pan American records. A Sikorsky "38" was chartered for a flight from Pan American's 36th Street airport to the marine base at Dinner Key, a distance of five miles at the minimum rate of \$50.

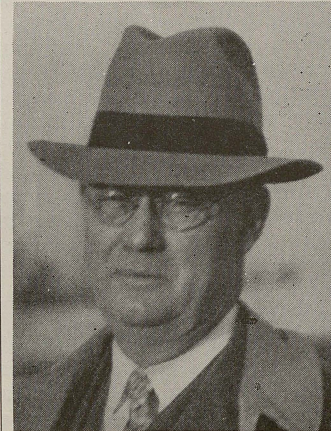
## BRITISH WRITER



Miss Rosita Forbes, noted British writer, arriving in Rio de Janeiro from the Pan American plane from Montevideo, en route to Cayenne, Georgetown and Miami.

Traveling by plane from Buenos Aires to El Paso, Texas, was high adventure enjoyed by Bruce and Scott Nicholson, seven and nine years old. The little boys made the trip unaccompanied, or, as one Panamanian newspaper reported the story, "chaperoned only by the personnel of the Airways Company." While in Cristobal the boys stopped over with Operations Manager and Mrs. D. C. Beatty. They apparently enjoyed the trip immensely and were very excited over all the wonders they had seen.

## CIRCLES CONTINENT



Off from Miami via Pan American Airways for a combined business and pleasure tour of Chile, Argentina and Brazil—F. L. Emerson, president of the widely-known Enna Jettick Shoe Company of Auburn, N. Y.

## NOTED ARTISTS AND WRITERS TAKE TO CLOUDS



Prominent artists and writers, members of the Artists and Writers Club of Palm Beach, at the Pan American airport in Miami before flying to Havana, where they were guests of President Carlos Mendieta and the Cuban Tourist Corporation. In Havana they were also entertained by Alfred L. duPont. Pan American gave them a special sight-seeing flight over the city.

Left to right, they are Frank Crowninshield of Vanity Fair; Rube Goldberg, cartoonist; Gene Buck, author and president of American Society of Composers; Dean Cornwall, artist; Jefferson Machamer, cartoonist; Alfred Pach, photographer; Sumner Blossom, editor American Magazine; John La Gatta, illustrator; Arthur William Brown, illustrator; Leroy P. Ward, architect; George Abbott, playwright; Otto Soglow, cartoonist; Frank T. Lyons; McClelland Barclay, illustrator; Fred Painton, writer; Raymond C. Schindler, writer of detective stories; Thomas H. Webb, artist; Francis Wurzburg, publisher and Dennis Wortman.

**AIR YEAR BOOK FOR 1935 READY**

17th Annual Edition Complete In Statistics and Illustration; Also Jr. Year Book

NEW YORK.—The 17th annual edition of the Aircraft Year Book for 1935, generally accepted as the standard reference work on American aeronautics, is now on order for \$3.50, postpaid. The edition is limited and those wishing a copy are urged to order immediately by the publishers, the Aeronautical Chamber of Commerce of America, Inc., 30 Rockefeller Plaza, New York City.

Included in the Year Book are discussions of the prospects for 1935 in all branches of aeronautics, of national policy, federal boards and commissions and of the air powers of the world. Complete statistics are given on the following subjects: aircraft and engine designs (3-view drawings of airplanes and 2-view drawings of engines); education and training; airways and airports; airships and balloons; complete chronology; aerial service operations and laws and regulations; what American manufacturers are doing in the airplane, engine, instrument and accessories branches; governmental activities; army and navy aviation; air transport operations; notable flights in 1934; and a chapter on private flying.

In addition to this material, there is an aeronautical directory, a trade index for buyers of aircraft equipment, and photographs of the latest type planes in use today.

The second annual edition of the Junior Year Book is also off the press (\$1.50 postpaid). This book is designed to meet the approval of the young aviation enthusiast and model builder. It includes three-view drawings and two-view drawings of every available American commercial, military and naval plane now produced; contains 13 chapters and 175 pictures depicting great flights of 1934; how Uncle Sam is using aircraft in chasing smugglers, hunting bandits, fire patrol, rescues, etc.; the airways as a new vista for young men; the story of new planes and engines; how the air lines are operated; and all other information of particular interest to boys.

The Venezuela consul at Miami, Senor V. M. Avendano-Lesada, praised Pan American Airways service and influence highly in a recent public address at the Chamber of Commerce.

**DIVISION MANAGER**



W. OVERTON SNYDER

**SNYDER NAMED DIVISION MGR.**

**Veteran Pan American Heads the Parent Division of System**

NEW YORK.—Through an executive System Memorandum, President J. T. Trippe appointed W. O. Snyder, veteran Pan American official and, for the past nine months Acting Division Manager, to the office of Manager, Caribbean Division, of the Pan American Airways System.

Back in 1911, the Baltimore Sun published the following paragraph in a story about flying:

"Overton ('Snitz') Snyder and another young officer of the Air Corps of the Maryland National Guard have begun flying 'motorcycle gliders.'

"Their hand-made aircraft was launched in the air by means of a motorcycle. 'Snitz' would run the motor part of the time, then take his turn handling the glider. Once in a while a tree would somehow get in the way, and several crashes resulted. 'Snitz' also crashed once without even going up in the air—when the cycle was stopped so suddenly that he went over the handlebars head first into the brush.

"The boys had no one to teach them to fly in those days, but they trusted to luck and taught themselves to fly."

"Snitz," the Baltimore boy fier, now one of America's pioneer birdmen, has just been promoted to the office of Manager of the Caribbean Division, parent unit of the world's largest air transport organization, the Pan American Airways System. The boy pilot is now at the head of the airways division which for more than seven years has been the general training ground for pilots and personnel of all departments of this far flung air transport system. Under him are all of the depart-

ments of the airways in the Caribbean area, which includes the West Indies and the east coast of South America as far as Para, Brazil; the northern coast of South America to the Canal Zone, and the routes from Tampa and Miami to Havana and westward to Merida, Mexico.

The operations require, for the long regular schedules, a fleet of 27 of the largest transport aircraft in the world.

The Division has jurisdiction over their operation in 24 ports, in 18 countries and colonies, and has a total personnel of 538 men and women.

About as soon as he finished the Baltimore public schools, Mr. Snyder began his flying activities. His active interest in aviation continued through the Baltimore Polytechnic Institute, from which he was graduated in 1914. He leaned toward mechanics, and took the course in mechanical engineering at Lehigh University as a member of the class of 1918. He was later a member of the engineering department of the American Propeller Company of Baltimore, manufacturers of Paragon blades, which were well known throughout the industry during the war. Mr. Snyder went to France as Ensign in the Naval Air Corps.

Returning to the United States, he became an officer in the Maryland National Guard, the first aviation unit of its kind to be formed in this country. He continued his flight training and purchased a plane for his own use. He was one of the organizers of the Chesapeake Aircraft Corporation operating planes for commercial use, and one of the founders of the Skyline Corporation.

Seven years ago Mr. Snyder accepted a position with the United States Department of Commerce as Airway Extension Superintendent. He flew and traveled by rail throughout the United States, co-operating with municipalities and large business firms in the establishment of airports which formed the foundation of the present systems of Federal Airways in this country.

On August 28, 1928, Mr. Snyder joined the Engineering Department of Pan American Airways System, and became an assistant to Chief Engineer Andre A. Priester. He was assigned to the Fokker factory in Wheeling, West Virginia, where he served as inspector of planes then under construction for the company. In January of 1929 he was assigned to Miami as Engineer for the Caribbean Division.

Mr. Snyder's early flying experiences with his boyhood

**POST OFFICE OFFICIAL**



Hon. Ambrose O'Connell of Washington, assistant to Postmaster General James Farley, leaving Miami February 10 via Pan American Airways for Havana.

**English Peer Demoted By Traffic Clerks**

MIAMI.—Busy traffic man at the counter in Pan American's international terminal building, surrounded by a sea of passengers, is filling out passenger information sheets at the rate of about two a minute.

A distinguished looking gentleman is next in line.

"Your name, please?"

"So and so."

"Occupation?"

"English peer."

Down on the pink sheet from the point of the traffic man's rushing pencil goes the word "pier."

The sheet is shot, with scores of others, to the manifest clerk who is swiftly clicking away on the passenger manifest for Nassau. The name of the distinguished passenger goes down on the form, but the clearance clerk pauses when the space for "occupation" comes along. "Pier," the pink sheet says. There are 80 or 90 other information blanks to come, and the Nassau ship is about due to leave. He quickly decides that "pier" has to do with shipping—docking—loading.

Thus it was that a distinguished English peer arrived in Nassau as a longshoreman.

The immigration inspector in the new Nassau terminal found it right there on the passenger manifest. The British scion took off his jaunty beret and scratched his head thoughtfully.

glider and as an officer of the aviation corps of the Maryland National Guard, won him transport pilot's license number 579, when the Department of Commerce was organized.

Under Mr. Snyder's supervision from his headquarters in Miami come the various functions of the airways rep-

**ELLSWORTH PLANS NEW POLAR TRIAL**

Praises Pan American for Aid On Recent Expedition To Antarctica

MIAMI.—Downhearted after two years of failures, but unwavered from his purpose, Lincoln Ellsworth has come home to finance a third attempt to fly across mysterious Antarctica.

"I have traveled 43,000 miles, given two years of back-breaking toil, and spent \$150,000 in trying to fly twenty hours," he smilingly recounted, "and have succeeded in flying four hours into the interior of Antarctica."

The explorer estimated his plane could wing across the world's end, approximately 2,100 miles of unknown country, in twenty hours.

A shy man, garbed in a weather-beaten suit and carrying his maps, wrapped in newspaper, under an arm, Ellsworth stepped from a Pan American Airways airliner and sought a quiet hotel.

"The months of quiet in Antarctica cannot be too quickly exchanged for the street noises and bands," he explained, also deprecating that his baggage was in his ship at Montevideo, Uruguay, and that his present wardrobe consisted of the clothing he was wearing.

"I have failed," he said in discussing his venture, "but one must accept failures as well as successes, and I am hopeful I will be able to arrange another trial in the Southland.

"I want to express my appreciation particularly to Pan American for the willing and efficient way in which they came to our assistance when, at a critical time, replacement parts were required for our aircraft equipment. And I cannot praise too highly the splendid transport service with which they have linked North and South America. My travel over their route from Montevideo to the United States has been one of the most interesting and pleasant trips I have ever made."

Ellsworth, who crossed the North Pole with Nobile in the dirigible, explained the purpose of the projected flight is to further geographical knowledge."

resented by the departments of operations, maintenance, executive, communications, airport, traffic, accounting, purchasing and public relations.

Mr. Snyder is now 41 years old. He lives with his wife and young son, Overton, Jr., in Coral Gables, a suburb of Miami.

## Pan American-Grace Pilots Watch Over Marooned Yacht in Colombia

BOGOTA. — During the early part of March, Mr. and Mrs. William Murnam, who sailed out of New York on a honeymoon trip on their yacht, "Seven Seas," were marooned off the Pacific coast of Colombia at Usaraga Inlet, by a receding spring tide which left them stranded some 20 or 30 meters beyond the normal high water mark. Arrangements were made by telegraph with Pan American-Grace Airways to have the pilots of the north-bound plane between Buenaventura and Cristobal keep a watchful eye on the boat.

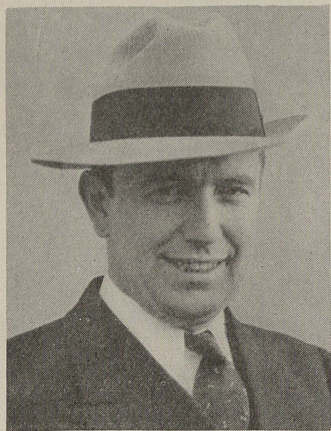
The Murnams, who composed their own crew, decided there was nothing they could do by themselves, and Mr. Murnam set out for help, leaving his wife to keep all watches aboard the "Seven Seas." He finally succeeded in reaching the mining town of Andagoya after some seven days of bushwacking and there word was given to the port captain of Buenaventura, who ordered the government tug Andagoya to start for Usaraga in an effort to get the yacht afloat.

Meanwhile, through a system of signals and messages spelled out on the beach sands, Pan American-Grace pilots satisfied themselves that all was well aboard and a number of comforts such as mail, candy and magazines, were dropped nearby. The pilots were also delighted to receive now and then, such messages as the following:

"When we get off this darn beach you mugs must help with putting certain cargo down the hatch."

Vacations have been numerous recently in the Western Division. Radio Shop Superintendent Graham Edge and Mrs. Edge returned to Brownsville after a six weeks' vacation which they spent in DeLand, Florida. Airport Operator and Mrs. Newell Voss have returned from a four weeks' vacation; Mr. Voss, who had been stationed at San Jose, Costa Rica, is now in Brownsville. Alfonso Perez of the Brownsville Operations Department and Senior Pilot R. Torres Rico spent their vacations in Mexico; Senior Pilot S. F. Varian and Record Clerk Bill Raven, of Brownsville, enjoyed a visit to sunny California; while Chief Pilot George Kraigher of the Western Division, Acting Senior Pilot O. J. Studeman and Senior Pilot C. R. Titus went to New York for their vacations. Other vacationists were J. Vizcarra, Alberto Garcia, and Acting Senior Pilot J. Zertuche.

### U. S. OFFICIAL



Among the many officials of various governments using Pan American service to and from Latin American republics was Hon. Oscar Chapman of Washington, Assistant Secretary of the Interior. Picture was taken on his arrival in Miami from San Juan.

E. O. Bearden, airport manager at Port of Spain, will be made acting section superintendent for the territory from St. Thomas to Cayenne and from Trinidad to Maracaibo, inclusive.

### Congressmen Praise PAA Influence

MIAMI BEACH. — United States Congressman J. Mark Wilcox of Florida, speaking before a meeting of 200 business men here, made the statement that the Pan American Airways System has contributed more than any other agency outside of the government itself toward the development of good will between the republics of the Americas and toward the growth of trade between the United States and Latin America. "During the past 18 months," the congressman said, "this trade has increased 30 per cent. Florida and particularly the Miami area will benefit as a result, and the development here during the next few years will be amazing to everyone."

U. S. Congressman J. Hamilton Fish, Jr. of New York, in a public address before civic and business leaders in the Miami area stated, "Miami is a city of destiny. Strategically located, the city now has the tremendous advantage of being the northern terminus of Pan American Airways.

