

## CITY'S FACTORIES EXPECT WAR BIDS

Business Leaders Here  
Sight Gain, Warn of Dangers

History shows that wars abroad in which the United States was not involved "generally have had the effect of an almost immediate stimulant on durable goods industries," Walter I. Beam, executive vice president of the Cleveland Chamber of Commerce, said yesterday.

Other Cleveland business leaders, who were questioned on the possible effect of war on industrial activity here, agreed that a prolonged European conflict would increase America's trade with Latin-American countries.

Beam, who pointed out that it was premature to try to predict what the effect of a declaration of war would be on Cleveland industry, added that it was quite generally known that for more than a year leading Cleveland firms had been working on orders for foreign shipment.

**Warns of Excess Expansion**  
"There is one thing which needs to be guarded against so that we will not have a repetition of the abrupt slump which followed the last war," he said, "and that is that expansion of industries for the purpose of taking care of war-time orders does not become so great that when peace is declared there may come an almost virtual slump, with its attendant bad effect upon industry."

In the event of international war, regardless whether this country is involved, Cleveland, one of the nation's largest centers for all kinds of steel products, "would naturally be requested to supply such commodities to countries requiring these materials," Robert L. Boughton, export manager for the White Motor Co., said.

Asserting that Thompson Products, Inc., manufacturers of automotive and aircraft parts, was temporarily holding up shipments to regular customers in Europe and near eastern countries because of the international situation, Edward L. Caswell, director of foreign sales for the company, added that prolonged war "undoubtedly" would result in an increased demand for American aircraft and aviation parts.

Caswell said he thought Great Britain again would control the seas in the brewing war. He said he did not believe that Germany, in the light of present events, could extend its military operations to harass American commerce with South American countries.

Owen L. Carlton, vice president of the Central National Bank, and in charge of its foreign department, observed that if the present conflict were to be extended, America would receive a greater share of South American trade since European powers would be so occupied at home.

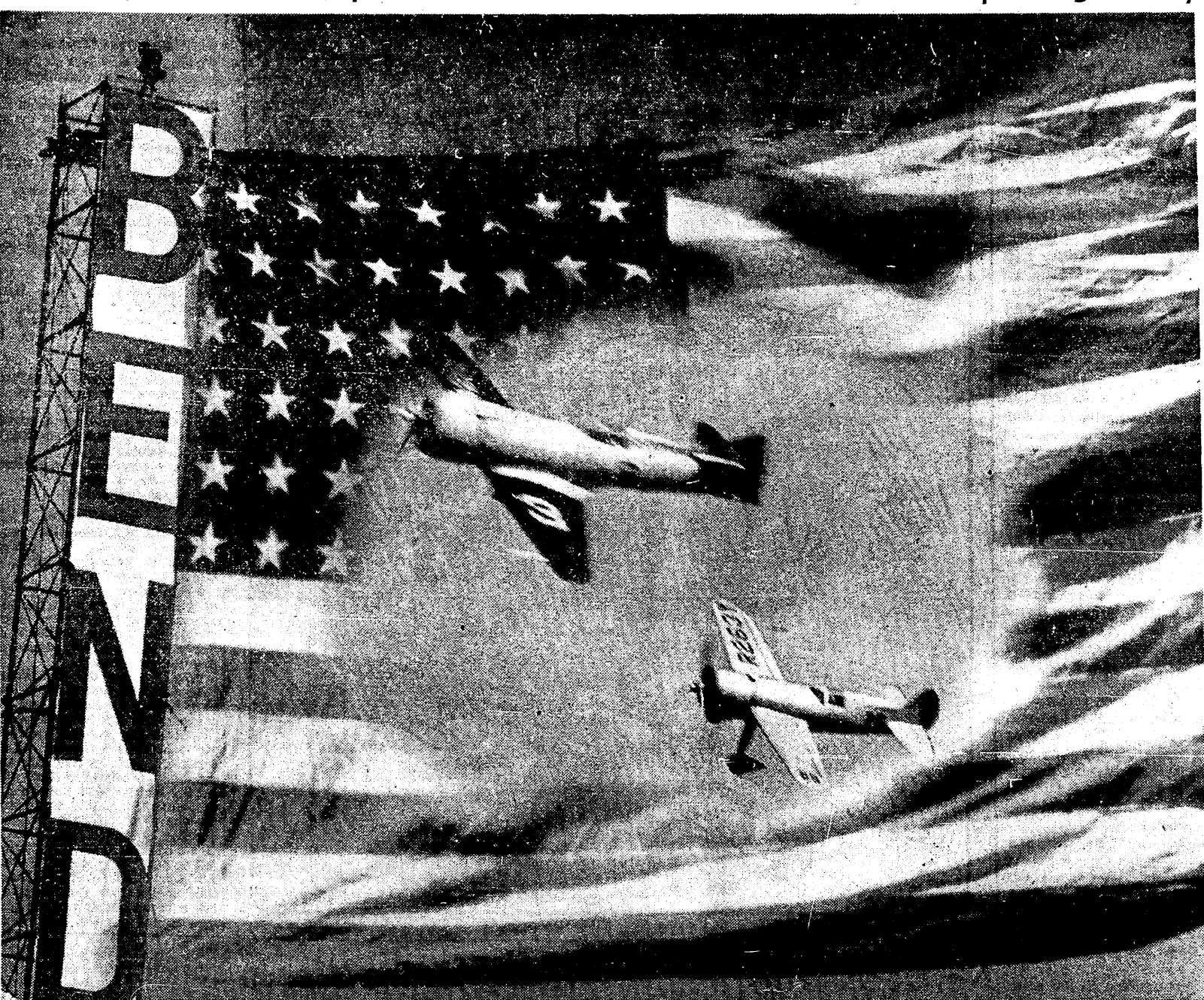
"Cleveland's most important European markets have been the Scandinavian countries, England, and France," he said. "Generally speaking, the real markets for goods manufactured here have been the South American countries."

