

Itasca Cruise May Hasten Pacific Coast-Australia Air Route

Cutter Carries Crew To Gather Data For Lines

Kinkajou Expedition Studying Possibilities Of Small Islands

One step nearer an air line to Australia was started yesterday when the coast guard cutter Itasca departed at 10 a. m. on a three weeks' cruise to a group of tiny islands in the South Pacific, more than 1,000 miles from Honolulu.

The Itasca is carrying a group of Kamehameha boys to relieve those now on Baker, Jarvis, Line, and Howland islands. The boys are gathering aerial data for the bureau of air commerce, department of commerce, under the supervision of W. T. Miller, bureau official who has been in Honolulu for some time, in charge of the present expedition.

Youths who left yesterday are Jacob "Will" Herbert Hooper, Joseph Anakalo, Kenneth Bell, Archie Kauhahua, and Gollin Fautala. Miller said that it would not be determined which island the boys would be assigned to until the group is reached.

GATHERING DATA

The department of commerce has established bases on the three islands to gather aerial data which will be available to any company desiring to establish an air route from the United States to Australia. The route would be from the coast via Honolulu, the islands mentioned and Pago Pago, Samoa, and thence to Suva and New Zealand. Kamehameha boys have been on the isolated group since last March.

The Kinkajou expedition, left by the schooner Kinkajou under leadership of Dr. Dana Coman, is also gathering data for the department of commerce. The group collecting data on commercial possibilities in the islands, which are said to be rich in guano deposits.

Also leaving on the Itasca yesterday were army of navy officers and enlisted men as observers on their respective departments.

These were Captain H. S. Meyer, USA, Captain M. B. Duretta, USA, Lieut. C. W. Johnson, USN, Sergeant Austin Collins, USA, Private Ralph Wilson, USA, and Private Michael Denohue, USA.

BOYLE GOES, TOO

J. Walter Doyle, collector of customs, who also on the Itasca, to make a survey of the three islands in the event they become ports of entry on the proposed air route.

Another guest on the cutter was Dr. Leo, owner of the Itasca, who is going to look over his property. The cutter will call there on the way south.

Other guests aboard are Campbell Stevenson and Samuel Porter of the Itasca, and Capt. J. A. Bennett and James Morgan, Jr.

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Itasca Takes Kam Boys To Isolated South Sea Islands



TO GATHER AERIAL DATA—The coast guard cutter Itasca sailed at 10 a. m. yesterday for Jarvis, Howland and Baker islands via Palmyra with a party of seven Kamehameha boys who will relieve other Kam boys now stationed on the islands gathering aerial data for the bureau of air commerce, department of commerce. Upper photo shows the group of boys. Bottom, left to right: Volney Fautala, Joseph Anakalo, and Herbert Hooper. Upper photo shows the group of boys. Bottom, left to right: Volney Fautala, Joseph Anakalo, and Herbert Hooper.

Walter Doyle, collector of customs, left, and W. T. Miller, department of commerce air bureau representative in charge of the expedition. Doyle is making a vacation trip and will also gather data for a report on the possible establishment of ports of entry on the Southern Islands in the event an air line is established to Australia. The Itasca will be gone three weeks. (Advertiser Photos)

Former Navigator Of Viva Tells Of Trouble On Cruise

(Continued from Page 1)

elderly man, and his wife is much younger. The radio operator often helped me in adjusting the sails. "A few days out of Honolulu, Mrs. Miller became ill, and I was compelled to do the cooking, as well as the navigating and steering. Also, we had to pump water out of the boat twice each day. The sails were light, and we had much sail-patching to do, as the wind whipped us about considerably. Sometimes our sails were ripped away.

DISASTROUS LEAVES

"We were 10 days making Fanning Island. I was not satisfied with the boat, nor my treatment, and I told Miller and Mrs. Miller to get another navigator. Mrs. Miller said she would do the navigating. Eventually, they prevailed on me to accompany them to Christmas Island. That's about 160 miles from Fanning Island.

"Mrs. Miller was navigator. I was the cook and general help. At one time on the high seas our new navigator became ill. But she insisted on maintaining the course. Mrs. Miller asked me to take the helm and to take the wheel, also. That wasn't my idea. If I were permitted to navigate, I would take the wheel, I told him.

