

Wisecrackers Assail Columbus

Another school book here has been taken off the shelf reserved for immortals and smashed to bits.

French historian, who undertakes the debunking process, and the hero he seeks to deflate is Christopher Columbus.

So thoroughly is the debunking process carried out in this biography of Columbus, which has just been translated into English, that when you finish reading it about the only thing that can be conceded to poor old Columbus is the fact that he actually did make four voyages to the New World.

That is, if you accept the view developed by the late M. Andre. To others, must largely go the credit for the fact that Columbus returned safely to Spain in each instance, the historian maintains.

A critic of the French original summarizes as follows: "The net result of our analysis discloses Columbus as a 'discoverer' whose discovery had been made by another five centuries before; an admiral who could not navigate a ship... who floundered helplessly thru every cruise he ever made, brought his men to the verge of famine and mutiny and was saved from death and disaster only by the ability of his subordinates... a governor without discipline or the gift of command; a traitor to his sovereign; a professed Christian apostate who murdered and enslaved his flock; a man without truth, understanding, honor, faith, gratitude or loyalty."

But it must be added that a far more human figure, perhaps even a greater figure, emerges from this biography than the stuffed-shirt hero hitherto portrayed as Columbus. It is the figure of a liar, a braggart, an insouciant character that emerges. But a poet, a dreamer, with a fixed idea that not even the most terrible adversity could shake.

Meets a Famous Map Maker— This newest story of Columbus opens in 1485, seven years before he was to start on his voyage to the New World, with a portrait of V. Chila, in the city of Louis Post-De-Loach. The opening chapter which is in fictional form, shows him with his young son, Diego, on the way to the monastery of Santa Maria de la Rabida, to see Father Antonio de Marchena. He meets Father Antonio, famous map maker and savant of the time. Andre has historical background for the conversation that follows in the testimony given at a trial many years later to determine who should get certain profits from Columbus' first voyage.

Columbus had had a most dramatic encounter while staying with his sister and brother-in-law, who was governor of Porto Santo in the Madeira Islands. One of the few survivors of a shipwreck had been tossed up almost at Columbus' feet on the beach and he had carried the man to his home, where he had died a few hours later. That man was Alonso Sanchez and he was returning from a voyage of discovery when his ship was wrecked. He confided to Columbus in his dying hour that he had discovered, far to the westward, the island of Antilla, one of those almost-mythical goals that fired the minds of explorers of the time. The dying man directed Columbus to go to La Rabida and tell his friend and adviser, Father Antonio, of his discovery.

This, then, was Columbus' mission. But it was far more than this, for he in his turn had been fired with a zeal for discovery. He wanted to go to Antilla, and he had secretly vowed that the credit for discovering it should be his. He wanted to learn, too, all he could from Father Antonio's maps. But he never would—he never did—confess his ignorance of the sea and navigation and, according to Andre, there can be little doubt that the son of the humble weaver of Genoa was ignorant in the extreme, compared to the learned geographers and expert pilots of his time. He began by boasting to the priest of his noble birth and skill on the sea.

"Yes," said Columbus, "I began sailing the seas at the age of 14 and I have never since ceased. The art of navigation inspires those who practice it to seek out more and more the secrets of this world. I have given twenty years of my life now to this desire. I have sailed every sea known to navigators. I have conversed and corresponded with learned men, both religious and secular, of many nations—Latins and Greeks, Jews and Moors, and numberless others. Our Lord and Saviour has shown me much favor in regard to this desire by giving me an intelligent spirit. He has granted that I might acquire ample knowledge of the art of navigation, also all that is needed of astrology, geometry and arithmetic. He has given me understanding of mind and also the dexterity of hand needful to make drawings of the world and to mark on them the cities, the rivers, the mountains, the islands, the ports—each in its true place. And I have used the intelligence He has given me to read, all that has been written on cosmography, history, philosophy and the other arts. In our profession one must know many things."

A Marvelous Imagination, Says— Of this conversation with Father Antonio, Andre says: "All that Columbus had related to Father Antonio de Marchena concerning his illustrious family, his ancestors, the Roman Consul Columbus (from whom he claimed descent) and the lords of Cuacece, his two cousins, the admirals, his own exploits, his command of King Reno's galleys, his own encyclopedic scientific knowledge, his voyages on all known seas, begun at the age of 14, the islands he claimed to have discovered—all, from first to last, was untrue. The very day of his arrival in Spain he had begun enriching with new fabulous incidents a legend that he had sketched out in his mind before leaving Portugal. But what he had so far invented was as nothing compared to what he would be inspired to tell and write as events unfolded themselves—and as he

gave free rein to an imagination magnificently endowed poetically, but constantly tormented and distorted by disappointment and wounded pride."