Should the undeclared war "last quite a while," it would add Cleveland materially, in the opinion of H. J. Leisenheimer, vice president in charge of export sales for the Cleveland Tractor Co. With so many persons mobilized abroad, he added, there would be a greater demand for agricultural equipment from this country.

J. W. Vander Laan, district manager of the United States Bureau of Foreign and Domestic Commerce, said his office had received a number of inquiries from Cleveland manufacturers concerning war risk insurance rates.

Because of European develop-

## Majesty, Thrills and Speed—That's Formula for Air Races Opening Today



## SEVEN AWAIT FLAG IN BENDIX DERBY

(Continued From First Page)

Miss Cochran, however, would seem to have the best chance to take the special prize of \$2,500 offered for the woman pilot making the best time to Cleveland.

An award of \$2,500 also awaits the Bendix flyer who continues on from Cleveland to Bendix, N. J., to set a new Los Angeles-Bendix record. The present record of 9 hours and 35 minutes was made by Fuller in 1937.

Another \$2,500 will be split among the three flyers making the best time marks to Bendix, N. J., regardless of a record.

Bendix entries in addition to those already mentioned are William Maycock, of Detroit, in a Beechcraft plane; Max Constant of Los Angeles, Beechcraft plane; and Paul Mantz of Los Angeles, Lockheed plane.

Jack Wright of Utica, N. Y., failed to appear when entries were impounded at noon yesterday. Another entry, Robert Perlick of Los Angeles, withdrew.

**Main Competitive Feature**

The Bendix Derby will be the competitive feature of today's program. The 200-mile Greve trophy race will be flown tomorrow. The 300-mile Thompson trophy pylon race will come on Monday.

Aerial maneuvers by eighteen-plane squadrons of the United States Army Air Corps and United States Navy Aviation will dominate the non-competitive events of the three-day race program.

Unusual interest is attached to the military flying this year because of the emphasis on air might in the European war. Air race spectators will be reminded of that again today when the camouflaged Curtiss pursuit planes of the 27th Pursuit Squadron of the army go aloft.

Visitors at the airport yesterday were amazed at the close formation flying done by the army pilots in their 350-mile-an-hour fighting craft. Practicing for today's show, the army flyers repeatedly swept across the front of the grandstands in swooping dives that found the planes so close together that collision seemed unavoidable.

The Red Ripper navy squadron in single seat Grumman fighting planes will show how the navy air forces locates and attacks an enemy objective. The navy act concludes with a spectacular "bursting bomb" formation.

**Most Powerful Bomber Here**

Supplementing the military air show will be a ground exhibit of ten of the latest types of army bombers, pursuit planes, observation planes and attack planes. Included will be the world's most powerful bomber, a four-engine Boeing monoplane weighing 30 tons and carrying a crew of eleven.

Variety will be the keynote of the stunting program to be seen on all three days. Spectators will see the first demonstration of the landing of one plane on the top wing of another while both ships are in flight. Danny Fowles and Don Beret of Minneapolis will perform this stunt.

Vincent (Squeek) Burnett will show his beef bottle loop, his equally unusual square loop, together with other unorthodox acrobatics. Burnett concludes his act by cutting ribbons with the propeller while flying upside down just off the ground.