"Better go back to Fanning," I advised.

"I think Mrs. Miller can navigate, all right," he said.

LONG OVERDUE

"So he went on. Recovering from her illness, she again directed our course. We should have reached Christmas Island in two days, but the island was nowhere in sight. On the fifth day out Mrs. Miller said, 'We are here.' We had sighted Christmas Island.

"We started the motor and ran the yawl due east for three hours. Night came. No island. Morning came. No island. On the seventh day she decided she was too ill to navigate.

"I took charge. I took my sights, checked the chronometers and found one was out of three hours. Mrs. Miller said, 'We were 100 miles west of Christmas and approximately 140 miles south of Fanning. We were just holding our own with the current.'

"Four days later we again put in at Fanning Island. I was compelled to sail north of the island and sail south again to get to it. We had been out eleven days.

SUGGESTS RETURN

"I told them I wouldn't go any farther with them. If they wanted to come back to Honolulu I would be glad to navigate. Mrs. Miller said she would study her books, and after that she would be able to find her way about. I had decided to come

home, and I got back here April 17 aboard the Dickinson.

"The last thing the Millers said to me was that they would attempt to go to the Marquesas. They planned to head off for Tahiti. My idea is that if they got far enough west and then decided to turn back to Tahiti, they might have landed in the Tuamotu group, a dangerous group for small craft. The reefs are five feet under water. Besides, the islands are infested with sudden storms.

"I would say that the yawl had a food sufficient for six months of cruising. She carried only 70 gallons of water, and fuel for 200 miles under power. Her motor is a heavy duty two-cylinder Union auxiliary affair. The yawl is 45 feet long.

HAD NO WIRELESS

"If they have landed in the Tuamotu group, they have no wireless there to herald their presence to the outside world. "It is possible that, with their sails ripped to pieces, and with their fuel exhausted, they may be drifting somewhere."

Before the coast guard cutter sailed yesterday, Anderson called on Cmdr. W. N. Derby and gave the latter all the information he possessed concerning the Viva and her possible whereabouts.

New Hilo Sewer Part Complete

Work Connected With Big Pump Station Job

The completion of an important part of a PWA sewer system project for the city of Hilo, consisting of an 1800-foot outfall at a cost of \$100,000, was announced yesterday by local PWA headquarters.

This work is part of an extensive project involving the construction of three pumping stations, interceptors and laterals. The entire project when completed will cost \$448,000. It is financed by a PWA loan of \$365,000 at four per cent for 12 years secured by general obligation bonds.

\$71,000 of sewer funds of the county and a Federal contribution of \$10,000.

Both jobs were finished one month ahead of schedule. It is reported, E. E. Black, Ltd., the Lemmo Contracting company are the contractors.



Rodgers Found Cutter Towing Ten Years Ago Seth Parker In Coast Guard Boat Contacts Disabled Schooner

(Continued from Page 1)

Just before the coast guard cutter Itasca sailed yesterday, Capt. W. N. Derby, skipper of the cutter, received a message from the schooner Tiger saying she was in tow and was proceeding towards Honolulu.

The Tiger contacted the Seth Parker at 12:50 a. m. yesterday in latitude 11-41 and longitude 159-52. The schooner was under power. The Tiger said she was in tow and was proceeding towards Honolulu.

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Cruiser Tows Lanikai Back To Home Port

A. C. Elkington Comes to Rescue of Becalmed Fishing Schooner

A. C. Elkington, well-known local sportsman and retired businessman, trained his powerful telescope on the lights of an apparently idling vessel off Barber's Point Sunday evening and yesterday morning decided to put to sea in his cruiser Oahu Maru.

The vessel was the becalmed Lanikai, capt. Northrup Castle commanding, which was en route from Port Allen, Kauai, where she had been towed by the coast guard cutter Reliance last week following a long voyage from Palmyra Island.

WINDS FAILED

The Lanikai was coming back to Honolulu under sail but was making little progress because of falling winds.

Elkington, upon reaching the Lanikai, took her in tow and arrived off port shortly after noon. The schooner is tied up at pier 3.

Elkington was high in his praise in coming to her assistance. "We might have been off there for several days yet because of lack of wind," he said.