"Within ten years Miami will have a population of half a million people and take its place as the second most important seaport in the United States," the congressman concluded.

## 'WHO'S WHO' FOUND IN PAN AMERICAN PASSENGER LISTS

Royalty Rides Airways Along With Distinguished Characters of Varied Types

MIAMI.—Passengers traveling with Pan American Airways in the Caribbean area during the past sixty days make a list of notables which reads almost like "Who's Who" in the United States, England and other foreign countries.

Headed by a prince and princess, the Duke and Duchess of Kent, the remarkable list of people of prominence includes the following:

His Excellency, Sir Bede E. H. Clifford, governor of the Bahamas and Lady Clifford; His Excellency Mitchell F. Hepburn, premier of Ontario; Sir Frederick Rutter; Hon. Percy Thellusson and Lord and Lady de Trafford, prominent in London society; Don Miguel Espelaus, Spanish ambassador to Cuba; Dr. Edgar de Castro, Brazilian ambassador to the United States; M. Serge Fleury, French ambassador to Cuba; Oscar Chapman, assistant secretary of the interior; Rexford Tugwell, member of the Roosevelt brain trust; Ernest Gruening, chief of the division of insular possessions at Washington.

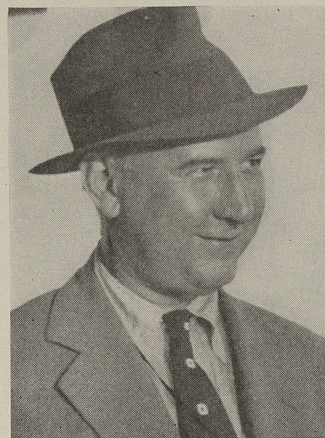
Grover Loening, airplane manufacturer and director of Pan American Airways; Secretary of War George H. Dern; Clarence Chamberlain, celebrated pilot; General Juan F. Azcarate, Mexican diplomat; Charles H. C. Pearsall, general manager, Colombian SACO airline; A. Felix duPont; Lydia and Alice duPont, all of the celebrated Delaware family.

Sir Hubert Wilkins, famous explorer; Carlos Arango Velez, president of Colombian SACO airline and former minister of war of Colombia; Edward Johnston, Western Newspaper Union; Irene C. Hutton, well known heiress; Luis Baralt, former minister of education in Cuba; Louis Couhe, air minister of France; Peter Arno, celebrated illustrator, and J. H. Durrell, vice-president, National City Bank of New York.

Colonel the Honorable Evan Morgan; Viscount Tredegar; Igor Sikorsky, airplane designer; Kanokichi Shioya, Japanese government official; Edna Wallace Hopper, world renowned beauty culturist; Carlos Hevia, former president of Cuba.

Sigfrido Belasco Ibanez, deputy Spanish Chamber and son of great Spanish novelist; Lincoln Ellsworth, famous Polar explorer; Sylvia Sidney, motion picture actress; Ettore de Zuani, Italian diplomat;

### PRESS EXECUTIVE



EDWARD JOHNSTON  
Vice-President of the Western Newspaper Union

Mrs. Henry L. Doherty, wife of the philanthropist and her daughter, Helen Lee Doherty, secretary to Ruth Bryan Owen; Dolly Gann, sister of former Vice-President Curtis; Captain James Mollison, British trans-Atlantic flier.

John L. Simpson, head of Chicago Utilities; James Roosevelt, Jr., son of the president; Major Henrique de Fontenelle, leading aviation official of South America; Howard Hughes, noted motion picture producer; Raymond Firestone, rubber manufacturer; Henry B. and Margery duPont; Fred Walcott, U. S. senator from Connecticut; Robert Guggenheim and his wife, members of the noted family; Ambrose O'Connell, special assistant to Postmaster General Farley; Augustin Rivero Chaves, Puerto Rican commissioner of commerce; Dr. Jose Padin, commissioner of education in Puerto Rico.

Fowler Barker, secretary of aeronautical chamber of commerce; Frank M. Folsom, vice-president and general merchandise manager of Montgomery Ward; F. L. Emerson, president, Enna Jettick Shoe Company; Captain F. L. Reid, air attache of the British embassy in New York; Carole Lombard, motion picture star; Primo Carnero, former world's heavyweight champion; Philip, Elise and Jean Roosevelt; Robert Herrick, secretary to the governor of the Virgin Islands and Alfred Baruch, the governor's advisor; Hamilton Fish, U. S. Congressman from New York; Miguel Espelaus, Spanish diplomat in Cuba; Captain Frederick E. Guest, member British Parliament; Lyman Delano, director of Pan American Airways; Major Andrew Holt, director, London Daily Mail; Charles Taylor, radio artist impersonator of "Colonel Stoopnagle"; General P. T. Mow, Chinese aviation official and Jorge Adolfo Luro, president of the Argentine Aero Club.

## Newspaper Executive Circles Central America via PAA

MIAMI.—"It was a remarkable and enjoyable trip," said Edward Johnston of New York, vice-president and managing director of the Western Newspaper Union, as he arrived here following his trip by Pan American Airways from Brownsville, Texas, through Central America to the Canal Zone and return to the north by way of Kingston, Havana and Miami.

News and feature articles are furnished by Mr. Johnston's organization to more than 12,000 small city daily and weekly newspapers throughout the United States. "Don't you think your readers would be interested in the story of your trip?" he was asked.

"Yes, and I think I will write it myself," Mr. Johnston replied.

"What places gave you the biggest kick?"

"Mexico. I was surprised at the many Americans and tourists there and very much interested in the political and economical situation. And I am amazed at Miami. I was here ten years ago and the development is remarkable. Your airport is a great credit to a great transportation system. I enjoyed every comfort on the trip and every plane was on time. Your personnel is really splendid."

## Div. Traffic Manager Spends 30 Min. and Leaves City Sold 'PAA'

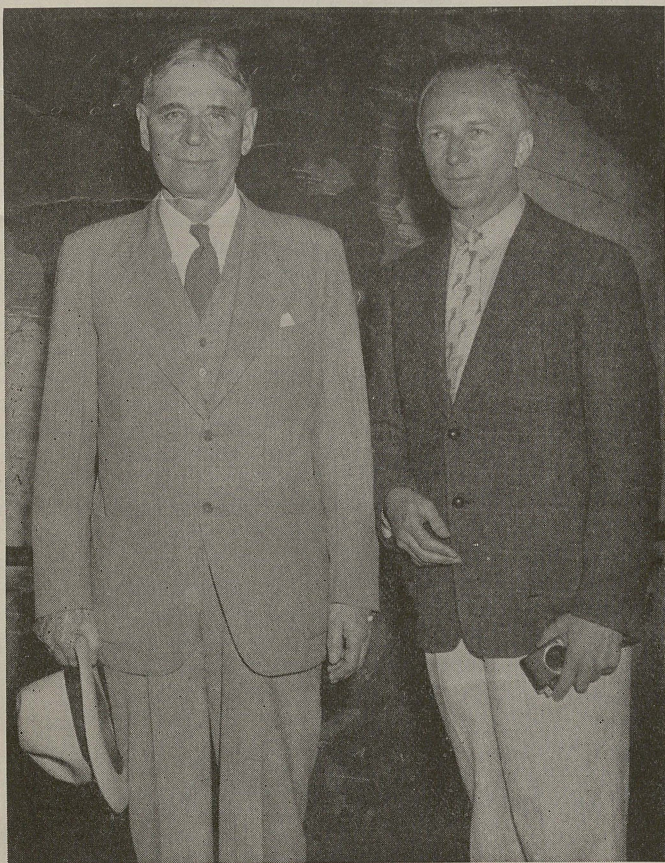
MEXICO CITY. — Division Traffic Manager R. Becerra Soto believes in advertising Pan American services and facilities.

Recently he made arrangements for a window display to show Pan American air mail stationery. People, attracted by the beautiful appearance of the sets, began to gather in front of the window at the Ticket Office five minutes after the exhibition had been completed.

As a direct result of Mr. Becerra Soto's idea 700 folders containing five envelopes and ten sheets of light-weight paper each were sold in a month.

While in Acapulco, where he went in connection with the stop at that port of the "Pan American Clipper," Mr. Becerra Soto left samples of those folders at two of the leading local hotels, together with colored posters, encased in attractive frames, advertising Compañia Mexicana de Aviacion and Aerovias Centrales.

SECRETARY OF WAR FLIES



On a specially chartered Pan American Commodore ship, United States Secretary of War George H. Dern and his party of twenty friends, including Clarence Chamberlain, trans-Atlantic flier, enjoyed a half-hour sight-seeing trip over Miami, Miami Beach and Coral Gables during the distinguished official's vacation at the Florida resort.

MIAMI. — United States Secretary of War George H. Dern enjoyed his second experience in the air here when he flew with a party of six from Miami to Key West and return on April 4 via Miami-Key West Airways, Inc., which is operated by Pan American personnel.

The distinguished official was accompanied by Mrs. Dern, Colonel George F. Brown of Miami Beach, U. S. engineering department; Colonel B. C. Dunn of Jacksonville, U. S. district engineer, and Mr. and Mrs. Ross Beasson of Miami and New York, friends of the secretary.

It was just a little pleasure trip during Mr. Dern's Miami vacation. The party was entertained at the island city by officials of the Florida Emergency Relief Organization. The secretary has previously flown with Pan American on a special sightseeing trip over the Miami area.

W. G. Richards, chief mechanic at the Miami airport, went to Akron, Ohio, in March upon news of the accidental death there of his fourteen year old son.

Mr. K. F. Lueder was given a farewell luncheon at the Hotel Commodore by members of the Purchasing Department before his departure from New York.

Air Express In Venezuela Begins With Active Month

LA GUAIRA. — Although among the last of the Latin American republics with which arrangements for Pan American Airways express service was completed, the efficient shipping facilities have already created widespread interest and enthusiasm among officials and business concerns in the Republic who appreciate the remarkable amount of time saved in the transportation of merchandise and all sorts of varied materials to the United States and to other Latin American ports.

During the first month in which Pan American's air express service was in operation in Venezuela a total of 151 shipments were made on Pan American planes out of La Guaira, the airport of the Republic, according to a report from Airport Manager Daugherty.

Mr. and Mrs. A. S. Galbraith were entertained at a farewell dinner at the Silver Grill, Hotel Lexington on May 8 by members of the Purchasing Department. Mr. Galbraith will relieve Mr. Porter in Miami and Mr. Porter will come to New York.

MAN WITH BROKEN BACK FLIES 15,000 MILES IN COMFORT

Industrialist Praises Pan American Courtesy and High Efficiency

MIAMI. — W. C. MacFarlane, president of the Minneapolis Moline Power Implement Company, has just completed a 15,000-mile tour of South America and the West Indies made entirely on airliners of the Pan American Airways System, in spite of the fact that he is unable to walk, due to an automobile accident two years ago.

He took with him on the long air trip a folding wheel chair and crutches. He was accompanied by H. J. Blakesley, export manager of his company, and S. L. Angle, assistant secretary.

"The journey was strictly for business purposes," said Mr. MacFarlane. "South America is coming into our market as an important prospective purchaser of farm implements, and we made the trip to investigate her business conditions and needs along our lines. We believe that South America, especially Argentine, will be a very active market for United States products, particularly agricultural machinery, from now on. We made the entire trip by air, not only at a very swift rate but in complete comfort. It was delightful."

Mr. MacFarlane also represented on the trip the Farm Trade Association of the Farm Equipment Institute, of which he is chairman. His trip was handled by the Chicago office of Pan American Airways.

On his return, Mr. MacFarlane wrote to Pan American in Miami as follows:

"When I left Miami for the trip around South America, it was the first time I had been inside of any form of airplane, and naturally, after having gone through an automobile accident, I experienced some degree of misapprehension and inquisitiveness as to how this trip was going to turn out; but inasmuch as it was a matter of business, and I could not spare the time to travel by boat and train, I felt that the die had been cast.

"Mr. S. L. Angle, one of my associates, was also experiencing his first trip by air, and when we had been out less than an hour, he leaned over to me and said 'Why should anybody monkey with trains or boats on a trip like this?'"

"I cannot find words to express my entire satisfaction with the circuit around South America. You have a most excellent personnel, who do everything possible for the comfort and pleasure of the

BROKEN BACK BUT FLIES



W. C. MacFarlane, president of Minneapolis Moline Power Implement Co., arriving at Miami (February 28) following a 15,000-mile flight around South America in spite of a broken back from an automobile accident two years ago. He took a folding wheel chair, crutches and a cane. "Wonderful trip. No trouble at all!" he said. "I'm ready to fly to Africa next!" Chief Airport Guide Don Singer helps the industrialist across the float.

passengers — and after flying some 15,000 miles entirely around South America, including the 'Hop over the Hill' as the boys call the flight over the Andes, I can say that the trip was almost devoid of any of the thrills I had expected to find. This was a hurry-up trip and I found that I could save one month's time by air travel, so put myself in the hands of the Pan American Airways, and found — somewhat to my surprise — that the expense was no more than if I had taken the boat from New York.

"Should I ever have occasion to visit South America again, I shall certainly go via 'Panair' and 'Panagra'."

Official Promotes Virgin Islands Rum

SAN JUAN, P. R.—En route to the Virgin Islands via Pan American Airways recently was the Hon. Boyd Brown, vice-president and general manager of the Virgin Islands Company—the government's industrial rum plan for rehabilitation. Mr. Brown was formerly government secretary and commissioner of finances of the Virgin Islands, and was returning to Saint Croix after a month's business trip from Washington in connection with the rum industry development.

The government now has on hand 35,000 gallons of rum soon to be bottled and placed on the market. It will be known as Saint Croix rum.

NEW SCHEDULES EXPAND SERVICE

French West Indies to Have Air Service; New Time Schedules for Aerovias

NEW YORK. — According to recent schedules approved by President J. T. Trippe of the Pan American Airways, provisional stops on the route between San Juan, Puerto Rico and Georgetown, British Guiana, will now be made at Point-a-Pitre, Guadelope and Fort de France, Martinique.

The Belem (Para)-Manaos route has been changed in order to embrace a stop at Curralinho, Brazil, on Tuesdays, westbound, and on Thursdays, eastbound.

