

Pacific Air Commerce

By EDWIN NORTH MCCLELLAN

"THEY tell me that the inauguration of the trans-Pacific sky mail also celebrates the 100th anniversary of the arrival of the first clipper ship at San Francisco," wrote President Franklin D. Roosevelt in a letter that was read on November 22, 1935 when the *China Clipper* sailed from California carrying the first regular mail across the Pacific. "The years between the two events mark a century of progress that is without parallel," continued the President's letter, "and it is our just pride that America and Americans have played no minor part in the blazing of new trails. There can be no higher hope than that this heritage of courage, daring, initiative and enterprise, will be conserved and intensified."

The story of these pioneering airmen is the story of any group of pioneers. Tragedy, as well as romance and adventure, marched in their ranks. They faced death with a smile. They pressed on knowing that they might never live to see their dreams come true. And there always will be these pioneers who advance mindless of the cost.

Not many years ago a few American imaginations pictured a tremendous giant of the air flying dry-winged across the Great Ocean. Westward he flew and came to rest on Oahu, Midway, Wake, Guam and the Philippines. Five landing-islands not stepping-tones. Never once did that Flying Air-Giant pass from under the Stars-and-Stripes. Today it is more than imagination or a dream. Mail, express and passengers now fly over the route of the Flying-Giant of the dreamers.

Distance today is measured by the ticking of the clock, not by the length of a line. Aviation has transmuted miles of space into seconds of time, and, with radio, makes next-door neighbors of the whole Pacific world.

Hawaii—for centuries the ocean-crossroads of the Pacific—was the early dream-goal of pioneer-aviators. Before the first direct flight was attempted towards Hawaii an Army air-group flew round the world, crossing the narrow neck of the North Pacific successfully. It took all the courage, faith and hope in the world to hop off from California in 1925 hoping not to fly past or over without seeing the comparatively small dot of Hawaii over two thousand miles away. But Commander John Rodgers, and his fellow naval-Americans, had all that it took to start the initial trans-Pacific flight to Hawaii.

"I have some mail here for you people," said Rodgers to the Governor of Hawaii as he handed him some letters, shortly after his arrival in Hawaii in September of 1925. Rodgers' Navy Seaplane PN-9, No. 1 had flown from California to the vicinity of the Islands. Fuel failed and the plane floated for days. Picked up off Kauai, he and his airship-mates were transported to Pearl Harbor and later were received with high honors at Honolulu. The Rodgers' Flight took trans-Pacific aviation out of the realm of imagination. He and his companions proved it practicable. The flight also proved the seaplane was the proper vehicle even though many subsequent flights were in land-planes.

Maitland and Hegenberger, of the Army, made the first complete air-trip from California to Hawaii in June, 1927. In the following month the civilians, Smith and Bronte, flew

from California and crashed on Molokai due to failure of fuel-supply. Next came the Dole Flight in which two of the four planes that left California in August of 1927 reached Hawaii. The *Woolaroc* (Goebel and Davis) arrived first followed by the *Aloha* (Jensen and Schluter). The tragedies attending this flight brought a roar of public opinion opposing over-ocean flying. It subsided. Other flights from the Mainland to Hawaii followed.

In the meantime the Pan-American Airways was blazing commercial air-routes from continental United States southward to Central America, South America and the West Indies. Pan-American Airways do not compete with the air-lines operating within continental United States which in turn operate only within that area. The job of the PAA is to extend the continental United States air-routes to the countries south and west of the United States.

Right now the mail, express and passenger service of the PAA covers all of the West Indies, Central and South America. Coordination of express facilities of the airlines and the trunk-line railroads in continental United States, to provide a national high-speed shipping service throughout the country and, through the Pan-American Airways, to all countries south, was accomplished early in January of this year. A few months later this service was extended from California to Hawaii, Guam and the Philippines—and to a limited extent, to China, Japan and other Far Eastern countries. This, however, is anticipating.

Before air-commerce flowed across the Pacific, as it does today, a long period of thorough preparation was necessary. The experience of the PAA, with both personnel and material, in successfully creating its commercial air-routes south of the United States soon solved the Pacific problem. The route of the Flying Air Giant was followed—Hawaii, Midway, Wake, Guam and the Philippines.

The round-the-world flight of Schlee and Brock, in the autumn of 1927, first attracted American aviation attention to the Midway Islands, and indirectly to Wake Island, as possible air-bases for a trans-Pacific air-crossing. These two aviators were in the Far East looking eastward for possible landing-spots for hops across the Pacific to Hawaii from west to east. Their plane was of the land variety. "On that sand-flat," wrote someone in a Honolulu newspaper of September 16, 1927, "Schlee and Brock expect to safely land the *Pride of Detroit*. They also expect to take-off from that mile or so of glaring white sand." Few people, during that pioneering period, gave Midway any consideration, less a chance of becoming a major air-base. "Soon you will read of air-ports being acquired and developed, at tremendous cost, for national and commercial air-navigation," continued this writer, and "we might start today with at least a thought of Midway and Hawaii." In October, 1936 news was published that \$1,500,000 might be spent by our government on Midway and Wake. Schlee and Brock never completed their trip round the world. The first crossing of the Pacific did not come for eight years.