After a time he set out for Seville, with letters of introduction with the express purpose of asking Isabella and Ferdinand to finance a voyage of discovery. The king and queen were then engaged in a prolonged war to oust the Moors from their kingdom and it was seven years before Columbus attracted their serious attention. His latest biographer says:

"Without further delay we must refute the tales handed down in a false history—tales for which Columbus himself was responsible—of his privations at this period. He wrote that during seven years, from 1485 to 1492, he 'suffered cold and hunger,' that 'during seven years everyone repulsed him,' that he was the 'laughing stock of all, and only one poor monk had pity for him.' Improving upon that text, the nineteenth century made of him an archetype of romantic hero, superior to his time because of a surpassing genius, and on account of that same genius forced to live in misery, unknown, scoffed at and insulted by his inferiors. Legend claims that Columbus, as a man, of scientific progress, was persecuted by monks, plunged in the darkness of the Middle Ages, who were frightened by his daring. The truth is that he suffered neither persecution nor willful hostility from either religious orders or the laity."

Won the Queen's Support— Surprisingly enough, since he was a stranger without credentials, since his demands were outrageously exorbitant and since he persisted in refusing to say exactly what lands he wanted to discover, Isabella eventually granted him his request.

And here Andre punctures another favorite legend, since he has no evidence whatsoever to support any belief that the queen pawned her jewels for him. What she did was to give him an order on the city of Palos, a seaport that had incurred her displeasure, commanding the merchants and shipbuilders there to outfit Columbus with a fleet of three caravels.

But the queen's order was not enough. No one obeyed it. The sailors and pilots lacked confidence in Columbus. Moreover, he had agreed to take a famous mariner of Palos, Martin Alonso Pinzon, in on the venture with him, but when he got the queen's order he proceeded to forget this agreement, Andre states. At last, however, he was forced to ask Father Antonio to intercede with Pinzon, for if Pinzon, who had been estranged by Columbus' behavior, would not aid the expedition, no one else would. Pinzon at last was persuaded to go along.

"Thus it is evident," Andre writes, after summing up Pinzon's heroic efforts in organizing the expedition, "not only that the expedition of 1492 would never have set sail without Martin Alonso Pinzon, but that he was also one

COURTS FIANCEE BY PLANE TRIPS



In a specially built plane capable of a 1,000-mile sustained flight, Henry D. du Pont, of Philadelphia, treasurer of the E. I. du Pont de Nemours corporation, courts his fiancée, Miss Margaret Wilson Lewis, at her home in San Antonio, Tex. He's shown above climbing into the cockpit of his plane for a week-end trip to San Antonio.

of its chief backers financially. His part in it was considerably greater than that of the government."

Interior Officers the Real Navigators

The expedition was at last ready to start. Columbus, to whom the queen had given, along with other honors, the title of admiral, went aboard the Santa Maria, of which the navigator and cosmographer, Juan de la Cosa, was captain. The Pinta was commanded by Martin Alonso Pinzon, with his son, Francisco Martin, as the first pilot; and the Niña by Vincente Yanez Pinzon, the youngest of three Pinzon brothers.

The familiar story of how Columbus quelled a near mutiny on his ship must be added to what he calls the "Columbian legend," Andre says. It was Pinzon, he writes, who really quelled the mutiny aboard Columbus' ship, enabling the expedition to sail on westward.

Andre's account of the three following voyages and of Columbus' brief period as governor of Hispaniola—what is believed to be the present island of Haiti—is a dismal record of mismanagement, stupidity, cruelty, false promises, misadventures, suffering and general incompetence, through all of which Columbus clung steadfastly to his belief that he had discovered the Indies and that gold was just around the next cove.

At the end there is fairly well established evidence, according to Andre, that Columbus did plot against Queen Isabella when his rule as governor was threatened. Meanwhile Balboa, De Gama, Vesputci and others were making important discoveries and bringing profitable products, dye-wood and other stuffs to Spain. Columbus died at Valladolid, May 21, 1506. And he had dropped into such complete obscurity that no chronicler of the time even makes mention of this event.

Speaking of Variety

Motorists everywhere are impressed with the wide variety of products that individual car manufacturers are offering these days. Interest in the subject, however, has been so concentrated upon the pleasure cars that the greater variety offered in commercial vehicles has passed unnoticed. One of the largest manufacturers of this type of vehicle, however, recently called attention to the fact that in five lines, 1542 different types were available.

Then, making the statement more impressive, it pointed out that this figure could be increased by several hundred without a great deal of difficulty and yet no more than meet the demand for something different.

Clean cars wanted at the Mail Tribune office.