Provisional schedules of Aerovias Centrales, approved on February 18, provide for northbound planes on Tuesday, Thursday and Saturday leaving Mexico City at 6.15 A. M. and arriving at Los Angeles at 6.10 P. M.; and for southbound planes on Monday, Wednesday and Friday leaving Los Angeles at 6.30 A. M. and arriving at Mexico City at 6.15 P. M.

Connecting services are also available between Mexico City and El Paso; and between Torreon and Mazatlan over Aerovias Centrales. Lineas Aereas Occidentales (Varney) which formerly operated over these routes, have suspended their service.

Western Div. Traffic Shows Increase In Feb.

MEXICO CITY. — Both Compañia Mexicana de Aviacion and Aerovias Centrales report a considerable increase in business during February. All routes were crowded during the month and extra sections had to be run weekly in order that requests for accommodation could be granted.

The Central American Olympic Games, which started at San Salvador March 16, were an added source of revenue for the international run Brownsville-Cristobal, it having been necessary to run an extra Douglas from Mexico City to the capital of El Salvador, on March 15, to transport fourteen delegates to the games.

High officials of the Mexican Government and noted Mexican personalities, including Secretary of the Interior Juan de Dios Bojorquez; General Tirso Hernandez, Director of Physical Culture; Agustin Lara, celebrated musical composer and Pedro Vargas, popular tenor, traveled Pan American to El Salvador during the month.



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Address all editorial contributions or criticisms to: Editor Pan American Air Ways, 135 E. 42nd Street, New York, N. Y.

#### PAN AMERICAN LOG

The following is the operating record of the Pan American Airways System to March 31, 1935.

31,927 Miles of airways in operation.

33 Countries and colonies served.

405,719 Passengers carried.

133,677,408 Passenger miles flown.

20,117,272 Pounds of mail and cargo carried.

99 Ground radio control stations operating.

134 Airliners in operation.

99.74 Regularity of schedule maintained.

2,895 Persons employed.

### Pacific Flight

With no more hysteria than if she were following the seven-year-old air course between Miami and Havana, the *Pan American Clipper* has completed the first round trip flight to Hawaii in history. Firing the imagination of the aviation world with the precision, routine conduct of a transport flight the like of which had never before been attempted, over a course on which a staggering number had perished, the *Pan American Clipper* and Pan American crew added a brilliant page to the history of aeronautical achievement, added importantly to the foundation of an entirely new era of relationships, national and commercial, upon the earth.

The outstanding success of the flight, so enthusiastically hailed throughout the world, was a source of welling pride but no surprise to the three thousand Pan Americans who made those historic flights in the Clipper with Captain Musick, First Officer Sullivan, Navigation Officer Noonan, Engineering Officer Wright, Radio Officer Jarboe, and Junior Flight Officer Canaday. To this faithful crew of three thousand, who travel aboard every Pan American airliner, Captain Musick and his officers paid first tribute: they made the flight possible, their faithful adherence to policies of rigid inspection, their expert performance of every task to be done, their endless hours of study, research, experiment, set this flight apart from any other ocean flight ever attempted. In them, and their work, the crew sped on with confidence in the assured success of the Clipper's difficult flight project.

Hence, with that same exactness of performance to schedule which has become the universally recognized trademark of an alternate name for "Pan American Airways" bearing witness to thoroughness of organization to the last, tiny detail, was the great flight accomplished.

Commendations, indeed, are in order for the gallant crew of the first trans-ocean flight. In the same breath we pass on their congratulations to the three thousand other Pan Americans who contributed so importantly to that splendid success.

*From the more than 2,000 editorials devoted to comment on the Pacific Flight by the Press of the United States, these two typical articles are reproduced...*

### The Pacific Airway

*Scripps-Howard Newspapers*

Doubling back from Honolulu, the giant *Pan American Clipper* came to rest on San Francisco Bay, annexing the air over the great Pacific to the dominion of man and science. For this com-

pleted two-way journey not only brought Hawaii closer to the mainland, it covered the longest single span in the over-water course between California and the shores of Asia.

This summer a regular trans-Pacific air service will link San Francisco with Manila and Canton, supplementing the principal lane of ocean commerce between civilization's oldest and newest continents.

It is fitting that these super flying boats be called Clipper Ships, for they are following the grand tradition of the Yankee Clippers that once carried a large share of the world's commerce in American bottoms.

The company that is pioneering the Pacific airway is the same one that already has established probably the world's most efficient overseas and international air service. Its network south of Key West and the Rio Grande connects Latin-American centers with those of the United States and speeds up the trade of the Western Hemisphere.

These new air services can become a lasting and increasing blessing if only the statesmen of the Americas and Asia take progress as their cue, scaling down economic barriers and nationalist and racial prejudices.

### An 'Uneventful' Flight

*Hearst Newspapers*

The *Pan American Clipper*, from the point of view of its operators and its crew, had an uneventful trip to Honolulu. No trouble was expected, no trouble was encountered. The Clipper was to leave on time, set a certain pace, and reach Honolulu on scheduled time. It followed the time-table exactly and nobody is supposed to show surprise.

Adventures, say these scientists of the air, are what happen to amateurs. They are the result of carelessness, inexperience and incapacity. When you know what you want to do and exactly how to do it, when you know the extent of your powers, you don't have any adventure.

So the Clipper's flight to Honolulu was "uneventful" because nothing went wrong, because the great plane flew instead of falling, and the navy was not called out to search the seas for a splendid failure.

But that's not the way we look at it. We think the Clipper flight was eventful. We call it one of the great adventures of our time.

It is still a marvel, and no commonplace, for men to build a machine as mighty and as dependable as this, and for other men to take it so lightly into the air and to drive it so surely and so safely across the perilous waters. They do not ask for our admiration, but they have it—wholehearted and unstinted.

### SIGHTING —OFF THE COURSE

E. T. C.

Have you heard the tale of the lady genius who lives in romantic old Santo Domingo City—the lady who has practically solved this perpetual-motion proposition? With a house divided, she raises cats on one side and rats on the other. Whether she raises the rats for the cats or the cats for the rats, or both for herself, will have to be gone into later. The house is long and narrow and is connected at both ends to other buildings with only doorways to get through, so that she can keep her livestock separated. The rats are brownish individuals and you can watch them scurrying along, always keeping some protecting object on the flank. The cats have a whole garden in which to romp.

You might know that some ingenious Pan American would make this discovery, a boon to the slot machine gambling fraternity. Jamaica pennies will fit into all fifty-cent slot machines; Salvadoran five-cent pieces work in all twenty-five-cent machines; Cuban pennies work in ten-cent machines, and Brazilian reis take care of the nickel varieties. This all came out when a highly enthusiastic gambler using good American nickels, dimes, quarters and fifty-cent pieces at Puerto Rico, hit a jack-pot. His uproarious glee was turned to chagrin when three hands full of slugs and an international collection of unusable coins came flying out of the machine. It is getting so bad now that even these Pan American wise men are becoming discouraged, what with so many machines full of so much miscellaneous material of no particular value.

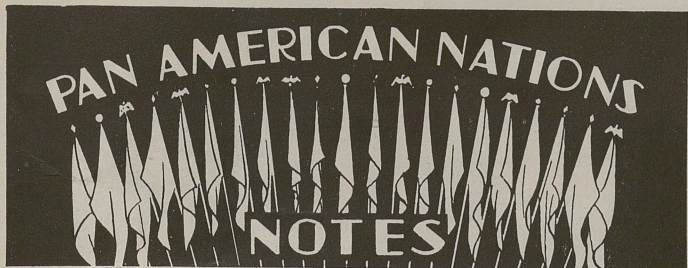
What we want a life-size picture of, is the discovery by the Master Ollendorf when someone finally gets that jack-pot and when he goes to the machine to collect his percentage!

How a fish hit a plane in mid-air was related by Captain Casio, flying for Pan American Airways over the Mexico City-Merida route.

Casio was skirting the coast between Vera Cruz and Minatitlan and had been flying low because of a low ceiling. He saw a flock of gulls ahead and they scattered as his plane approached.

One flew over the plane, and simultaneously the pilot saw a fish splatter on the glass.

Casio said the gull evidently dropped the fish when frightened by the plane.



"Let each American nation vie with every other in the practice of the policy of the good neighbor."—CORDELL HULL.

"We have felt an irresistible movement of solidarity, which unites us and impels us to proceed on the path of cooperation among the nations of the American hemisphere."—Dr. Carlos Saavedra Lamas, Minister of Foreign Affairs of the Argentine Republic.

As Pan American Day approached again on April 14 of this year, the programs in our schools, colleges and other public institutions were more numerous and cordial than ever. It is interesting to note that the practice of holding special ceremonies has spread throughout the member countries of the Pan American Union. In New York, our Company is cooperating by furnishing motion pictures and speakers.

Reports of trade between the United States and Latin America, and among the Latin American countries themselves, continue to show an upward trend. In several of the countries, notably Brazil and Mexico, the revival of commerce is relatively a boom, although it is too early to judge of the permanency of the improvement. It is reported that in São Paulo building permits have been issued for over 500 new buildings, a great many now being in process of construction, and that industrial unemployment is almost negligible. From Mexico, reports indicate that the railroads are purchasing new equipment and that industry in general is expanding.

Comments in the Latin American press praise the fact and sound judgment of Presidents Trujillo, of the Dominican Republic, and Vincent, of Haiti, in negotiating to final settlement the boundary dispute between the two countries, which has been pending for over fifty years. With this cause of friction removed, an important material advance has been made in the promotion of durable friendly relations between these two neighboring countries.

A financial mission from the Republic of Chile, ably headed by Hon. Ernesto Barros Jarpa, has been negotiating for some time in New York City

with representatives of American bondholders in an effort to reach an adjustment for continuation by Chile of its service on dollar loans.

Dr. Miguel Lopez Pumarejo, for years a leading spirit and figure of outstanding popularity in the coffee trade of New York, has been appointed as Minister of Colombia in Washington. The appointment has evoked acclaim from American business interests, and the enthusiastic approval of the Colombian population of New York and Washington. Dr. Lopez Pumarejo is young, speaks perfect English, and is the embodiment of the best democratic spirit of his country and our own. On March 14 last the Colombian-American Chamber of Commerce and the Colombian Colony in New York tendered a dinner in honor of the new Minister.

The international highway from Laredo, Texas, to Mexico City, is expected to be opened next May. Approximately 6,500 men are reported to be working on the international highway and although it will not be paved in its entire length, and some of the rivers may still have to be crossed by ferry, the road is expected to be quite transitable for the coming summer. The distance from Laredo to the Mexican capital is 760 miles.

The Pan American League study group held a meeting at 10:30 one morning in one of the Pan American Clipper Ships at the airport in Dinner Key. "The Influence of Pan Americanism" was presented in a talk by Mrs. Claude Renshaw of Miami Beach. The other subject on the program was "Today's Busy Gold Miners," which was given by Mrs. George Moore.

Capt. Frederick E. Guest of London, member of the British Parliament, made a pleasure trip early in January aboard a Pan American plane from Miami to Port of Spain, Trinidad, where he remained for two weeks. He was accompanied by H. Bradley Martin, banker, and Hubert and John H. Phipps, all of New York.

PAN AMERICAN CONNECTS WITH PRESIDENT'S YACHT

Commodore On Regular Run Lands Off Cuba to Transfer Chief Executive's Son

NUEVITAS.—A regular Pan American Airways liner connected directly with the yacht bearing President Franklin D. Roosevelt on a fishing trip off the Cuban coast one day late in March.

The President's son, James Roosevelt, had previously traveled on regular Pan American schedules from Miami to Port Castries, St. Lucia, to join an exploring party on the island of Dominica. Returning in the same manner, arrangements were made by which Pilot Williamson landed the regular Commodore, en route from this port to Miami, alongside Vincent Astor's yacht *Nourmahal* on which the President was a guest. The yacht's launch was waiting to transfer the President's son and the connection was made without incident.

The airliner-yacht connection was made near Lobos Cay off the northern coast of Cuba, only slightly off the regular Pan American course to Miami.

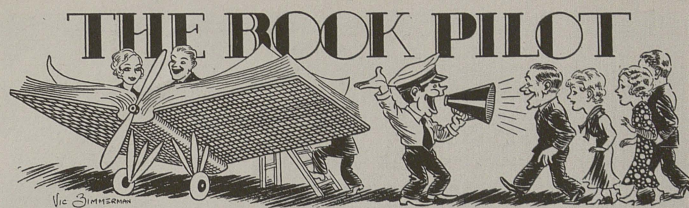
PRESIDENT'S SON



James Roosevelt, son of the President, travelled with Pan American on regular schedules Miami to Port Castries, St. Lucia, to join a party exploring the wild island of Dominica. On his return trip the regular Commodore landed by the President's yacht, "Nourmahal," near Lobos Cay, off the Cuban coast near Nuevitas, and James joined his famous father on his March fishing trip in Cuban and Florida waters.

MANAGUA.—United States Minister Arthur Bliss Lane left for the United States February 23rd, leaving Allan Dawson, of the legation staff, in charge of affairs during his absence.

A large crowd of prominent Nicaraguans and foreigners was at the airport to bid the Minister goodbye.



"MORGAN SAILS THE CARIBBEAN," by Berton Braley, published by THE MACMILLAN COMPANY, \$2.00.

Here is a book of verse which, even though you are not poetically inclined, makes rather interesting reading. In swift, moving stanzas of many meters, and often in rhyme, Berton Braley gives an unusually quick and understandable sketch of this, one of the most interesting characters of that lawless band of privateers who, to such a large extent, ruled the Caribbean in the days of Spain's "gold rush."

Quite a man with the ladies was this Morgan, and Braley makes mention of many of his more amorous episodes, dwelling, of course, upon his finding of his one true love and losing her almost as soon. The incredible manner in which the pirate bands stormed and captured the heavily fortified Spanish cities—and some of the wily tricks employed by this pirate chieftain in his constant warring with the forces of the Spanish crown—are interestingly described.

"Morgan Sails the Caribbean" is a short book—and an interesting one.

"ABOARD THE AIRLINER," by John J. Flaherty, published by DOUBLEDAY, DORAN, \$2.00.

Mr. Flaherty has done another child's book, profuse with photographic illustrations made by the author for the most part along lines similar to those other works he has produced with a special eye to amusing the younger members of the family.

Interspersed with a wealth of pictures runs a story of flying designed to impress, upon the uninitiated, the ease and advantages of travel by air.

"CANNIBAL COUSINS," by Capt. John H. Craige, published by MILTON, BALCH & COMPANY, \$2.75.