"Jitterless" Jesse Bristow will do high-powered stunting in a Curtiss Hawk, with emphasis on power-

spins to very low altitudes and snap rolls while climbing vertically. Beverly Howard will toss a light plane around without getting further off the ground than an upstairs room. Mike Murphy will fly a contraption described as an upside-down plane that looks like nothing ever conceived by the Wright brothers. For good measure Murphy will lead a three-plane unit in smoke trail stunts.

Dick Granere and his son, Jimmy, will put their light planes through what they describe as an aerial waltz and then engage in a family feud in which they fly head-on at each other with apparently homicidal intent.

A trio of gliders will duplicate in motorless flight some of the stunts of the powered planes.

Parachute jumpers will have a prominent part in the program. The ever exciting parachute spot-landing contest for money prizes will find Adeline Gray, 21, Connecticut's only licensed woman jumper, competing with men jumpers for money prizes.

Earl Stein will do a human bat act, using wings to control his flight before opening his parachute after a high altitude jump.

Four of the nation's best jumpers will stage a race from 10,000 feet altitude. Trailing "smoke" from bags of flour, the four will fall thousands of feet, delaying their grabs for the rip cords of their chutes until the last possible moment.

Thirty jumpers will bail out simultaneously in the mass parachute jump that will be the finale of each day's program.

Arthur C. Chester of Los Angeles became the sixth pilot to qualify for the Thompson race and the third to become eligible for the Greve race when he flew two laps of the ten-mile race course at a speed of 268.857 miles an hour in the only qualifying trial at the airport yesterday.

Race officials waived the rule that required pylon race entries to

**What's in the Air  
on Opening Day of  
National Air Races**

BENDIX DERBY racers will arrive from Los Angeles during afternoon.

11:30 a. m. Band concert.

11:40 a. m. Acrobatics, Leonard Peterson.

12:05 p. m. Parachute spot-jumping contest.

12:35 p. m. Army squadron lands.

12:40 p. m. Navy squadron arrives.

12:45 p. m. Commercial aircraft parade.

1 p. m. Inaugural ceremony.

1:10 p. m. Daylight fireworks.

1:15 p. m. Smoke trial led by Mike Murphy.

1:25 p. m. Inverted acrobatics, Beverly Howard.

1:35 p. m. Navy squadron, combat maneuvers.

2 p. m. Glider trio.

2:50 p. m. Comedy acrobatics, Capt. Dick Granere.

3 p. m. 1910 Aviation on parade.

3:10 p. m. Novelty acrobatics, "Squeek" Burnett.

3:20 p. m. 10,000-foot delayed opening parachute race.

3:45 p. m. Upside down acrobatics, Mike Murphy.

3:55 p. m. Dual acrobatics, Dick and Jimmy Granere.

4:05 p. m. Army squadron, tactical maneuvers.

4:30 p. m. Human bat, Earl Stein.

4:50 p. m. Pick-a-back, one plane lands on another in flight.

5 p. m. Mass parachute jump.

## REMAIN NEUTRAL, IS PLEA OF BURTON

Mayor Asks Loyalty to U. S.,  
Offers City's Aid

BY CHARLES W. LAWRENCE

Mayor Harold H. Burton yesterday called on the people of Cleveland to maintain complete loyalty to the United States and strict neutrality in the face of the European war.

In his statement the mayor said: "The people of Cleveland deeply regret that the world is again on the verge of war."

Whatever incidents may occur I feel sure that the people of Cleveland will so conduct themselves as to maintain, first of all, complete loyalty to the United States and to the important policy of strict neutrality adopted by our government.

"While it is appropriate that all of us keep well informed, it likewise is a mark of good American citizenship that we each maintain the strictest neutrality, and avoid every act or statement that might lead to offense or friction."

**Consults With Government**

The mayor also got in touch by telephone with the headquarters of the United States Conference of Mayors in Washington, of which he is an official, to ask if the federal government had made requests for action of any kind on the part of city governments.

He was informed that Mayor F. H. LaGuardia of New York, president of the mayors' conference, was in Washington and had conferred at conference headquarters with a representative of the State Department and was told that for the time being there was nothing for the mayors to do.

It was learned that various city officials, sensing that the European "war of nerves" might culminate in open hostilities, have held informal conversations concerning precautions the city government might have to take, should the worst be realized.

Michael M. Wach, executive assistant to Utilities Director Frank O. Wallene, acting in Wallene's absence from the city, and W. C. Lawrence, commissioner of water and heat, have discussed measures to be taken should there ever be any threat to the city's water supply. "There is no cause at all for alarm," said Lawrence. "If the time should ever come when we needed to, we could adequately and easily guard against any trouble."

Nevertheless, it was said unofficially that the city will instruct its utilities employees to be especially alert.

When the United States entered the first World War, it was recalled, special flood lighting was provided for all city water works and reservoirs, and a special guard was set up headed by a retired captain of police who maintained strict discipline. Visits of the public to water plants were sharply curtailed.

