

Associated Press, Times Wide World, and Pan American Airways

NOW THE BROAD ATLANTIC IS TO BECOME ANOTHER SKYWAY
 Clipper routes and (right, top to bottom) navigators on the flight deck of the big plane, the recreation lounge and engineering officer coming through the catwalk in the wing of the ship.

'AIR FERRY' READY FOR EUROPE

NY Times

June 18, 1939

Next Week the Big Atlantic Clipper Will Begin the Regular Service Between New York and Marseille via the Azores

By AUGUST LOEB

A NEW epoch in transatlantic travel will open on June 28, when passenger flights between North America and Europe are inaugurated on regular schedule. Now four days apart by the fastest ocean liners, the two continents will be brought within two days of each other by a fleet of three forty-one-ton flying boats.

The planes will be operated by Pan American Airways, which for four years has flown across the Pacific in its giant Clipper ships. Opening of a similar service on the Atlantic comes as the climax to a scramble by four nations—the United States, Great Britain, France and Germany—to lead the way in air passenger operations over the world's richest trade route.

Two Courses Surveyed

Two courses have been thoroughly surveyed—one over the northern route via Shediac, N. B., or Botwood, Nfld., and Foynes, Ireland, to Southampton; the other over the southern route via the Azores and Lisbon to Marseille. During the first few weeks all passenger flights will be made over the southern route, which is 800 miles longer. Meantime, the airline will begin on next Tuesday mail flights to Southampton via Botwood.

Passenger operations to Marseille are beginning before similar service is opened to Southampton, officials

of the company explained, because the weather in the Spring was more favorable for survey flights over the southern route. With the ice now cleared from the harbors of New Brunswick and Newfoundland, five mail flights will be made over the northern route as a preliminary to passenger service. Although the date has not been set, it is expected that the first passenger flight will be made within a few weeks.

One Round Trip a Week

The company has petitioned the Civil Aeronautics Authority for permission to operate four round trips weekly, two over each route. At present the schedule calls for only one round trip a week, with the Atlantic Clipper and Yankee Clipper available for service. A third ship, known as the PAA-21, is also at the airline's base in Baltimore.

The fare to Marseille, terminal of the line in Southern Europe, will be \$375 one way and \$675 round trip, approximately the same as for one of the better first-class cabins on the express ocean liners. This fare includes all meals and an allowance of fifty-five pounds for baggage.

Such an allowance should be more than ample, officials of the airline say, for a business trip or vacation of average duration. A woman passenger will be able to take four street dresses, three street hats, three pairs of street shoes, three evening gowns and numerous light articles. In a man's luggage there will be room for four light and one

over will weigh less than ordinary silver, but the traveler will be unable to perceive the difference.

Later in the evening the room will be cleared for card games and other social activities. And the passengers may pass the hours over highballs while making up a pool on the time of the ship's arrival in the Azores.

After setting his watch four hours ahead to have the correct time the next morning, the traveler may retire to a cabin brightly decorated in tan and brown and shut off from the other cabins by blue curtains. If he wants to catch the first sight of land he must awaken early, for the ship will come down in the Azores at 7 o'clock in the morning. Remaining just long enough to refuel, it will resume the flight at 8 o'clock and will land in Lisbon at 5 in the afternoon.

Westbound Flight

On the following morning the Clipper will take off for Marseille by a circuitous route north of Spain. This detour will be made until permission is granted by the Franco government for flight across Spain.

Because of prevailing headwinds, the westbound flight will be about eight hours longer. The Clippers will leave Marseille early Sunday and arrive in Lisbon in the afternoon, where they will make an overnight stop. Taking off from Lisbon the next morning, they will reach the Azores in the afternoon and Port Washington early Tuesday morning.

Passenger flights by the Clippers

RESTOR

Ratification of Start Drive

By ROBERT S. HAI

COLUMBUS, Ohio.— of the last half century will affect a high percentage of waste and restoration of charm that inspired the known song, "The Beautiful is about to be realized through eight-State signatory agreement control pollution.

The pact when ratified in motion the greatest rise up in the history of the nation will affect a high percentage of inhabitants of those eight States have passed legislation for the anti-pollution plan Ohio, Indiana, West Virginia, New York, Indiana was to ratify, on last March was the most recent, May, of legislation in the four

Y AUGUST LOEB

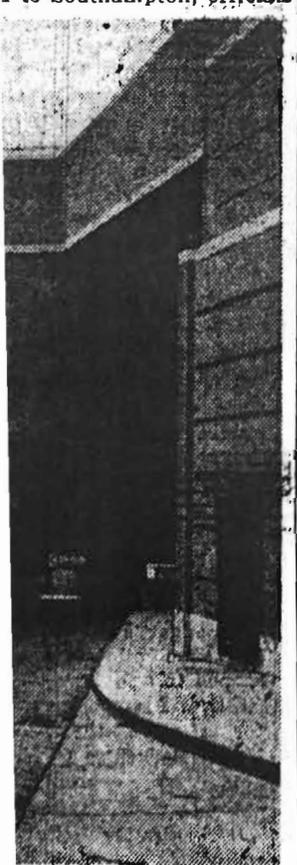
A new epoch in transatlantic travel will open on June 28, when passenger flights between North America and Europe are inaugurated on regular service.