The second of Cap. Craige's books recounting some of his experiences during his long sojourn in Haiti, is being widely read not only because of its interesting subject matter but because of the easy style with which he portrays his subject. It is kaleidoscopic, running through many phases of native Haitian life and politics, beginning with his first visit

to the Black Republic, while a revolution was under way, and recounting many of his later experiences when he served as an officer of the Haitian Gendarmerie during which he was stationed in remote sections of the country where he had an unusual opportunity to acquaint himself intimately with native life and customs.

There is nothing very controversial in this book and although some of the heavier subjects are treated in a lighter vein than is usually accorded them, the book is withal understanding and sympathetic.

You should like this book on Haiti.

"FIRE ON THE ANDES," by Carleton Beals, published by THE J. B. LIPPINCOTT COMPANY, \$3.00.

An amazing mixture of lamentations, indictments and description. Such is the latest opus of Beals, done, of course, in that inimitable Beals' style which remains unmarred by occasional lapses into un-English construction—a probable effect of a long and intimate association with Latin America.

Dealing, most vividly, with present conditions in Peru, Beals paints absorbing contrasts of luxury and squalor, of ultra-refinement and primitive jungle, of past greatness and pompous artificialities, summing up with the claim that the European in that country has not been a civilizing but a decivilizing influence.

Referring to Lima, the capital, the writer asserts that the city has developed largely because of typical Latin extravagance and love of ostentation rather than from vital forces springing from the country at large.

The indictments which Mr. Beals brings against the masters of Peru, from the Conquistadores down to foreign investors who, he claims, supported and profited by the later regimes, are stinging and bitter.

The book can be recommended as interesting reading, whether you agree or not with many of the author's assertions, and you will find unusually worth while the vivid illustrations by Jose Sabogal.



Public Relations Representative Arthur E. Curtis addressed the students of the Walsh School of Business on February 20, on the subject of recent developments in the transportation of commodities by air.

Assistant General Traffic Manager C. A. Boillod returned to Miami late in February after completing a 9,000-mile business trip over the lines. After a short stay he left again for another business trip through the West Indies to Port of Spain, the Guianas, Rio and Buenos Aires, to return to Miami by the South American west coast and Panama, and thence to the New York office.

H. E. Dobson of the S. F. Bowser Company, New York City, spent several days recently in the division airport engineer's office at Miami, in connection with the making

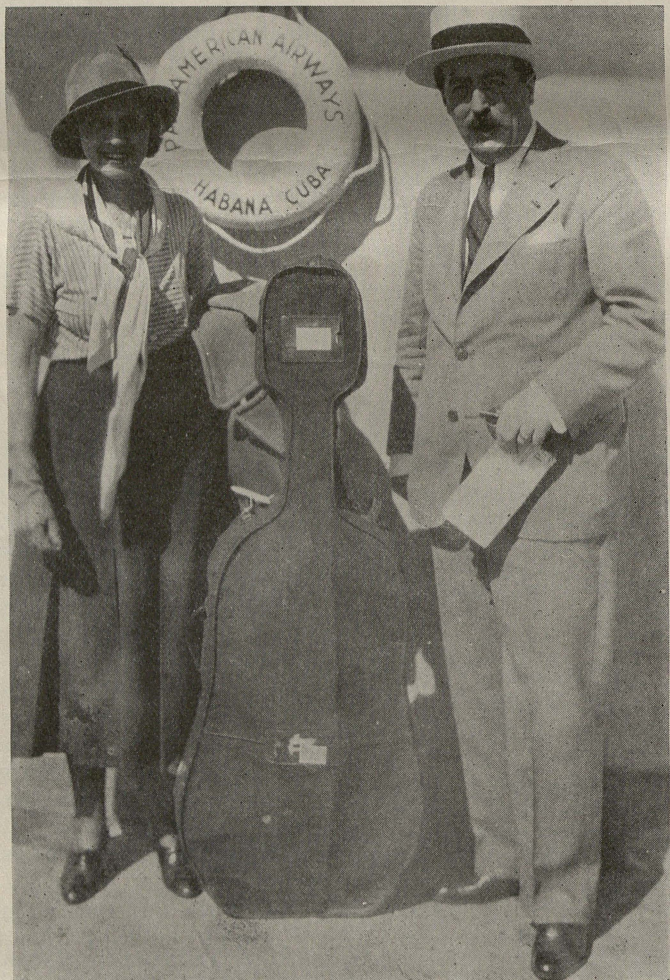
of new high speed refueling installation plans for the Caribbean division.

F. W. Sullinger, radio engineer at Miami, recently spent several weeks in the New York office, then accompanied Chief Communications Engineer Leuteritz to California to aid in the preparation of radio service in the Pacific Division.

Added to the Miami traffic staff recently was Glen Lawrence, to aid Chief Airport Guide Don Singer in "outdoor sales" and also in general traffic work at the airport.

Division Traffic Manager H. C. Dobbs, Jr., has issued a bulletin calling attention to the special discounts available to official delegates to the Pan American Commercial Conference in Buenos Aires in May.

## FAMOUS FRENCH ARTIST



Lucienne Radisse, famous French violincellist, arriving in Havana via Pan American to appear in a concert of the Philharmonic Orchestra of Havana. Beside Miss Radisse is Dr. Eduardo Carteron, French Minister in Havana.

## TRAFFIC TOPS ALL RECORDS IN CARIBBEAN

Each Month of Past Year Shows Increase In Pay Passengers With Single Exception

### TONS OF BAGGAGE

Excess Baggage Alone Shows Growth Up to 123 Per Cent—Total 145 Tons

MIAMI.—When the smoke has cleared from the scene of traffic, action in the Caribbean area during the year just past, the records will reveal an increase of approximately 34 per cent in pay passengers transported, according to H. C. Dobbs, Jr., division traffic manager.

This is on top of an increase of 40 per cent in pay passengers recorded the previous year.

Between Miami and Havana alone 1,270 passengers were transported between December first and Christmas Day. Beginning with December 22, opening date of the special holiday rate to Havana and Nassau, it was necessary to put into service extra Clipper and Commodore ships daily. At one time even the special ships were sold out seven days in advance.

Beginning with Christmas Day, traffic to and from Havana alone averaged more than 100 passengers daily.

An example of the heavy demands upon the local traffic organization during this early winter season period is seen in the record of Friday, December 28. On that morning three Clipper ships and one S-38 carried 103 passengers to Havana with three Clippers and a Commodore returning in the afternoon with 110. On the same day two Commodores made round trips to Nassau with 68 passengers, outgoing and incoming. The total for the day to and from these two ports alone was 281.

Each month during the past year, topped by a substantial number the pay passenger traffic of corresponding periods of the previous year, except February, which fell only three behind, due to unsettled conditions in Cuba, which substantially restricted the usual heavy winter traffic between Miami and Havana. The same conditions prevailed during the other three months of the Florida tourist season.

### Gains Up to 91 Per Cent

Leading gains during the year were chalked up in March, with a 31 per cent increase; April, with 75 per cent; May, 60 per cent; August 70, and October with its satisfying bulge of 91 per cent in passengers paying.

## EVERYDAY MOVIES

By Denys Wortman



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### TRIPPERS SOUTH

"I really have no use for her. I'm only going to make up with her so I can tell her about my airplane trip to Havana."

The president of Haiti made an official visit to the Dominican Republic early in March. Although he and his party of 30 were anxious to travel via Pan American, the company was unable to supply a "Clipper" ship for the trip due to maintenance work on the plane.

Pupils of the Coconut Grove elementary school numbering 275 were given a two-hour lesson in modern air transport facilities when they went in a body to Miami's international airport on February 7 and were shown through the "Clipper" by Don Singer, chief airport guide.

Victor A. Kropff, transport pilot graduate of Roosevelt Aviation School, was transferred temporarily from New York to the Miami traffic department in February.

The University of Miami has established a Latin American forum in which distinguished officials will discuss modern conditions in the various Latin American republics.

Sylvia Sidney, screen star, traveled via Pan American between Miami and Nassau under an assumed name. She was entertained at a Miami Beach night club by Charles A. Boillod of New York, still under an assumed name.

## Noted Clipper Builder Fooled By Baby Chicks

PORT AU PRINCE.—The designer of the world's largest commercial aircraft doesn't like to hear squeaks in any piece of machinery and particularly in a plane constructed in his own factory.

Riding into this port from San Juan recently as a passenger on his pride, "the Brazilian Clipper," Steward Carro observed the celebrated Igor Sikorsky listening intently around various corners of the rear compartment of the big liner for a squeak he couldn't locate. He followed it back into the baggage space and on toward the tail of the ship into the express compartment, listening and feeling of doors and joints.

He returned with a look of relief and a wide smile on his modest face.

"Baby chickens chirping in their case in the express compartment," he said.

R. Mazzarrini of the Miami express department has completed a trip around the Caribbean, with particular attention to the new express service to Venezuela.

Sixty guests for breakfast, 140 for luncheon and 200 to 240 for dinner has been a fair average for the Pan American terminal restaurant during the winter season.

## More Caribbean Notes

For several weeks recently B. W. Reeser, from the division airport engineer's office, has been in New York assisting the chief airport engineer with plans for airport facilities in the Pacific division. During his absence Montgomery Atwater carried on in Mr. Reeser's place at Miami.

Division Airport Engineer F. J. Gelhaus recently completed an inspection trip of airport facilities at Nuevitas, Port au Prince, San Pedro de Macoris, San Juan, Puerto Rico and St. Thomas. Mr. Gelhaus reports that alterations and additions to the San Juan passenger station all well under way.

F. Stanton Jahncke has been transferred to San Juan airport as assistant airport manager. Mr. Jahncke was airport clerk at the Miami base for several years.

S. M. Hutchison, former airport clerk at San Juan, has been made acting airport manager at Cienfuegos, Cuba.

Edouard Houriet, formerly of Traffic at Santo Domingo, Havana and Mexico City, has been added to the operations personnel as airport manager-in-training. He is now at Port au Prince for several weeks, relieving Mr. Eldridge, airport manager at that port, during his vacation. After Mr. Eldridge's return to Port au Prince, Mr. Houriet will proceed to San Juan, Puerto Rico, where he will assume the duties of acting airport manager.

Radio operator, John Pindexter, Port au Prince, spends his leisure hours like those of the old proverbial postman. He hammers his "bug" at PAA all day, and then, it is said, goes home and spends half the night talking to ham operators in the United States and Europe with his home made rockcrusher.

The following appointments and changes have been made by the Caribbean operations department:

E. B. Lemmon has been appointed as assistant to the operations manager, Miami.

Taking a lead from the success of the Miami Aero Club, Tampa Aero Club has secured fifteen minutes weekly over both radio stations in Tampa, WDAE and WFLA. These programs are devoted to air transportation and aviation news in general.

New apprentice pilots in the Caribbean division are William Meyer Masland and Mark Alexander Walker.

## ON THE AIRLINES: COZUMEL

BY OSCAR COLDWELL,

Pan American Agent, San Miguel de Cozumel

The legendary island of Cozumel, off the coast of Yucatan in Mexico, is once again a base for the international airliners of the Pan American Airways System. The island is an important transshipment port for chicle, from which gum is made. Before the coming of the air service, the only means of communication or transport were canoes and pilot boats of small tonnage. A Pan American airport was under construction here some years ago but when a multitude of old ruins, supposedly Mayan in origin, were uncovered, the project was abandoned in order that the important historic relics might be preserved. The airport at Laguna Ciega, about seven miles from the San Miguel de Cozumel seaport, is now being used.

Centuries ago this beautiful little isle was a religious mecca for the Maya race. Although not primarily seamen, these people, in pilgrimages, would navigate the 30 miles of water from the mainland of Yucatan to Cozumel, and there they built many temples and other religious structures, the remains of which are still to be found. The Spanish navigator, Juan de Grijalva, and later, Hernando Cortes, on his way from Spain to Mexico, visited the island. The Cortes missionaries landed here and sang

Apprentice Pilot John Hamilton, Port au Prince, was checked out as senior pilot February 23, taking over the Port au Prince-Kingston shuttle run from Pilot Craine. He was greeted upon arrival at Port au Prince from Kingston by Pilots Dewey, Craine and Terletzky, who presented him with a bouquet of spinach which signifies vitality and strength.

Admiral Johnston arrived at the Pan American base in March with two navy Commodores. The occasion was the visit to his daughter, who is wife of Burke Elbrick, secretary of the American Legation at Port au Prince. Admiral Johnston is commander of the Pacific division of the U. S. Naval air fleet.

Sheridan Lee of San Juan has been added to the Caribbean steward staff.

M. C. Arner, formerly airport manager at 36th Street, has been transferred to the Dinner Key office as airport clerk.

their first mass en route to the land of Montezuma. There are still traces of the first church which they erected. In yet later years Cozumel was the den of pirates led by Morgan, the terrible black corsair, whose plundering and pillaging wrought panic among peaceful sea-going merchants traveling between Europe and North America. All these have left mementoes of their lives in the old ruins which abound on the island.

Surrounded by the blue waters of the Caribbean which are so clear that of a summer morning the sun rays pierce the waters and one can see the delicate tints of the rainbow in colors no artist can ever duplicate, Cozumel offers excellent opportunities for bathing the year round. The beauty of the green woodlands, the warm, crystal-clear waters of the ocean, the intriguing ruins and a charming, hospitable people, make Cozumel a pleasure spot for visitors. Today it is a peaceful, romantic spot, inhabited by members of an Indian race who are extremely proud that their land is now accessible to travelers from all over the world by means of the swift "Wings of the Sky" which traverse the ocean, three flying hours from Havana, or one hour and fifty minutes from Merida, above the historic ruins of Chichen Itza.

Among the familiar "old timers" of Miami transferred from the Caribbean to the Pacific Division are the following: J. C. Leslie, acting division engineer to be stationed at San Francisco; C. M. Green, chief, plane service, San Francisco; P. B. Bert, to be chief mechanic, Honolulu; H. S. de Nourie, Midway chief engineer; J. W. Zeigler, will be chief mechanic at Wake; J. A. Brooks, chief mechanic, Guam; L. H. E. Fox, chief metal service, San Francisco; W. H. Eubank, mechanic first class (props) San Francisco; C. B. Buhl, second class mechanic (controls) San Francisco; J. E. Prunty, first class mechanic, K. Dittman, first class mechanic and R. M. Secrest, first class mechanic (instruments) all to be stationed at San Francisco.