DOOR HANDLES OAKLAND-PONTIAC FOIL THIEVES

A still higher margin of protection against car theft is now provided buyers of Oakland and Pontiac Sixes thru a new type of outside door handle which cannot be forced by the cleverest thief.

The new door handle is so designed that the customary method of forcing with a wrench or a section of iron pipe will not give the thief entrance to the car. When such extreme pressure is applied to the handle it merely turns without releasing the door catch. A few seconds of attention at any Oakland-Pontiac service station will restore the handle unharmed to its original position.

Thus the Oakland Motor Car company, and the Fisher Body Corporation which builds the Oakland-Pontiac bodies, have raised an almost impregnable first line of defense.

Should a thief effect entrance by breaking a window or because the owner forgot to lock the car, he still would be confronted by equally secure second and third lines of defense. These are provided by the semi-coincidental lock which locks both the ignition and the transmission with a turn of the ignition key.

The Oakland and Pontiac Sixes, with their three effective lines of defense, are said to be as nearly theft-proof as any car in America.

Who Responsible For Auto Defects

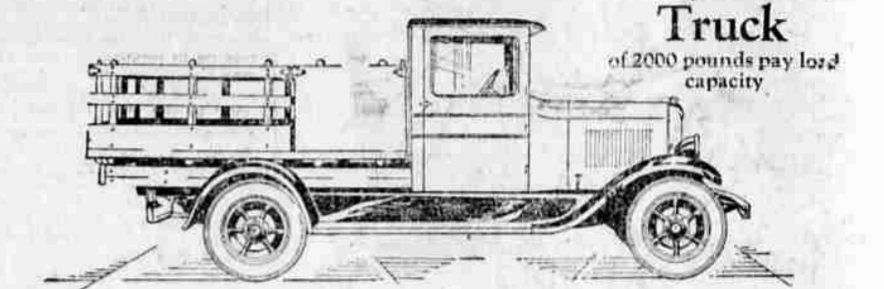
"There's an old argument in motorism between the manufacturers of brake linings and the makers of brake systems as to which is responsible for the defects that develop in automobile stopping equipment. Each blames the product of the other," says an expert mechanic.

"I don't agree with either judgment," says the expert of the

last few years, both of them are innocent of brake failures. It's the car owner that's to blame. "It makes no difference whether the brakes are mechanical or hydraulic in action, there's a large proportion of car owners that make their action utter by not paying the slightest attention to the fact that any braking system requires reasonable care if it is to be efficient. Take the hydraulic brake, for instance. Except the type that has the device that automatically compensates for the con-

ALWAYS INVESTIGATE WHAT GENERAL MOTORS HAS BEFORE YOU BUY

GENERAL MOTORS TRUCKS The Lowest Priced 6 cylinder Truck



Chassis \$745 f. o. b. Pontiac, Michigan powered by the PONTIAC Six Cylinder Engine

Powered by the New Series Pontiac engine. Four wheel brakes. Four speed transmission. A sturdy truck—modern in performance and appearance. Be sure to see it—another extraordinary value made possible by the resources of this great organization! Offered with a factory built body for every haulage purpose.

HIGHWAY MOTOR CO. 123 So. Riverside—QUALITY CARS—Phone 254

A TRUCK FOR EVERY PURSE AND PURPOSE

JUST TRY IT IN TRAFFIC



SEE HOW IT PARKS

Not only does the New Oldsmobile offer the fine-car qualities of power, comfort and appearance—but it offers them in a car of convenient size, designed to meet modern-day traffic conditions.

Just try it in traffic. Mark its silent smoothness as you flash ahead when an opening appears—accelerating in high from 5 to 25 m. p. h. in a scant 8 1/2 seconds. Note the quick response to steering. See how easily you slip into small parking places—a tapered frame enables you to turn completely around in a 36-foot circle. Then the head for the open road... here is speed to meet every driving emergency, to answer every desire.

fine-car features could give this fine-car performance. A rubber cushioned, 55 h. p. high-compression engine... crankcase ventilation... controlled cooling and full-pressure oiling—these are typical examples of the advanced engineering that you find in the new Oldsmobile.

We want you to drive the new Oldsmobile. We want your own experience to confirm the growing judgment of America—"Here, truly, is the Fine Car of Low Price"—the judgment that thousands are confirming by choosing Oldsmobile. We have a new Oldsmobile waiting for you... come take that drive today!

TWO-DOOR SEDAN f. o. b. Lansing \$925

OLDSMOBILE PRODUCT OF GENERAL MOTORS

Excise tax removed, effective now.