No action of this kind is contemplated so long as the United States remains neutral, Lawrence said.

George C. Oker, commissioner of light and power, said there was no danger of anyone tampering with the city's municipal light supply.

If, however, there should be a mobilization of industry for war purposes, he said, it would be considered necessary to take precautions.

Safety Director Eliot Ness said his department had received no requests for guarding of foreign consulates in Cleveland.

Thus far, he said, police activity connected with war has been confined to keeping a rather careful watch of the activities of Nazi and Communist groups.

"We've been keeping an eye on them without, however, in any way impinging on civil rights and liberties," Ness said.

He added that in case this nation should be drawn into hostilities, one of the important duties of the police department would be to guard against revolutionary activity, an activity which he said was one of the weapons used in modern warfare.

The police also would be called on, he said, to co-operate with federal agencies in preventing sabotage of industry. He indicated that he had recently had conferences with key officials in this respect.

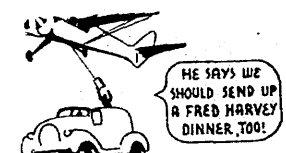
In the city's purchasing division, Commissioner C. B. Patterson and his aids conferred yesterday in an attempt to ascertain in what way war in Europe might affect the cost of city commodities and to see what, if anything, the city could do to avoid rising costs or take advantage of lower costs, whichever might result.

He said there seemed to be nothing much his division could do.

Patterson pointed out that the city would be importantly affected by changes in the price of such commodities as flour and cotton. The city buys large quantities of flour for its welfare institutions and is the largest buyer of cotton goods in Cleveland. The city uses the cotton goods in its large WPA sewing project, as well as in welfare institutions.

The service department, officials said, might be affected by rising cost of equipment.

City officials and employees went about their work pretty much as usual, except that there was more reading of the newspapers on the job than in normal times, and a rather stunned expression of disbelief that the war actually was under way.



**SPECIAL 75c  
DINNER** for today:

Tomato Juice  
Chicken Noodle Soup  
Fried Pork Chops  
Country Style

or  
Chicken Croquettes with  
Creamed New Peas  
and Corn

Potatoes Vegetable  
Choice of Dessert

Coffee, Tea, Milk Dinner Rolls

**Harvey's**  
RESTAURANT  
UNION TERMINAL BUILDING

## Quit School for Burlesque Stage



CORNELIA WISENER (LEFT) AND LOUISE QUATRO

Cornelia Wisener, a teacher of her pupils also from Little Rock, Ark., found vacation time too slow and uneventful. She wanted a change. Something different.

I teach staggelore, she thought. Why not take a fling at the boards myself, just for the summer? She scanned advertisements in Bill-board magazine and finally came upon just what she was looking for. "Wanted—Two chorus girls. She answered the ad, and as a result is in the front line at the Roxy Theater, Cleveland's burlesque house.

With her came Louise Quatro, one of her pupils also from Little Rock. The ad asked for "two." Cornelia dreaded the adventure alone, and it was all right with Louise's parents, so why not? "I enjoy working here so much that I doubt whether I shall return to teaching before next year," Miss Wisener said as they were making up in the Roxy dressing room.

"I'll remain as long as they want me. I like living in Cleveland," Miss Quatro said. "Maybe I'll never go back to school, I don't know."

## SPECIAL MOTOR COACH AND EXTRA STREET CAR SERVICE TO AIRPORT DURING NATIONAL AIR RACES

(SEPTEMBER 2, 3, 4)

SPECIAL MOTOR COACH SERVICE FROM PUBLIC SQUARE

**ROUTE:** Motor coaches marked AIRPORT will leave from Marshall Building corner of Public Square. Route is west on Superior Ave., to Detroit Ave., to West Blvd., to West 105th and West 106th Streets, to Bellaire Road, to West 130th Street, Brookpark and Smith Roads, to Hummell Rd., to Rocky River Drive, to Airport. Return trip will be over same route. Passengers will be picked up at any point along the route.

**SCHEDULE:** Motor coaches will leave Public Square approximately every five minutes after 8:15 A. M.

**FARE:** 25c from any point on route to Airport. Return trip: 25c to any point. Tickets, passes and transfers not accepted.

EXTRA SERVICE ON LORAIN AVENUE LINE

Between 9:30 A. M. and 4:30 P. M. Lorain Ave. service will be greatly augmented. Fare: Regular city fare; tickets, passes and transfers from other lines will be accepted.

At the Airport a shuttle coach line will be operated from the street car loop direct to the Air Race grandstand. Fare: 10 cents, no transfer.

**The Cleveland Railway Company**