A radio program dedicated to Pan American Airways with orchestral background was broadcast in April through Station WIOD. Pan American was also represented among the talks made over the station on the occasion of the dedication of its new studios in the Miami Daily News Building.

## Fleet New Ship For Amazon Service

MIAMI.—A fleet low wing monoplane of the GA-43 type is now undergoing overhaul and complete servicing at Miami preparatory to service on the Para-Manaos route up the Amazon river.

Equipped with pontoons, the ship has a capacity of ten passengers, mail and express with a cockpit accommodating a crew of two.

Powered with a single Hornet motor, the ship cruises at approximately 140 miles per hour and is expected to substantially reduce the flying time to the interior of Brazil.

Among division officials to make business trips to the New York office of late were Assistant Division Engineer John H. Leslie, and B. W. Reeser of the airport engineering department. Mr. Reeser remained on duty in the office of the chief airport engineer for several weeks working particularly on bases for the proposed trans-Pacific route.

Paul Reimer, superintendent of maintenance for Cuban National Airways at Havana, made a trip to the Lockheed Aircraft Corporation at Burbank, California, in February to act as inspector on the third Electra transport to be delivered to the company for service in Cuba. He visited Pan American bases at Miami, Brownsville and El Paso en route.

Among talks on Pan American Airways system and service given at Miami during the past month were addresses by the public relations representative before the following organizations:

Committee of One Hundred, Miami Beach, 250 business men from various parts of the United States; Pan American League; Miami Beach, 50 women; Hollywood Rotary Club, 75 men; Coral Gables Presbyterian Church, mixed audience of 400; Miami Civitan Club, 75 men; Dade County Federation of Women's Clubs, 300 women; Miami Beach Chamber of Commerce, 250 men and women, including tourists.

Norman Armour and Mrs. Armour, departed Port au Prince in March for Washington. Mr. Armour, who is American minister to Haiti, will take up a new post in Europe. They are beloved friends of both Haitians and Americans in Haiti, and their departure was much regretted. Mr. Armour is a great friend of Pan American and acquainted with many of our executives in New York.

## Relativity Turns Junk Into Profits at Managua

MANAGUA.—Einstein's theory on relativity is so much hokey to Joaquin Martinez, popular Chief Mechanic at Managua's Pan American Airport.

Relativity, Senor Martinez says, is just a little matter of fixing and adjusting.

Junk, therefore, is a relative term, he claims, for practically anything that has been junked can be reclaimed and made again like new. Hence, Senor Martinez is the greatest "junkman" along the line. He spends his spare time repairing old and cast off equipment, such as scales, mowers, etc.

Once renovation has been effected, these odds and ends are placed on sale and, in many instances, Pan American Airways gets back its original investment and a profit besides — after having had good use of the article.

Which, in the opinion of Chief Mechanic Martinez, tends to prove that even original investments are matters of relative importance.

## Lady Commuter by Air Adds Wishes in Rhyme

NEW YORK.—Mrs. Ann Empsall of 515 W. Chase Street, Pensacola, Florida, is a frequent passenger over Pan American air lines and one of our most ardent boosters, as well. In a recent letter to Assistant Traffic Manager C. A. Boilod, Mrs. Empsall expressed her good wishes for Pan American for the coming year, in a poem, an excerpt of which is given here:

May Nineteen Thirty-five hear everyone say,  
Lots of good-luck to the PAA  
The new Clipper Ships rush  
mail and express  
With time-saving speed you  
hardly can guess.

Tri-motor, Amphibian and the  
Commodore,  
From Tampa to Sunny Miami's  
Shore  
To all Central, and South American  
ports  
Fly with safety, speed and  
many comforts.

If you come through this coming  
year,  
As you have in one just past,  
I fear,  
None can the service compete  
Of your truly wonderful fleet.

So here's hoping your luck will  
stay  
And passengers, express and  
mail will go via PAA!

## WEST. DIVISION REPORTS LARGE TRAFFIC GAINS

Pass. Volume Up 23% Over  
1933, Pass. Miles Gain 113%;  
Mail and Express Mount

### GOAL IS 100% GAIN

Mexico City-Merida Route at  
Capacity Now; Aerovias  
Centrales Advancing

by R. BECERRA SOTO,  
Traffic Manager, Western Div.

MEXICO CITY.—Pan American's Western Division reports a considerable increase during the year 1934 over 1933 in passenger volume, passenger miles flown, air express and cargo carried.

Passenger volume for 1934 shows an increase of 23% over that of 1933, while the increase in passenger miles was 113%. In 1934, 22,378 passengers were carried as against 18,192 in 1933; and 3,287,264 passenger miles flown in 1934 as against 1,537,787 in 1933. These figures do not include the operating statement of Aerovias Centrales, our associated company operating from Mexico City, via central and western Mexico to California.

The volume of air mail carried continues to show a steady increase throughout the entire division.

Air express poundage transported in 1934 showed an increase of 35% over 1933; and excess baggage carried in 1934 was increased by 52% over 1933. Such a marked increase during the year 1934 over 1933 can be attributed largely to the teamwork and enthusiasm displayed by the entire personnel of the division.

There has been an increase during 1934 over 1933 in the air express movement, generally. The Western Division launched a campaign in the month of November 1934 to obtain contacts with prospective air express clients. The campaign is already producing good results.

According to the present traffic demands on the Central American run, an extra section is already justified for this coming year. The demand existing for transportation by air between Mexico City and Villahermosa cannot now be met by the System's six-planes-a-week service on the Mexico City-Merida-Mexico City run, and it may prove necessary to operate a special service on this route. The Mexico City-Los Angeles line of Aerovias Centrales is also becoming more popular every day and will doubtless warrant a more frequent service during the coming year.



An important four-day conference of traffic representatives of the Western Division of Pan American Airways was held in Mexico City during February for the purpose of maintaining and developing close cooperation and stimulating an even larger traffic volume in that area. The above photograph was taken during the meeting. Seated, from left to right, Traffic Representative J. H. Wilson, Jr., Guatemala City; Division Manager E. Balluder; Assistant to General Traffic Manager C. A. Boillod; Western Division Traffic Manager R. Becerra Soto; and District Traffic Manager C. P. Hilliard, Canal Zone. Standing, from left to right: Enrique Dahlhaus, stenographer in divisional traffic offices; Daniel B. Appling, special solicitor in Central America; Traffic Representative S. L. Bishop, Panama City; Traffic Representative F. A. Perez, David; Traffic Representative Ruben Ortiz, Vera Cruz; Traffic Representative J. A. Patino, Tampico; and Traffic Representative F. O. Willy, Brownsville.

## NEW FACILITIES AT BROWNSVILLE

Improvements For Pan American  
Airport to Facilitate  
Increased Traffic

BROWNSVILLE. — Constant increases in all departments of traffic have made it necessary to provide larger quarters here, at the Pan American airport, for handling business.

Plans, therefore, have been completed for the erection of a new office building which will adjoin the present administration headquarters.

The new building will be a one-story structure in two sections, joined by an arcade, and will cost between \$18,000 and \$20,000, according to estimates.

It will be of reinforced concrete, tile and stucco construction, and in architectural design will harmonize with the present administration building.

Construction work is nearing completion now on an addition to the motor test house at the airport, involving an expenditure of approximately \$3,000.

The new office building here is part of a general program of improvement and enlargement being made by Pan American. New runways and other facilities are being built on many of the fields in Latin America, part of the new construction being designed to facilitate operation of the new Douglas planes, larger than the old equipment on the line.

## Managua Airport to Honor Indian Chief

MANAGUA. — Newspapers here have commenced a campaign to give a distinctive local name to the National Airport of Managua. Of all the names advanced so far, it appears that the name of the famed Indian chief "Xolotlan", who ruled this section as a chieftain of Nicaragua's ruler, "Nicarao", when the Spaniards arrived, is the most popular.

Lake Managua has been called by the Indians "El Lago Xolotlan" for time immemorial.

The new office building over all will be 171.4 by 43 feet. Each of the two sections will be approximately 70 by 43 feet, the arcade being 31 feet in length. The building will extend from the south end of the administration building to the shops.

One section will be devoted entirely to the accounting department. It will include a general accounting office 41 by 25 feet, a vault 20 by 17.6 feet, a file room, cashier's office, division accountant's private office, assistant accountant's office and rest rooms. A tile arcade will connect the two sections of the building. The second section will have a large office room for the general engineering work. There will be private offices for the division engineer, division manager, communications superintendent, and fuel controlman. It also will include a file room and two smaller office rooms.



T. W. Ward, Acting Chief Inspector, was absent on an inspection trip to Cristobal for two weeks.

Paul Bellings, Major Overhaul, has been transferred to the Inspection Department.

Miss Lorene Allen is a new employee in the Traffic Department at Brownsville.

Mr. G. G. Bevil is a new employee in the Traffic Department at Brownsville, having taken the place of Mr. Meme Garza, who was transferred to the Fuel Control Department.

Mr. F. O. Willy, genial Traffic Representative at Brownsville, recently spent a week in Mexico City, attending a general traffic conference held at the Mexican capital.

T. C. Pelikan has been employed in the Engineering Office to assist Cost Clerk High Biggs.

Section Superintendent Harry Rammer at Cristobal has been temporarily transferred to Brownsville.

Since the transfer of P. Mitchell, Shop Superintendent, to the newly created Pacific Division, C. E. Shealer has been named Acting Shop Superintendent.

P. G. Hales has been appointed Foreman of the Major Overhaul Department.

Radio Operator Thomas Neyman was recently employed by the Communications Department at Brownsville.

Floyd Duffey, combination man at Brownsville, was transferred to Merida recently to relieve Mr. Gier, who was transferred to Brownsville.

Miss Georgia Singer has recently joined the Operations Department at Brownsville.

Hamilton Smith is a new member of the group of apprentice pilots stationed at Brownsville.

New employees in the Engineering Department are J. H. Kernbach, Motor Department, and Harry F. Jones, Stores.

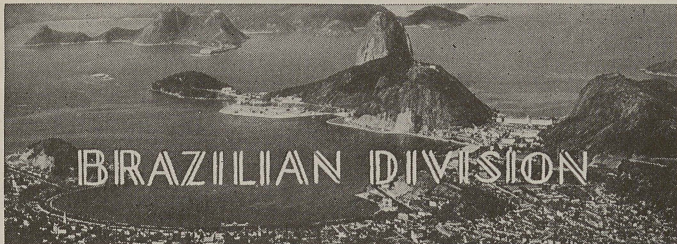
## FORMER PRESIDENT TRAVELS "MEXICANA"



These photographs were taken at the Mexico City airport on the departure of former President of Mexico Abelardo Rodriguez and Mrs. Rodriguez, from Mexico City to Brownsville. General Rodriguez is seen here with the present President of Mexico, General Lazaro Cardenas, both of them wearing light coats of similar material. General Rodriguez (with coat collar turned up) is standing at the left of President Cardenas.



Mrs. Abelardo Rodriguez, in the center of a group of ladies at the airport to bid her goodbye.



Gold pin awards during the month of January were made to Cost Accountant A. Innocencio, Ground Radio Operator A. A. Machado and Ground Radio Operator N. B. Ignarra, all of the Rio office.

Agency Inspector Frank M. Sampaio, Rio de Janeiro, resigned after more than four years' service with Pan American, to take up farming. All personnel, particularly the old-timers who have been with Pan American since the beginning of operations in Brazil, in September, 1930, join in wishing Mr. Sampaio every success in his new venture.

On March 5th, Carnival Tuesday, the fast Italian steamer "Oceania" arrived in Bahia and all in transit passengers were advised that her delay would be of but a few hours.

Mr. Alexandro D'Angiolo, prominent Italian and passenger of the steamer, went ashore to see what Carnival looked like. It must have been excellent, for Mr. D'Angiolo forgot about his boat and when he returned to the quay there was no trace of his fast boat, which had already departed for Rio.

Only a faster means of transportation could save Mr. D'Angiolo, so he called on our Bahia agent, Mr. Conde, who, as always, was able to help Mr. D'Angiolo by accommodating him on Wednesday's southbound plane and Mr. D'Angiolo arrived in Rio be-

fore the arrival of his boat, on which he proceeded to Buenos Aires.

Traffic Representative Paulo de Oliveira has been transferred to the São Paulo office.

L. C. Poland and A. Monteath have joined the Traffic and Operations Departments, respectively, at Rio de Janeiro.

Chief Mechanic V. L. Gude-man, formerly at Para, has been transferred to Rio de Janeiro.

Chief Mechanic Carl M. Kneisel left the Brazilian Division to take up his new assignment as Inspector at the Sikorsky factory at Bridgeport, Conn.

Mr. J. J. Lorber, former Storekeeper in Para, has been transferred to Rio de Janeiro, where he will take up the duties of Chief Storekeeper.

Jorge Luro of Buenos Aires, prominent in aviation circles in the Argentine, and his pilot, Louis Bonchell, arrived at the 36th Street airport, Miami, in their private Bellanca plane in March and took off the following day on the long trip through Central America and down the west coast of South America to Buenos Aires.

F. P. Powers will be transferred from the position of section superintendent at San Juan to the office of the division manager at Rio.

### BRAZILIAN DIV. TRAFFIC TOTALS MOUNT IN 1934

Advancing Against French and German Competition, New Records in All Branches

#### PASSENGERS GAIN 66%

Faster Schedules, Larger Equipment Counted Upon to Aid Current Year Showing

by J. C. VIANNA, Acting Division Traffic Mgr.

RIO DE JANEIRO.—Traffic results obtained in the Brazilian Division during 1934 surpassed even the Department's expectations at the beginning of the year.

The increase obtained in the 1933 traffic results, had proved the absolute necessity of increasing our schedules, in order that we be in a position to cope with and be able to handle all the business that we were obtaining as a result of our efforts to firmly establish what was meant by Pan American service, notwithstanding stiff competition.

We believe that in no other part of the System has Pan American such strong competition as in this territory. For the best part of 1934 our competitors have been running fast planes with a cruising speed of 150 miles per hour on their Rio-Buenos Aires run, which they are able to make in one day. Although this fast service has undoubtedly met with considerable approval, they have not managed to decrease our passenger traffic in this section of our line.

Another competitor that we have had in this territory is the dirigible "Graf Zeppelin," which has been carrying passengers between Recife and Rio and due to the strong novelty appeal it has carried capacity loads on many trips.