ENGINE FIREF

Captain Castle said that on the trip back from Palmyra with a party of local businessmen and educators aboard who had signed on the schooner for a vacation voyage to Palmyra, the engine broke down and it was necessary to proceed under sail only.

Light adverse winds prevailed, however, and when one of the members of the party suffered an infected hand it was decided to call for help. The coast guard dispatched the Reliance to the Lanikai's assistance and she was towed into Port Allen, where the voyagers were transferred to the cutter and brought back to Honolulu.

Captain Castle decided to attempt to continue by sail for his port rather than wait for parts for his engine to be shipped to Kauai, but adverse winds continued and he was a week in reaching Oahu.

Corum's Attorney Indicates Time Element To Be Defense

(Continued from Page 1)

convict a man on circumstantial evidence.

"How long have you entertained that notion?" Kelley asked. "I always have," Nagata replied. He was excused by the court.

When Judge Stafford at noon adjourned the trial until 2 p. m. today, seven talesmen had been selected, with the 12 remaining in the box still subject to nine challenges each of the defense and prosecution.

But six prospective jurors remained in the general panel of 25 seated in court yesterday. With such counsel having already been selected, it appeared that a new panel might have to be called today.

WOMEN PRESENT

The trial opened promptly at 9 a. m. when Clerk Claus Roberts began his gavel to announce the entrance of Judge Stafford. Nagata, seated in the courtroom was filled, many of the spectators being women.

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China Only Ancient Nation Surviving, Says Dr. La

China is the only independent ancient nation surviving today. Her ancient contemporaries, like Babylonia, Assyria and Egypt, which once boasted their civilizations, passed away ages ago.

So if China alone was able to survive, there must be something wonderful and worth considering in that nation.

In this manner Dr. Laifred Dip Lum preface his address yesterday at the Pan-Pacific Union luncheon. Dr. Lum is head of the department of government and public administration, Chiao-tung University, Shanghai, and commissioner of overseas affairs, national government, Republic of China.

CHINA MISUNDERSTOOD

"China has been greatly misunderstood by foreigners," he said. "It is due to the reawakening of the political consciousness of the people in adjusting themselves to meet the requirements of a modern world, that put China in a state of transition and progress. Otherwise China would have been able to survive up to the present day."

"The changes in China today are terrific and the progress achieved is amazing. In spite of foreign aggression and general calamity, the nation is united under central government at Nanking."

"It is largely due to the military and political genius of Generalissimo Chiang Kai-shek that China is able to have such a solid foundation... the central government at Nanking is no longer a local government. The National Government of China as established by the Kuomintang is the most powerful government in the world. It is known since the establishment of the Chinese Republic in 1912."

WAR LOADS OUT

"The so-called war loads and corrupt officials have been replaced by able public spirited men. These new officials have drawn around them a functioning administrative organization, with a carefully supervised budget. Out of its scanty funds the national administration has appropriated money for the nation."

He concluded with a description of recent flood conditions, stating that 14,000,000 people were made homeless and that 50,000 Chinese currency would be required to rebuild and rehabilitate the area affected.

The meeting was largely attended. George Melton was chairman.

OSHEO, LEGGERS, TO LEAVE

Matus Oshio, bootlegger, is going to leave the islands and return to his home in Japan. Last Friday Oshio was sentenced to a liquor violation in the federal court and was sentenced by Judge S. C. Elmer to 30 days in the city jail. Tomorrow a recommendation of William C. Moore, acting U. S. district attorney, Judge Elmer will be sent to the city jail. Tomorrow a recommendation of William C. Moore, acting U. S. district attorney, Judge Elmer will be sent to the city jail.

After qualifying each of the 12 talesmen, peremptory challenges by opposing counsel began. Nagata had already been rejected by Albert B. Clark, Jr., and was replaced by Walter D. Tynes, 17th avenue, unopposed and unopposed by the defense.

On his first challenge, Kelley excused Corvado, who was replaced by Walter N. Haglund, an auditor at the Bank of Hawaii. The defense excused Kelley, who was the first challenge and he was replaced by Walter D. Tynes, 17th avenue, unopposed and unopposed by the defense.

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