And so the PAA established airbases on Oahu, Midway, Wake, Guam and the Philippine Islands. Planes and in-

(Continued on Page Thirty-Two)

Pacific Air Commerce (Continued from Page Four)

struments, and all other facilities, were prepared for the great test. An aerial tunnel above the Pacific, two hundred miles wide from sea level to twenty thousand feet and nine thousand miles long, was constructed by the PAA. A tunnel, the walls of which are formed of absolute knowledge of weather and wind, of cloud and sea, of compass variation and radio behavior. Some call it an air-bridge. Through this tunnel of the air the air-clippers later safely passed, guided by an ocean-spanning wireless direction-finder and other navigational devices produced by the engineers.

The Pan-American Clipper arrived at Honolulu from California on her first trip in April, 1935. Later cruises pushed on to Midway, to Wake, and to Guam. Finally, in November, 1935, the *China Clipper* made the crossing of the Pacific between California and the Philippines. Next came express service. In October, 1936 the first regular passengers were carried.

Air-commerce will not eliminate other forms of transportation. Of course, surface shipping will have to give up something to airships, just as the railroads did; but the composite system will gradually adjust itself to all conditions.

The pioneers did their part. The PAA is doing its share, and progress of the future will find many others supplementing what already has been accomplished. The clock ticks on.

Along the Sky Roads of the Pacific in Air Clipper Ships to the Orient and to the South Sea Islands. All via Hawaii. The Sky is the friend of Hawaii—just as the Ocean was, and is. There is no future air-route crossing the Pacific that will not touch Hawaii. Honolulu is the Air-Crossroads of the Pacific—the transfer point—the New York and Chicago combined of the Pacific. The air-routes of the Pacific link industrial America with the world markets of the Orient and the South Pacific—and they all pass through Hawaii. Whatever flies the Pacific will always benefit Hawaii.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS ON AUGUST 24, 1912, OF THE PARADISE OF THE PACIFIC, PUBLISHED MONTHLY AT HONOLULU, FOR OCTOBER 1, 1936.

1. That the names and addresses of the publisher, editor, associate editor and business manager are:

Publisher—E. A. Langton-Boyle, Honolulu, T. H.

Editor—Edwin North McClellan, Honolulu, T. H.

Business Manager—James E. Boyle, Honolulu.

That the owner is: E. A. Langton-Boyle, Honolulu.

2. That the known bondholders, mortgagors and other security holders owning or holding 1 per cent of total amount of bonds, mortgages, or other securities: None.

Sworn to and subscribed before me this 30th day of September, 1936.

A. G. RUTHERFORD,
Notary Public.

In Menehune Land

In Menehune Land, by Bernice Piilani Irwin, excellently illustrated, and printed by The Printshop Co., Ltd., Honolulu (1936), is full of most interesting information about the Dwarf Fairies. With an Introduction, seventeen stories about the Menehunes and their good deeds, a pronunciation of the Hawaiian Alphabet and a Pronunciation and Glossary of Hawaiian Words, this 136-page book is a valuable addition to the literature of Hawaii. Overflowing with interest it also teaches many lessons to the young and old.

Dedicated to the memory of her mother, Mary Piilani Cook, and to her husband, Edward Payson Irwin, *In Menehune Land* is a book well deserving of a place in every Hawaiian home and in the leading libraries of the United States and Great Britain.

Those who believe in Menehunes, of course, will be absorbed in reading it while those who disbelieve that these Hawaiian Brownies ever existed, nevertheless, will be well repaid by reading it. Mrs. Irwin is recognized as one of the leaders writers on Hawaiian subjects and we are proud of her and her book.



PARADISE of the PACIFIC Hawaii's Illustrated Monthly Magazine

Vol. 48

November, 1936

No. 11

• TABLE of CONTENTS •

	PAGE
The Islands Hospitable.....	1
Kanaka (Man)—Full-Page Illustration— M. Arthur Robinson.....	2
Editorial Page	3
Pacific Air Commerce—Edwin North McClellan.....	4
More Power to Taro—Alexander S. MacLeod.....	5
The Grand Pineapple Tour—Catherine Parker.....	6
The Sky Parade to Hawaii Is On.....	7
Early "Wireless" in Hawaii.....	8
Music of Hawaii—Queen Liliuokalani.....	9
Batting for the Royal Hawaiian Band.....	9
Hukilau on the Reef—William Stephenson.....	10
Round and Round the Islands.....	12
Surf Riding in 1778 at Kealahakua—Captain James King	13
The Colonizing "Itasca"—Lt. Com. F. T. Kenner, U.S.C.G.	14
Hawaiiana	15
American Army Officer in Hawaii During Early Days.....	16
Midway Islands Formally Taken Possession Of.....	16
When Pearls Were Found at Pearl Harbor.....	17
Madame de Freycinet in Hawaii—1819—V. S. K. Houston	19
Flowers (Poem)—George B. Pratt.....	20
I Am a Hawaiian—C. W. Kenn.....	21
The Sea (Poem)—Olive Gale McLean.....	21
Hawaii Is Heaven (Poem)—Meredith Gray.....	21
A Malihini Goes Fishing—Don Forbes.....	22
First Hebrew to Arrive in Hawaii.....	23
Haleakala of Maui.....	24
Wrecked on Midway Islands in 1888— Mrs. F. D. Walker and Calla J. Harrison.....	27
My Two Visits to Honolulu—John L. Sullivan.....	30
November in the "Paradise of the Pacific".....	31
"In Menehune Land" by Bernice P. Irwin—(Review).....	32