Besides this competition in the passenger traffic, we have also "Air France," with a regular once-a-week schedule between Natal and Buenos Aires.

In spite of all this heavy competition we forged ahead, as our statistics will easily show. The number of passengers carried in 1934 shows an increase of 66.53% over 1933.

In March 1934, our frequency of schedules between Para and Rio was increased to twice a week service. This second service proved to be a complete success and all the space available was, at times, booked weeks ahead. With the establishment of the second service in March, we were able to reduce from 12 to 9 days the time taken for a round trip

### PAA Men Can Take It and Give It

MIAMI.—Hugh Rogers, a new employee on the Pan American line crew at the marine base, was given permission by Division Engineer Toomey to take a ten day leave of absence and go with his brother, Orville Rogers, to Charlotte, N. C., to enter the Seaboard Amateur Prize Fighting contests. Orville won the heavy-weight championship and Hugh won the light heavy-weight championship.

The boxing brothers are now making plans to compete sometime next month in the finals to be held at St. Louis, Mo., where the world's champion amateur for each class will be chosen.

from Rio to Manaus. By steamer this same trip takes from five to six weeks.

During the year, considerable time was devoted to the development of air express, and the results obtained are very gratifying. In many cases, single shipments of hundreds of pounds were carried. Express traffic, which at times has been restricted due to lack of space, shows an increase of 82%.

The mail traffic has also shown considerable increase, and from figures available at the present time, the mail carried in 1934 shows an increase of 60% over the same period of last year.

### AVIATION OFFICIAL



Major Henrique D. Fontenelle of Rio de Janeiro, commander of the First Brazilian Pursuit Squadron and technical adviser to the Department of Civil Aeronautics of Brazil, who flew his own plane to the United States and returned via Pan American. He inspected airports and aircraft production throughout this country, including Pan American operations.

Albert Fox, solicitor in the Santiago office of Pan American-Grace Airways, was married recently.

Mr. W. C. Brown, Communications, and Miss Dolly Pratt, of Barranquilla, were married in Panama.

The marriage of Chief Mechanic Carl M. Kneisel to Miss Mary Elisabeth Everett, of New Mexico, took place in Rio. Miss Everett was a member of the American Embassy staff.

### DISPLAY MEXICAN WINDOW IN RIO



This window display, depicting typical Mexico, has created much interest in the Pan American ticket office in Rio de Janeiro. It is one of a series being used here to show the countries served by Pan American air lines.

### VISIT PAA AIRPORT AT BUENOS AIRES



School teachers, headed by the Director of the Schools of the Province of Entre Rios, who accompanied 132 school children from that province on a visit to the Pan American airport at Buenos Aires. The trip was given the children as a reward for good behavior and application to studies throughout the year.

EUGENE VIDAL



Director of Air Commerce

## U. S. AIR CHIEF SEES TRADE GAIN

Director of Air Commerce Vidal In Miami Cites PAA Leadership in So. America

MIAMI.—Attending the all-American air races recently held in Miami, Eugene Vidal, Director of Air Commerce, United States Department of Commerce, expressed himself as most enthusiastic over the increasingly important position of Miami on the aeronautical map of the world.

"The more I see of Miami," Mr. Vidal said, "the more I realize it is destined to become the Pan-American metropolis of the air. Miami will grow in direct ratio to the growth of our Latin American air-born trade."

Recently returned from an official air inspection trip to South America, Mr. Vidal expressed particularly the possibility for expansion in air commerce with that continent, especially through air express.

The Pan American Airways System, during the last year, through coordination of shipping facilities with all American trunk line railroads, in addition to domestic air lines, inaugurated the most efficient and effective international air express service in the world, linking every important city in the United States on direct express shipping routes to 147 trade centers in 32 countries and colonies.

Commenting upon the position of Pan American's air service on the southern continent, Mr. Vidal pointed out that the German and French companies, with European ingenuity and backed by government subsidies, are providing very serious competition for our Brazilian and Argentine trade, but Mr. Vidal said that our commercial flying development is still distinctly supreme on the southern continent.

## PAN AMERICAN-GRACE TRAFFIC INCREASE IN '34

Passenger Traffic 57% Over 1933; Air Express Gains 102%; Air Mail Greater

### ADD NEW EQUIPMENT

New Passenger Stations and Larger "Luxury Airliners" Added to Meet Traffic Needs

by J. M. VAN LAW,  
Traffic Manager

LIMA. — The year 1934 brought many changes in schedules, equipment, ground facilities, and services offered. The changes were the answer to pressing traffic problems and in every case marked a decided improvement. Needless to say the continual expansion of air travel and in the use of air mail and air express places continuous pressure on the traffic organization and traffic equipment. Changes and improvements are being, and will be made to take care of all traffic with the maximum of efficiency and service to the client.

New passenger stations were erected at Pisco in February, and at Guayaquil in November. Improved landing facilities were provided in Buena Ventura with a float at the pier head of the modern portworks. These landing facilities are close to the town and afford greater convenience for passengers.

An important change in the international schedule was made on July 31, when Guayaquil, chief port of Ecuador, became the over-night stop instead of Salinas, Ecuador. This change places Guayaquil one day's flight from both Cristobal and Lima. It also gives intratransit passengers a chance to visit another of the important cities of the west coast of South America.

A regular business has been developed in carrying lobsters from Juan Fernandez (Robinson Crusoe) Island between Santiago and Mendoza over the mighty Andes. Nearly 20 tons of lobsters have been transported during 1934.

Perhaps the most important development in international commerce has been the definite organization and inauguration of the Pan American international air express service in countries served by our company.

Three Douglas planes, the latest in luxury air transports, were added to our fleet in September. These planes were shortly placed in regular service on the section Santiago-Buenos Aires and Santiago-Antofagasta.

Two notable charter flights for the purpose of studying

## Argentine Chamber Cites Value of Air Mail

NEW YORK. — A concrete example of the growing use of air mail between this country and South America is evidenced in the statement of Mr. Elias M. Saravia, Trade Delegate of the Argentine Chamber of Commerce. Eighty per cent of all the mail we receive from Argentina and Uruguay comes to us by air," says Mr. Saravia. "In the majority of cases writers also request an answer by air mail, which is complied with at this end."

Not only correspondence, but sundry objects such as Argentine wines, samples of skins and furs, minerals and other items for which Argentine producers desire to find a market in this country, are received by air mail, Mr. Saravia stated.

## AIR MINISTER



Louis M. Couhe of Paris, "Air Minister" of France, and member of the French aviation commission headed by Baron A. de la Grange, sent to study air transport in the United States, leaving Miami by Pan American Airways for Natal, Brazil. He will fly with the French line across the Atlantic to Africa. Mr. Couhe is also founder and president of association of officers of French army air corps.

the intensity of cosmic rays at the earth's magnetic equator were made in the last months of 1934. On first flight an altitude of 26,800 ft. was reached, and on the second, 30,500 ft.

While the short history given here strikes the high lights of traffic development during 1934, many other interesting happenings and valuable improvements which have not been mentioned have also made important contributions to the growth of traffic volume.

Passenger traffic during the year 1934 shows an increase of 57% over the previous year. Air express traffic was greater in 1934 by 102%. Air mail showed a similar substantial increase.



The following men in Pan American-Grace were recently awarded their gold insignias for three years' service with the company: Luis Rodriguez, Fernando Borgo, Victor Leon, Luis Mora, Leonardo Alva, all of the maintenance staff at Las Palmas Airport, Lima, Peru; and Maximo Suheim, of the Lima Accounting Department.

A. E. Sinclair, formerly in the office at Las Palmas, has been transferred to the traffic office in Cristobal. His Lima friends wish him the best of luck in his new post.

Traffic Engineer J. M. Van Law recently made a short trip to the south.

New members added to the Lima Traffic Office during the last few months are: Oscar Barrios Vargas, Oswaldo L. Mendez, Carlos A. Perez, Alfredo Bermudez Herz, and Carlos Zegarra.

Mr. G. J. Dean and Miss Elisa Flores Chinarro have joined the Accounting Department in Lima. Alejandro Guichard has been added to the Administrative Staff.

Vice-President Harris has returned to Santiago from the United States. He was accompanied by Major H. S. Martin, who assumes the post of Maintenance Engineer.

Vice-President J. D. MacGregor in several rapid trips by air, visited no less than four South American capitals within the space of a few days.

Miss Estella Sifuentes, secretary to Traffic Engineer J. M. Van Law, has returned to work after a long illness.

Communications Superintendent R. L. Garrison went to Santa Monica to bring back the latest of the new Pan-Grace Douglasses.

J. E. Barrios has been transferred from the Santiago traffic office to the Lima office in charge of publicity.

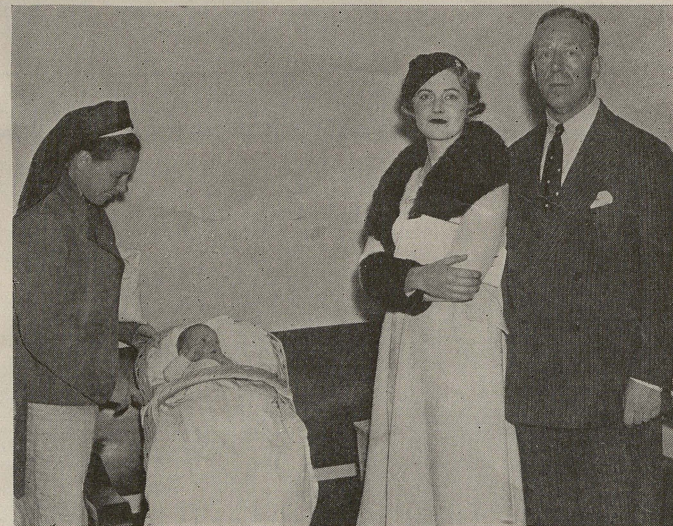
K. B. Wasson recently arrived from the United States to take up his duties as secretary to Mr. Harris.

J. R. Matallana, from the Santiago traffic office, replaced Traffic Manager Carlos Velarde in the Lima office while the latter was on vacation.

Vice-President John D. MacGregor and General Traffic Manager Jesse Van Law both have made recent visits to the Santiago office.

Purser Martin Phillips and Horacio Bruna, formerly of traffic office in Santiago, have both resigned their positions with the company.

## ROCKED IN CRADLE OF CLOUDS



Arthur J. Pack, commercial secretary to the British Embassy at Santiago, Chile, with his wife, six weeks' old baby and Chilean nurse, arrived at Miami (March 15) after 5,000-mile trip via Pan American en route to the official's new post at Madrid, Spain. "The big planes just rocked the baby to sleep," said Mrs. Pack, "and we made the quick trip without the slightest inconvenience."

**TRADE IN WEST INDIES BOOSTED BY FLORIDA LEADERS**

**Nineteen Business Executives Make Successful Survey Via "Brazilian Clipper"**

MIAMI.—Trade with the countries of the West Indies received a decided stimulus for the future when a group of nineteen business and civic leaders of Florida made a business survey trip to Cuba, Haiti and Puerto Rico via the "Brazilian Clipper" of the Pan American Airways System in December.

"The trip was worth many thousands of dollars in future business for Florida with the West Indies and was also highly effective from the standpoint of general good will and personal enjoyment to those participating," said Frank Traynor of Tampa, vice-president of the Florida State Chamber of Commerce and organizer of the expedition. "We covered those 2,500 miles and made our official visits not only with great speed but in perfect ease and comfort, thanks to the splendid co-operation and de luxe service of Pan American Airways. We want to assure Pan American officials and all personnel of our appreciation and congratulations on their smoothly running organization, and especially on the 'Brazilian Clipper' which astonished all of our men with its speed and superior accommodations for passenger comfort."

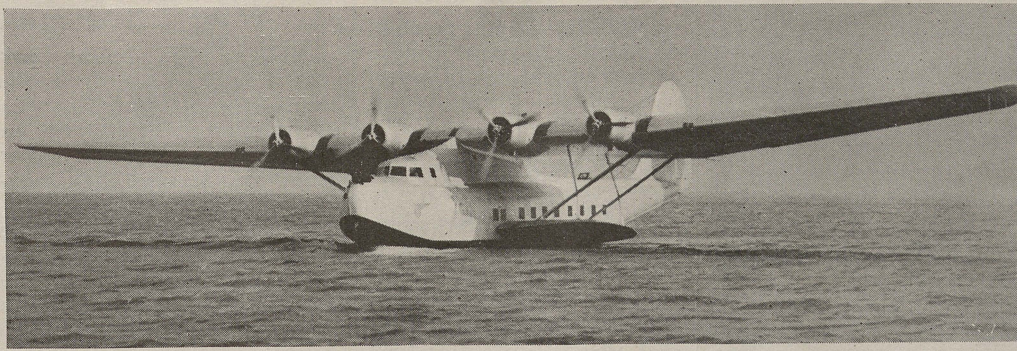
**Haiti First Stop**

The group of Florida executives assembled at the Pan American terminal building at Miami on the morning of December 15. The first stopover was at Port au Prince, where they were met by an official delegation and taken to the presidential palace to be welcomed by the president. Following this they were entertained at the American Legation and then given a banquet by the Chamber of Commerce of Haiti and the Department of Commerce of the Republic of Haiti. The Florida men were given full liberty of the port, not even being subjected to customs inspections.

**Visit San Juan**

At San Juan, the official party was met upon arrival by a reception committee headed by the president of the Chamber of Commerce of Puerto Rico and other trade, commercial and civic organizations, including members of the delegation which had visited Florida. They were taken immediately to the Union Club as guests of the Rotary Club and were there welcomed by Governor Winship on behalf of the Government. Following this they were guests at a lawn party at the Governor's man-

**"CLIPPER NO. 7" MAKES LOAD TESTS**



The giant "Clipper No. 7," the motors idling, on Chesapeake Bay at the beginning of a series of load tests.

**LOAD TESTS MADE ON MARTIN CLIPPER**

**Takes Off in 37 Seconds with 51,000 Lbs.; Largest Load Lifted by American Plane**

sion and then given a banquet at the El Escambron Beach Club.

In the afternoon they visited Coamo Springs Hotel, a three-hour drive into the mountains, and bathed in the hot sulphur springs. Here they were met by a delegation from Ponce and taken to the latter city for a banquet that evening.

