City Seen as Air Crossroad in Postwar Era by Authority

(Special to The Times-Picayune)

Baton Rouge, La., Oct. 2.—Just as ships of the sea for a hundred years and more have found in the port of New Orleans a vital artery through which has passed much of the world's commerce, so also will ships of the air in the future find it.

This, says Governor Sam Jones, is the opinion of a Boeing aircraft official who has spent several decades of his life in aviation work. Jones talked at length with this official on the future role of aviation while on his recent midcontinent tour.

Jones states that this expert pointed out that while today the emphasis in aircraft production is on long-range craft, this is due entirely to wartime conditions and that following the war, despite cruising capacities of planes of more than 7000 and 8000 miles, the short hop, relatively speaking and the land routes will again become the order of the day.

Today, he told the governor, planes must be constructed so that they can and do fly over vast expanses of water and consequently much of each ship's load capacity is devoted to facilities for carrying gasoline. This is brought about by the fact that enemy held terrain frequently must be flown over in getting from one point to another.

However, the expert continued, in a peaceful era, this situation will no longer exist and once again planes will fly on routes laid out according to economical dictates. When that day arrives it will no longer be vital that a plane be able to fly thousands of miles nonstop and thus devote a major portion of its "pay load" to gasoline.

The emphasis then will be on relatively short hops from one key land base to another via routes "following and not avoiding" the major hemispheres.

Thus, planes will be refueled frequently and never attempt to take on sufficient gas load at the point of origin of the flight to carry it all along the way. By following this practice large freight planes of today, the expert estimates, will be able to carry loads of two to three times their ability now.

Jones said the Boeing engineer explained just why, in his estimation, New Orleans would occupy a unique and vital position in the airports of the world after the war.

He believes this will be true because of the natural location of the city, which he compared to the spouts of two hypothetical funnels placed end to end with the small ends joining. At this point of juncture in his illustration, lies New Orleans through which must pass, if the lines of tomorrow are to follow the land routes he thinks they will, all the commerce that enters the flare ends of the imaginary funnels from many parts of the world.

There will be international lines from various parts of the world entering Latin America on the southwest and southeast coasts and similarly on the northeast and northwest coasts of North America. These will probably travel southward from the latter and northward from the former and finally merge at the one logical point where the hemisphere almost parts and that point is New Orleans, as the last large center of commerce and trade in North America.

As the natural center of all Western Hemisphere traffic New Orleans will also attract the terminals of the lesser lines such as those serving only North America and those serving only Latin America...this expert predicts.

And so it appears that the same strategic location that made New Orleans a vital port of call as far back as when they depended on sails for power, will again bring to the city that importance even when the goods and people of the world travel on the wind rather than before it.
WORLD AS SEEN FROM NORTH POLE—The division of aeronautics, Louisiana department of public works, prepared the above global map showing all the continents and important islands as well as the hemispheres of the world, and the probable airline routes that may radiate from New Orleans in post-war times, as described by a prominent aviation authority to Governor Sam Jones.