Now four days apart by the fastest ocean liners, the two services will be brought within a few days of each other by a fleet of five one-ton flying boats. The planes will be operated by Imperial Airways, which for the first time has flown across the Pacific on its giant Clipper ships. The inauguration of a similar service on the Atlantic comes as the climax to a long struggle by four nations—the United States, Great Britain, France and Germany—to lead the air passenger operations on the world's richest trade route.

Routes Surveyed

Surveys have been thoroughly made over the northern route by the Sheldiac, N. B., or Botolph, and Foynes, Ireland, Southampton; the other over the southern route via the Azores and Madeira. During the next few weeks all passenger flights made over the southern route which is 800 miles longer. The airline will begin on Monday mail flights to South America via Botwood.

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Philip D. Gendreau whose new Weehawken is on June 30.

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In leaving New York the passenger will go to East Forty-second Street for a bus trip to Port Washington, L. I. Here the Europe-bound Clippers will take off at 3 o'clock every Wednesday. And, although flying the Pacific is now an old story to hundreds of travelers, an overnight trip across the Atlantic will be a fresh and exciting experience. It will mean having lunch in New York one day, breakfast in the Azores the next morning and dinner in Lisbon that evening.

Meals in the Air

By the time the passenger has become accustomed to his quarters the dinner hour will have arrived and he will have flown more than 800 miles. Heretofore meals in the air have been taken quietly at one's seat, but in these planes dinner will be served in a spacious room patterned on a small scale after the dining saloons of ocean liners. The passenger will sit down to an eight-course meal, which on the first flight will include a seafood cocktail, turtle soup, filet mignon and biscuit tortoni with petit fours. Since the load must be lightened wherever possible, the sil-

ver will weigh less than ordinary silver, but the traveler will be unable to perceive the difference.

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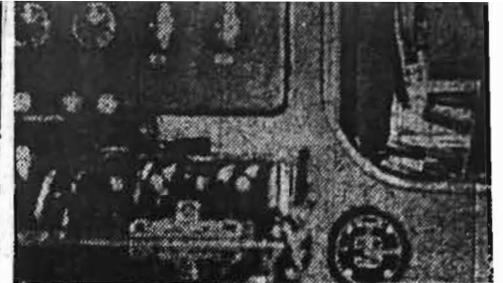
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Passenger flights by the Clippers will be the first step in opening up the Atlantic to air travel. Three other companies are planning to enter the field at an early date. They are American Export Lines, which is making survey flights this month, and Imperial Airways and Air France.

The American company plans to establish passenger service between the United States and France via the Azores and Lisbon. The terminal port will be Biscarrosse, the new French air base southwest of Paris.

The plans of Imperial Airways have been affected by the British rearmament program, which has delayed the reconditioning of four twenty-six-ton Empire boats that it had hoped to place in transatlantic service. Although the company has not set a definite time, it expects to start mail service, and eventually passenger service, between England, Ireland, Montreal and New York before the end of the Summer.

Air France is preparing to make mail flights over the North Atlantic this Summer with the twenty-ton planes Lieutenant de Valseau Paris and La Ville de Saint-Pierre as a preliminary to the establishment of passenger service.



RESTORING THE

Ratification of Eight-State Start Drive to End River

By ROBERT S. HARPER

COLUMBUS, Ohio.—A dream of the last half century, to free the mighty Ohio River of waste and restore to it the charm that inspired the widely known song, "The Beautiful Ohio," is about to be realized through an eight-State signatory agreement to control pollution.

The pact when ratified will set in motion the greatest river cleanup in the history of the nation and will affect a high percentage of the inhabitants of those eight States. Four States have passed legislation for the anti-pollution plan; they are Ohio, Indiana, West Virginia and New York. Indiana was the first to ratify, on last March 2. Ohio was the most recent, May 27. Status of legislation in the four remaining States is:

Pennsylvania—Bill passed in House by vote of 204 to 0, with Senate action awaited.

Illinois—Bill introduced in the House April 25 and unanimously reported from committee with recommendation for passage.

Kentucky—No regular session of the Legislature until Jan. 1, 1940, but if a special session is called before then a signatory bill will be submitted.

Tennessee—Short legislative session just concluded. No compact measure yet introduced.

Action Likely This Year

When five States have enacted the signatory laws, the compact will become effective, says F. H. Waring, secretary of the Ohio River Valley Compact Commission. Congressional ratification of the States' laws then is required. At first it was believed that it would take two years to obtain the necessary legislation, but because of the response made by the river States, the pact may become operative this year.

In recent years, the seriousness of the Ohio River situation was forced on the public by the droughts of 1930 and again in 1934,

when flow low that environment virtually menaced. Da sewage floods of 1937. W Cincinna flooded the river. The ru tiful stre nomic le once riv sands an public he referring fishing ally, in a sportsme tion to River cl tion-seek trees 'urr tarlo, of water loss of m eral idee has been

Resort

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