The following morningsight-seeing in Ponce included a visit to the Central Mercedita Sugar Refinery after which they visited Mayaguez for an elaborate luncheon tendered by the mayor, the Mayaguez chamber of commerce, the Rotary Club, and the Merchants' Association.

**Report "Splendid Time"**

Returning to San Juan, the party stopped at Arecibo, where they were entertained by the Arecibo chamber of commerce and visited the Arecibo plant of the Puerto Rico Distilling Company, which manufactures bay rum and perfumes.

At every point the Florida representatives were lavishly entertained and each reported a "gorgeous" time from beginning to end of the trip.

BALTIMORE.—Completing, with impressive precision, a graduated series of load tests, scheduled in between severe winter weather, Pan American's Martin-type Clipper known as "Number 7," late in March made a final load run and roared into the air carrying 51,000 pounds gross weight. The largest weight ever carried by an American-made plane was composed of 23,000 pounds and the weight of the plane itself, and 28,000 pounds composed of the crew, the fuel, and lead ballast.

With the same impressive performance with which it has met every load requirement in the graduated scale, the giant Clipper took the 25½ tons off the water in 37 seconds from a dead start. Once in the air, the Martin test pilot maneuvered the ship at various altitudes and at different engine powers for 90 minutes before coming into

a landing and returning to a construction hangar.

Distinctly pleased with the performance of the airliner, first of a series of Pan American "Clipper Ships" being constructed at the Glenn L. Martin plant upon specifications of Pan American Airways, Mr. Martin stated that it will immediately begin a series of manufacturer's performance tests and other trial runs. Upon completion of these, tests will be run for the licensing requirements of the Department of Commerce.

Following this second series of tests, "Number 7" will be turned over to Pan American for the final acceptance tests, which are considered the most severe of any requirements American aircraft manufacturers must meet.

During inclement weather which delayed the schedule of flight tests, work was advanced on completing the interior of the new ship and permanent installation of instruments.

It is expected that tests will be run for the Department of Commerce beginning the latter part of May and that Pan American will start their acceptance tests before July 1.

**ROTARY HEAD ON 20,000 MILE FLIGHT**

**Praises Pan American For Work In Bringing Countries of Three Americas Together**

BUENOS AIRES.—Making a 20,000 mile trip over the Pan American Airways System, Mr. Crombie Allen, Trustee of the Rotary International Foundation and a member of the Press Congress of the World, is visiting Rotary Clubs in Mexico, Central and South America to interest and inform them in regard to plans for the international convention to be held in Mexico City next June 17 to 21.

In an address made over Radio Excelsior here, January 29th, Mr. Allen spoke highly of the work being done by Pan American Airways in bringing the sister continents of the Americas closer together, as well as of the progressive spirit in the southern continent which helps to make such achievement possible.

"It is gratifying to note the leadership of Buenos Aires and Argentina in the two things that are making all nations near neighbors—aviation and radio," he stated. "We enjoy your broadcasting programs in the northern hemisphere and the Pan American Airways System is bringing all the countries of the three Americas closer and closer together. Having finished the first half of my round trip of 20,000 miles by air, I marvel at the progress Pan American has made in the five years of operation. They have pioneered in such fine fashion they seem to have accomplished ten years of aviation progress in five years. In the next five years I confidently expect Pan American to advance about 15 years in normal growth."

Mr. Allen also expressed himself as confident that the International Rotary Convention in Mexico, to be the first ever held in Latin America, would result not only in improved relations between the Latin American countries and the rest of the world, but would also produce a stream of travel and trade through South America.

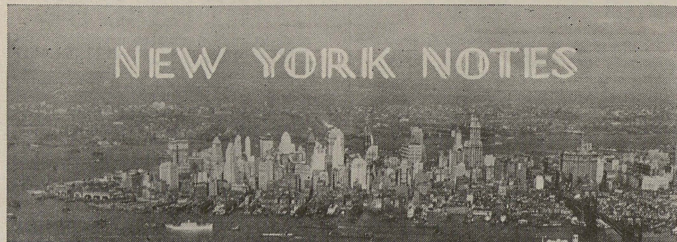
Since his return from the trip, Mr. Allen has been doing a great deal of traveling over the United States addressing clubs and other business associations and the principal subject of his many talks has been a description of his South American jaunt. He is a most enthusiastic booster for Pan American Airways and one of the prime promoters for "Rotary by air" for the international convention to be held in Mexico in June.

**BUSINESS MEN ON GOOD-WILL TOUR**



Florida business leaders who made a good-will trip "via Pan American Airways" to Puerto Rico, Haiti and the Dominican Republic.

## NEW YORK NOTES



When in the New York office a few weeks ago, Captain Edwin Musick was persuaded by a fair young enthusiast to purchase one of the tickets being sold by the 99 Club (made up of licensed women pilots) to raffle off a Taylor "Cub" airplane. Much to Mr. Musick's astonishment, he now finds himself the possessor of this small sports machine, which was awarded to him at the drawing on March 15. "Doesn't it seem ironic," remarks Miss Althea Lister, secretary to General Traffic Manager Chenea and a member of the 99 Club, "that Capt. Musick, whose daily job is piloting Pan American's big Clippers, should get that little Cub? He won't know what to do with it."

Vice-President J. D. MacGregor of Pan American-Grace, is recuperating from a severe operation.

Colonel T. E. Gilmore, after more than five years' connection with the company as representative of Public Relations in the Western Division, is leaving Pan American Airways to return to his home in England permanently. His many friends in the organization have expressed their regret at his departure and have wished him well. Col. Gilmore spent two months in the New York offices before sailing for England.

Another new student has completed his trip over the System and reported for work at the New York Traffic Office—Mr. J. Fife Symington, whose blond hair and warm smile have created quite a flutter among the girls on the 58th and 59th floors of the Chrysler Building.

Mr. Louis S. Allen has been transferred to the Washington Office to relieve Mr. John B. Mustard, who has reported to New York for additional training in general solicitation and air express. Although we keenly feel the loss of Mr. Allen, it is a pleasure to welcome Mr. Mustard into our midst. As a result of the exchange we feel that the books have been fairly well balanced, but we are not certain how Park Avenue has taken the loss of Mr. Allen.

On Tuesday, March 5, the City Traffic Office held an informal get-together at the Hotel Lexington. The latter kindly co-operated with Pan American Airways in providing a special dining-room without cost for the dinner and in which to hold the meeting. As guests at the meeting were: General Express Agent L. A. Cholat, Express Superintendent J. A. Zalduondo, Mail Traffic Manager A. W. French, and Passenger Traffic Manager R. C. Lounsbury. Each of these gentlemen gave some very good inside pointers on selling mail, passengers and express, and also information relative to future plans on which they are working to eliminate unnecessary work in ticketing passengers or manifesting air express. The Traffic Office members who were present at the meeting were: L. S. Allen, W. L. Hunter, Edw. L. Swazey, F. J. Martin, Erskine Girard, J. Fife Symington, Don M. Parker, Jr., H. W. Bernhardt, Homer Lyon, James McCormick, and J. A. Thomas.

It is estimated that during the past three months approximately 20,000 people have witnessed the showing of the new sound film "Flying the Lindbergh Trail" in the New York district territory. When it was originally decided to show this film throughout New England, New York, New Jersey, Pennsylvania and Ohio, approximately 130 letters were sent out to the various Chambers of Commerce and clubs. Over 98% replied to the letter and have already seen the film, or have arranged to have it at some future date. It is certainly one of the most popular forms of advertising ever adopted by the company, and many profitable sales have resulted from its showing. In the New York area, Mr. Don Parker has been in charge of the showings per week.

Lawyer David E. Grant was absent from his office for several days due to an injury to his back. He has returned to his work but has not fully recovered from the effects of the injury.

Division Engineer H. W. Toomey visited the New York offices recently.

Pan American Airport  
A Fashion Rendezvous

MIAMI.—As a most modern setting for most modern women's fashions of the season, Martha Stout, associate fashion editor of Vogue magazine, has completed a series of special style and action photographs at the Pan American international airport here.

Society leaders and prominent young women throughout the country will shortly see the pictures and read about the last word in resort fashions in a coming number of this nationally-circulated magazine.

The photographs were taken by Mrs. F. M. Bacon, Jr. of Palm Beach, and Vogue models were brought to Miami especially for the occasion.

Miss Stout is, in private life, Mrs. Franklin Gledhill, wife of Pan American's chief purchasing agent in New York.

Enthusiastic Over  
Pan American Service

MIAMI.—Upon completing an 8,000 mile trip, Mr. F. Neuhaus, a Pan American passenger, expressed himself as extremely pleased with the international air transport facilities and service.

"I am a great kicker," says Mr. Neuhaus, "but I can only praise your wonderful service to South America. Personally I would call the Pan American Airways the line with the smiling captains; they were all exceptionally fine men and they bring those 19 and 5 ton airliners down on the water like a little seagull and always with a smile. How do they do it?"

In describing his trip, Mr. Neuhaus said: "In Miami we heard already about the wonderful cup of cocoa that good Berlin girl serves at Cayenne (French Guiana). It certainly is some cocoa and is worth the trip from Miami. Another fine stop is Santos, the world's famous coffee town—and they do serve coffee. Everyone had at least three cups."

Mr. Neuhaus suggested that all men travelers take a small zipper bag along with them on a similar air jaunt. "This is the best bag for overnight stops and then the big bag can remain on the ship," he said.

Mr. and Mrs. J. E. Yonge of Miami are the parents of a son born April 13.

Alert Steno Clocks Cowing Culprit  
Who Carts Away an Orphan Clock

NEW YORK. — The clock was a familiar object on the desk in the Pan American Airways reception lobby on the 57th floor of the Chrysler Building. It was the standard of time for all and sundry who passed through, for its infallible ticks were controlled by electricity; if the clock said it was 5:30 "on the dot," then it was time to go home—if the hands pointed to two minutes past nine in the morning, you were late and had best lose no time in getting off your coat and hat!

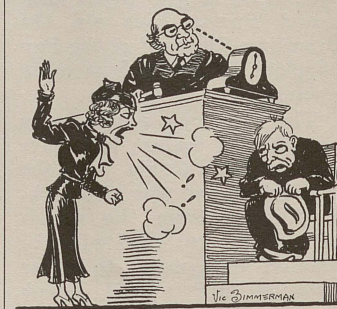
Miss Althea Lister, (nee Murphy) secretary to General Traffic Manager Chenea, glanced casually at the clock on one gray, rainy morning. It was her Saturday "in," a custom whereby the offices are officially closed but for one department head and his secretary on each of the three floors occupied by the company. An hour passed uneventfully, when suddenly Miss Lister's telephone rang and a voice inquired whether a clock was missing from the reception desk. Miss Lister looked—and it was gone!

"Well, we have your man down here," the voice said. "We stopped him as he was trying to go out of the building with this clock under his arm—and it was still warm from the electric current. Will you please come to court and identify it?"

None too pleased at the prospect of going out into the rain and the cold, but imbued with a spirit of righteous in-

dignation, justice and loyalty in the cause of Pan American, Miss Lister appeared in court a few minutes later. Sure enough, there was the clock on the judge's desk.

"Are you sure, young lady, that this clock belongs to Pan American Airways? Are you willing to swear to the fact?" His Honor inquired.

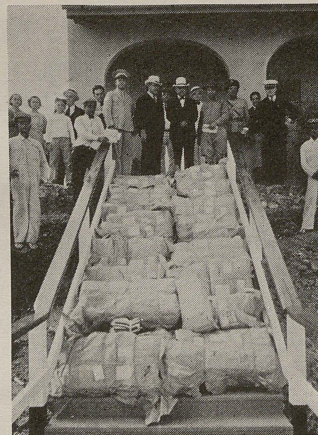


Was she sure! Of course she was sure, Miss Lister retorted, and not in a stage whisper, either. She looked upon the defendant with that indignant Murphy look, shifted her chewing gum, and, in no uncertain terms, said she would swear to the fact. She then left the court with an order to return Monday for the furtherance of the case.

To make a long story short, imagine Miss Lister's consternation upon returning to the office Monday morning, to find that the clock didn't belong to Pan American Airways after all. It was the personal property of Miss Katherine Garner, the receptionist!

But Miss Lister, anyway, got the clock.

## HALF TON OF FLAGS



At San Pedro de Mocris, D. R., this picture was snapped showing 1,016 pounds of Haitian and Dominican flags ordered through the express department and carried by Pan American from Miami to Mocris. Left to right at top of stairway: Sr. Moreno, Customs; Sr. Carbuca, President of city council; Sr. Cordero, Governor of province; Capt. Mozo, National army; Lieut. Troncoso, Municipal police; M. B. Williamson, airport manager.

Tony—the "general shiner-upper" around the New York executive offices, has a new job. In addition to his duties in keeping the ticket office clean and in general order, running occasional errands, and shining shoes, Tony now runs the ditto machine in the mailing department, and is quite proud of this latest accomplishment.

Miss Margaret McLaury of the Purchasing Department made a recent week-end visit to Boston.

The other morning Mr. Olof Olofson, of the Pan American-Grace office, was a little startled to find a note in his fresh laundry reading, "This package has been checked by Miss Quinn." Upon coming to work, he looked into Vice-President J. D. MacGregor's office just to make sure that his secretary, Miss Mary Quinn, was at her desk and hadn't taken on new duties as a laundry checker.

**MIAMI TERMINAL  
BOASTS UNIQUE  
SIGNAL SYSTEM**

**Departures and Landings of  
Planes Controlled By Lights  
From Manager's Office**

MIAMI. — Among the new and efficient features of the new terminal building at Miami is the signal system of lights for the control of ship departures and landings centered in the airport manager's office. "How it works" is explained by veteran Airport Manager C. D. Pippinger:

The signal lights as shown on the chromium plated panel board are sixteen in number, each pier (4) having four lights. All lights for corresponding piers are numbered from right to left, 1, 2, 3, and 4. Top row of lights are controlled from quarantine office only, and are used for incoming planes. For instance, we have received a sighted message from the first incoming plane. Wind, tide, condition of sea and pier for docking has been sent to pilot by radio prior to landing. The "sighted" bell has been rung and beaching crew notified, pier designated by Airport Manager. Quarantine officer has been notified that incoming plane is expected and will dock at pier number four in ten minutes.