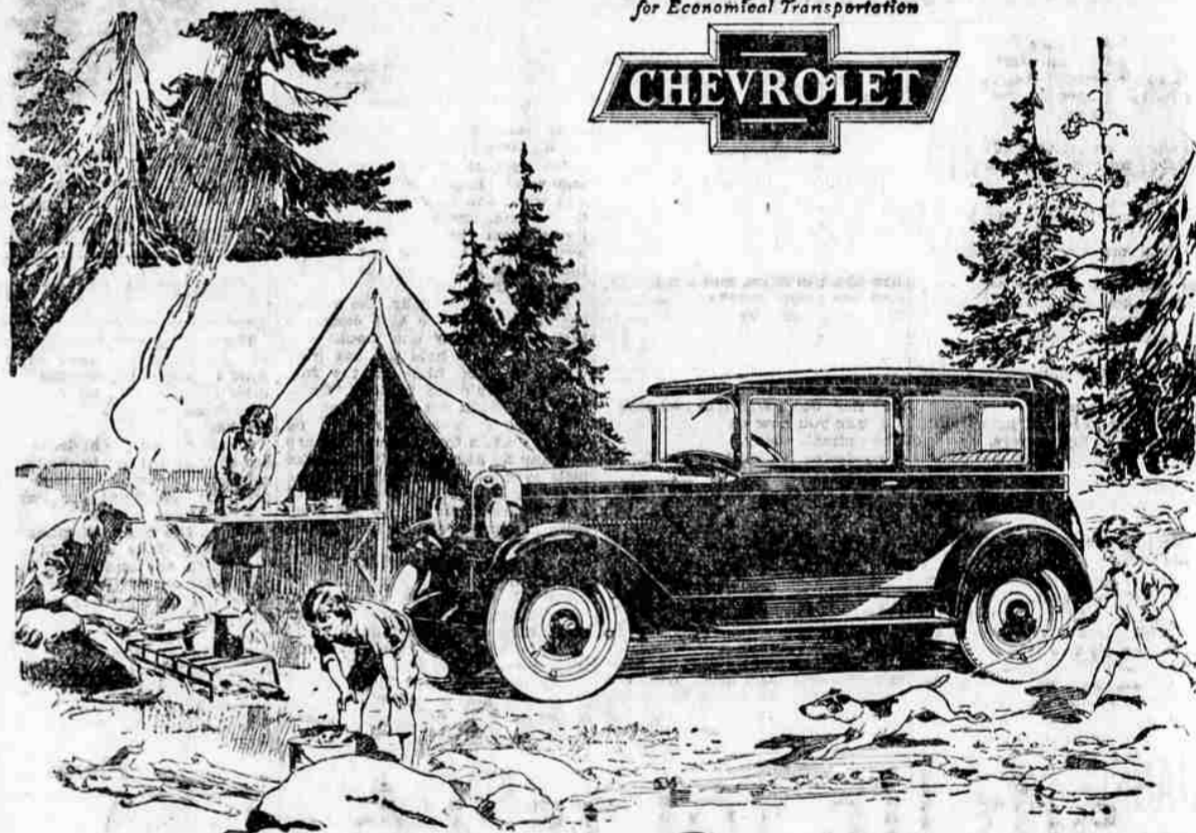
ARMSTRONG MOTORS, Inc.

101 South Riverside

Phone 18

THE FINE CAR OF LOW PRICE

for Economical Transportation



A Car for all the family to enjoy—the Coach only \$585



- The Touring or Roadster... \$495
The Coach... \$585
The Coupe... \$595
The 4-Door Sedan... \$675
The Convertible Sport Cabriolet... \$695
The Imperial Landau... \$715
Utility Truck (Chassis Only)... \$495
Light Delivery (Chassis Only)... \$375

All prices f. o. b. Flint, Michigan

Check Chevrolet Delivered Prices

This includes the lower handling and financing charges available.

Revealing in its beautiful bodies by Fisher the comfort, style and elegance that women all admire... offering the drive, dash and stamina that men demand in an automobile... and so easy and safe to handle that every mile at the wheel is a pleasure—

—the Bigger and Better Chevrolet is bringing a new measure of motoring enjoyment to thousands of families everywhere!

Providing the roominess, comfort and roadability of a 107-inch wheel-

base... equipped with powerful non-locking 4-wheel brakes... and with its worm-and-gear steering mechanism fitted with ball bearings throughout—it is everywhere acclaimed the world's most luxurious low-priced automobile!

There are seven beautiful models to choose from—each an outstanding example of the body builders' craft. Come in and inspect them today. Learn for yourself why families everywhere are unanimously choosing the Bigger and Better Chevrolet!

Pierce-Allen Motor Co.

112 South Riverside—Phone 150

AUTOMOTIVE SHOP, Ashland, Ore.

QUALITY AT A LOW COST