**Controls Quarantine**

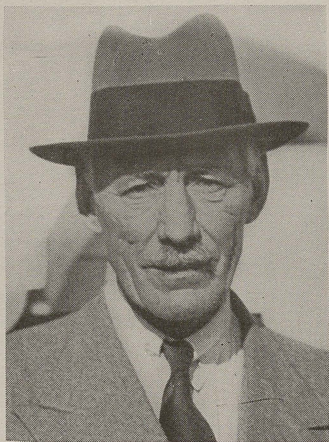
Located in the quarantine office, is a chromium plated panel similar but on a smaller scale (four lights) as the one located in this office. If ship is docking at pier four, as in this case, quarantine officer switches light on at pier four indicating the area around pier four is under quarantine. This lights the top red light on left side of panel in Airport Manager's office, telling him that pier four is under quarantine and remains so until light is switched off by Quarantine officer, after incoming passengers and crew have passed his inspection.

**Stop-Go Lights**

The next three rows of switches and lights from top to bottom, are as follows: All clear signal light (green at pier head); Hold, (red at pier head), and Ramp (white light at pier head 110 v, 110 w bulb). This latter switch also controls canopy lights, (lights imbedded in concrete walls on either side). Master switches controlling panel board are located at bottom of panel.

For outgoing planes, first bell has been rung and beaching crew notified, "we're ready for motors on Havana plane, pier 3". The red and green lights are turned on at pier three. When two bells for passenger boarding has been given and the passengers and brief case has been placed

**MEMBER PARLIAMENT**



While spending his 29th winter vacation in Miami, Captain Frederick E. Guest of London, distinguished member of the English Parliament, flew with Pan American to Trinidad and return, accompanied by H. Bradley Martin, New York banker and Hubert and John H. Phipps, of New York and Pittsburgh.

**Plan Trade Drive**

Latin-American sales campaigns, more comprehensive even than those sponsored immediately after the World War, have been drawn up in the last month by export executives for American manufacturers. Counting on pending reciprocal trade agreements and the fastest international air mail, passenger and express service to give them a sharp advantage over competitors from other countries, foreign traders are counting on an expansion of 25 to 50 per cent in the volume of sales to many of the South American republics.

Scores of companies are building up sales forces with experienced South American travelers who will be sent out as soon as the treaties are published. Some companies have already sent salesmen to Brazil and other nations, but the majority are waiting until details governing the trade agreements are made known.

aboard, the Airport Clerk calls in from pier head (by private phone) to Airport Manager stating plane is ready for departure. Red light is turned off, leaving green burning, which is a signal to line crew chief to release plane.

In addition to this panel, we have another panel controlling electric lighted arrival and departure boards in the lobby. Departure of planes from pier 3 and 4 located at south side of lobby, and pier 1 and 2 located on north side of lobby. Arrival board located over main entrance and imbedded in wall on lobby side of mezzanine floor.

Departure boards show destination, ports of call en route to destination, pier number plane departing from, and

**Night Baseball  
Well Under Way  
In Brownsville**

BROWNSVILLE. — The season for the Brownsville City Night Diamond Baseball League was started in January with Pan American Airways, Kiwanis, Fort Brown, Elks, Goodyear (Goodyear Tire Company), and Eagles (Eagle Pharmacy) all competing for honors. In the first half-season the teams will play two complete rounds, the ranking team becoming first-half champions. The second half-season will repeat the schedule, and then a series of five games will be played between the two champions for the all-year championship.

Pan American's standing is slightly below par at the present time, being in third position from the top, having played seven games, losing two and winning five. The two leading teams have played but five games so far this season, each winning four, losing one.

"Anything can happen yet, however," says Traffic Representative Bevil, in reporting this matter. "P. A. A. is very determined, and we may win another championship this year."

The games have proved very popular, often attracting fifteen hundred or more fans. No charge is made for admittance, since each sponsor pays the expenses of their team.

Each department of Pan American's Brownsville office is well represented on the team this year, as follows: G. W. (Jeffy) Johnson, treasurer, Accounting Department; G. E. (Jerry) Lauver, pitcher, manager, Foreman Engine Overhaul; K. (Pickles, Red) Clark, pitcher, Mechanic Engine Overhaul; A. Garcia, fielder, Welding Department major Overhaul; M. Flores, fielder, Traffic Department; P. Lindhorn, fielder, Radio Repair; C. Garcia, 1st base, janitor, major Overhaul; R. (Lightning) Lopez, catcher, stock chaser, major Overhaul; J. (Lefty) Raven, fielder, mechanic, major Overhaul; F. Cruhm, 3rd base, Operatons; A. Perez, fielder, Operations; D. (Dud) Martin, fielder, mechanic, major overhaul; F. Godwin, 2nd base, architect, Engineering; M. (Mimi) Garza, shortstop, Fuel Supply Department; J. V. McBride, pitcher, fielder, mechanical draftsman, Engineering Department.

time of departure. Arrival boards show point of origin, ports of call en route and time of arrival.

**NOTED MANUFACTURER**



Irene Dupont of Wilmington, Delaware, of the widely known Dupont interests, was one of Pan American's distinguished passengers from Miami to Havana where he went with a party of friends for fishing and a vacation.

**Warwick Wright--Does**

MIAMI.—What that motoring pioneer, Lieut.-Col. Warwick Wright, "says" we have all read from time to time with interest. What he *does* is equally intriguing. As managing director of the company distributing Oldsmobile cars in this country he was recently in the U. S. A. on business. Having seen a friend off from New York on the *Olympic*, Col. Warwick Wright decided that it would be good fun to beat him to England. So he proceeded by an Eastern Air Lines sleeper plane to New Orleans, thence to Miami, where he boarded a Pan American Airways "Clipper" bound for Brazil. There with the aid of a special pass, he "transplanned" to the cross-Atlantic mail machine, in which he reached Dakar, West Africa, flying thence to Casablanca, Marseilles, Paris and Croydon. Probably a little weary after his 7,000 miles journey, but quite undaunted, he arrived in London four hours before his friend! It would be interesting to know what Warwick Wright's friend said!

**Royalty Rides Royally  
Brownsville to Mexico**

BROWNSVILLE.—A baron, a duke, a count and a countess, in two separate parties, traveled aboard the same Pan American air liner en route to Mexico recently. Nicolas, Baron de Gunzburg, of Paris; and the Duke de Verdura of Palermo, Italy, were in one party, traveling through the United States and Mexico on a pleasure tour.

The Count and Countess de Prevoisim of France returned to Mexico City on the same day, from a business trip to this country.

**More Pan-Grace Notes**

Oscar Balz was in the Santiago office for two and one-half months working with the Accounting Department.

New members of the Santiago traffic staff are David Matus, George Street and John Buchanan.

During the summer, holidays were taken by: George Raby, Guillermo Smith, Roberto Aguiar and Miss Yolanda Brown, of the Accounting Department; Mrs. Elinor Gunn and Miss Mercedes Villarrol of Operations Department, Santiago office. Both Miss Gunn and Miss Mercedes went to Buenos Aires, while Mr. Charles Brunson visited Antofagasta. Others taking holidays were Oscar Chacon, James Shelly, George Elliot, and Franco Anselmo.

Pilot John Wagner went to Los Angeles to bring back to South America, the latest Pan American-Grace Douglas.

Among the distinguished travelers to fly with Pan American-Grace Airways during the last few weeks, were Mr. and Mrs. W. K. Vanderbilt, accompanied by Mr. and Mrs. G. Douglas who have completed a trip down the west coast of South America in Mr. Vanderbilt's private yacht. They proceeded from Santiago aboard a Pan American-Grace airliner to Mendoza.

Another distinguished passenger was Mr. Ulises Longo, famous Italian aviator. Mr. Longo, as may be recalled, was one of the pilots of the fleet commanded by Commander Balbo, which flew from Rome to Chicago on the occasion of the World Fair.

Recent vacationists include the following: Radioman C. D. Cornwell; Traffic Solicitor Julio Grisolle of Lima, who left for Buenos Aires; Storekeeper Pablo Caceres, Las Palmas; Traffic Manager Carlos Verlarde, of the Central Division who went to a delightful beach near Piura, Peru; Ernesto Batanero, of the Las Palmas office staff, who spent his vacation visiting the more interesting towns in the north of Peru; Jose Alvarino of the Personnel Department, and Franco Anselmo of the Accounting Department, who visited Santiago and Buenos Aires, the latter declaring a preference for the Chilean Lake district; Pilots Lloyd "Dinty" Moore, and Harry "Pop" Colliver; and F. F. Hargy, of the Santiago office.

## INAUGURATION OF EXPERIMENTAL SERVICE JUNEAU-FAIRBANKS



### TO SPAN ALASKA IN SEVEN HOURS

*Continued from Page 1*

a full week of difficult travel by dog team or slow river boat. Through connecting service already arranged with the domestic airlines in the United States and with the Alaska Steamship Company, operating from Seattle to the northern territory, the first through plane-steamer-plane service to the Far North will be ready to go into effect simultaneously with the new Alaskan schedules.

They will reduce from weeks to days travel time heretofore required to reach Fairbanks, the commercial capital, and the important inland cities in Alaska.

Marking completion of preparations which have been going forward for more than a year, a new 700-mile airway will be inaugurated between Fairbanks and Juneau, following up the "Klondike Trail" to Whitehorse, Yukon Territory, to Tanana Crossing and thence into central Alaska.

Over this route the scheduled flying time will reduce the trip from Juneau to Fairbanks from five days to five hours and will cut the travel time from Seattle to Fairbanks from nine days to three days. Providing the first direct service to Yukon Territory, the new service will reduce the travel time to a single hour where heretofore two days by steamer and rail were required to reach Whitehorse or Dawson from Juneau.

Two trans-Alaskan routes radiate from Juneau, to bring the important mining and commercial areas of the territory within a few hours of its principal industrial city. To the Kuskokwim, airliners provide a two-hour service to

McGrath and a three-hour service to Flat, in place of a week by surface travel. Over the lower Yukon route to Fairbanks, Nome is brought within four hours by the airliners which traverse the famous river, making regular scheduled stops at Tanana, Ruby, Nulato, and Golovin. Forty-minute service is provided on a third route out of Fairbanks to Livengood.

During the summer months a special accommodation service will be operated from Ketchikan, making direct connections there with the steamer service from the United States, reducing by another day, travel time from California to interior Alaska. Ketchikan-Juneau route via Wrangle and Petersburg, traverses some of the most interesting scenic territory of the Far North, while additional schedules will be operated from Juneau to Hawk Inlet, Tenakee, Hood Bay, Chatham, Todd and Sitka. A third service from Juneau will be operated to Funter Bay, Hoonah, Excursion Inlet, Port Althorp and Chichagof. From Ketchikan a supplementary service will be operated to Scowl Arm, Hyda-burg, Waterfall, Craig, Klawock and Rose Inlet. These particular services, established primarily for the convenience of large canneries located along these routes, are expected to draw considerable tourist traffic to this area which includes a spectacular array of scenic islands, glaciers and inland waterways of southeastern Alaska.

The new services will complete the establishment of Alaskan operating airways on a scheduled basis, a project instituted by Pan American Airways with the transfer to that organization of the sev-

eral American air lines in Alaska, in 1932.

Effecting this transition from "barnstorming" transportation by air, the Pacific Alaska Airways has succeeded in establishing radio and weather stations over the main operating routes throughout the territory, constructed or improved terminal airports and intermediate fields, and has effected numerous other improvements in the Arctic air service.

The new equipment, fastest multi-engined transport aircraft in the world, was specially adapted by Pan American engineers of the Western Division for use in the Arctic.

### Hotel Mails 30,000 Pan American Folders

MIAMI.—An example of the splendid cooperation given to the Pan American Airways System in appreciation of its various services is seen in a public relations report concerning the Dallas Park hotel, one of the leading, year round commercial-tourist hotels of south Florida.

This institution, through its vice-president and manager, Michl Whelan, has during the past two years sent out a total of 30,287 Pan American Airways' folders and leaflets prepared by the Caribbean Division public relations office and furnished by the division traffic department. These were carried in mailings under first-class postage, together with one small folder representing the hotel. There was no cost to Pan American other than for the special folders supplied.

Thousands of letters went to people throughout the southern and eastern states who have during recent years been guests at the hotel.

### PAA PERFECTS RADIO COMPASS

*Continued from Page 1*

consisting of four poles in the form of a square, spaced approximately one hundred feet apart. To this basic system have been added recently developed auxiliary instruments and installation procedure which have successfully overcome the difficulties previously encountered in attempts to extend the range of marine and aircraft direction-finders. Heretofore the variable polarization effects experienced at sunrise, sunset and during the hours of darkness, made the ordinary "loop" or radio compass type direction-finder subject to serious errors during these periods and limited their consistent range to 30 miles. Practically all of the experimentation with radio direction-finders, however, has been confined to the use of long waves, 1200 to 1500 meters.

The new system, devised for trans-ocean use, has made a number of successful records with directing aircraft at night on frequencies as high as 6,000 kilocycles or 50 meters short-wave. Ordinary two-way communication has been maintained with the Pan American equipment up to 3,000 miles in regular every-day use on the international airways. Mrs. Lindbergh, who acted as radio operator on the Atlantic survey flight, held a two-way conversation with a Long Island station while the Lindbergh plane was flying over the Cape Verde Islands, an air line distance of 3,800 miles away.

The new direction-finder has an effective range of 1,800 miles, it was learned. Two stations, therefore, by overlapping their range, can cover

an operating range of 3,600 miles, equivalent to the distance between New York and London. Within that range these two stations are capable of standing constant guard over an air liner crossing either ocean by taking bearings on the ship in flight and thus guiding it on a control course regardless of wind or weather conditions.

During tests of the new equipment, which were instituted 18 months ago, actual bearings were taken on Pan American air liners operating up the Amazon River to Manaus in the center of the South American continent, 2,100 miles air line distance from Miami. Three of these direction-finding stations, it was said, are sufficient to guide aircraft across the entire Pacific from California to the Philippines. On one of the recent long-range training flights of the trans-ocean training ship, "Clipper Pioneer," a new direction-finding station installed at the Pan American base here guided the big flying boat all the way from San Juan, Puerto Rico, 1,200 miles distant, on a non-stop flight to this port.

A similar type of direction-finding equipment has been developed for installation on the flying boats which are to be used on an experimental air transport service across the Pacific in the near future.

It was also learned that seven new Pan American radio stations, complete from individual power plants to aerial towers, combining both communications and direction-finding equipment, are en route for installation on the trans-Pacific air route. The new radio stations are for California, Hawaii, Wake, Midway, Guam and the Philippines.