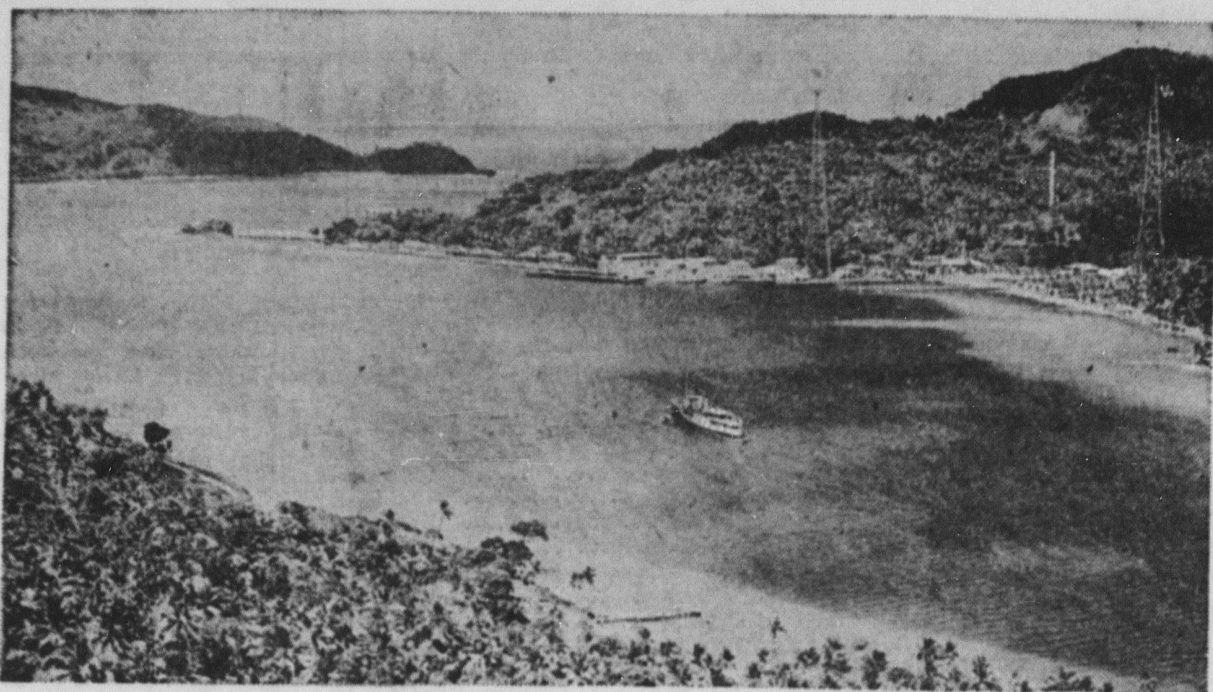


BY PLANE TO THE SOUTH SEAS



Harbor and U. S. Naval Station at Pago Pago, Samoa. This is a Stop on the United States-New Zealand Air Line.

By WRIGHT A. PATTERSON

THERE is a quiet but persistent search being made for unattached islands in the South Pacific by several nations. Air navigation is the reason.

In the vast water area lying between the Hawaiian Islands on the north and New Zealand on the south there are several thousand unclaimed islands, most of them mere dots in a great ocean. They are coral reefs, uninhabited, and considered valueless until recently. Now several of them have become the subject of international argument, and the objective of secret pioneering expeditions.

The nations most interested in acquiring islands in the South Seas are the United States, England, Japan and Australia, with France not averse to picking up a few for possible future use. Each nation is seeking possible landing places for planes.

For much more than a century Hawaii has been considered the crossroads of the Pacific. It was a stopping place for the American clipper ships from Boston around the Horn and on to China and return. It was the refitting place for American whalers and traders in the early years of the last century. As the commerce of the Pacific increased, Honolulu grew in importance as a port of call, until today nearly 1,000 ships enter its harbor each year. Great Pacific liners from San Francisco and Los Angeles ply to and from the islands. Other liners stop on their way from California ports to Australia, New Zealand and other South Sea islands, as do others from California and other mainland ports to the Philippines, to Japan, to China and around the world. Ships from Europe and eastern American points, bound for the Far East through the Panama Canal, stop at Honolulu. The islands have been, and are, the crossroads of the Pacific so far as shipping is concerned. You realize all that as you stand atop the Punch Bowl in Honolulu and follow the directions of the arrows pointing to the far cities of the nations, north, south, east and west, bordering this greatest of oceans.

And now to ships there has been added airplanes, the clipper ships of the air, with Hawaii at the crossroads of the air lines.

Race for Bases Starts

Because the American flag flew over two small islands, Midway and Wake, west of Hawaii an American air line to the Far East, to the Philippines and China, was made possible.

Last year Japan established an air service between its mandated islands in the Pacific, and is seeking bases that will make possible a line between Tokyo and South America, a line neither England nor America would wish to see established.

Within the past few months the Japs made an effort to secure Kingman Reef, a coral atoll with a harbor formed by a coral reef, situated about 900 miles south of the Hawaiian Islands. It is American owned, included within the municipal boundaries of Honolulu, and the American owner, a resident of Honolulu, did not sell.

In this race for islands the latest American pioneers are a group of Hawaiian school boys led by Dr. Dana Coman, who colonized Jarvis, Baker and Howland Islands and so established American sovereignty, which has now been recognized by England.

Establish New Air Line

The purpose of it all was the establishment of another American air line from San Francisco to New Zealand, with Honolulu as the first port out of San Francisco. That new line, a contract for which has been signed between Pan-American Airways and the government of New Zealand, is to be in operation by the end of this year. The route is from San Francisco to Honolulu, then to Kingman Reef, which the Japs did not get, to Pago Pago, the American island of the Samoas, and to Auckland. American Sikorsky clipper ships will be used, and a maximum requirement is for two ships each way each week.

Other American air routes in the South Pacific are being considered. If it is possible to secure landing privileges for American planes in Australia, a line will be established between Honolulu and Sydney, using as bases the islands of Jarvis, Baker or Howland. Jarvis Island is on the equator and is the

geographical center of the Pacific. These islands are located on the airplane route to Australia and are in positions that lend them a value in relation to flying to that continent that is comparable to Wake on the road to China which provided a stopping place between Midway and Guam.

It long has been a recognized fact that Britain as well as the United States has laid claim to these islands. When the conference on Pacific relations was being set up in Washington in 1922, the United States War department made a map for its use. That map showed Jarvis, Howland and Baker and marked them as being claimed by both Britain and the United States. The Department of Commerce now asserts that there is no question of American ownership, based on residence on the islands from time to time by Americans who were in the guano business. If there is question of ownership the present occupation by representatives of the United States government is expected to establish its claim.

Visits Jarvis Island

William T. Miller, Superintendent of Airways for the Bureau of Air Commerce, recently visited these islands. He reports that Jarvis Island, 1,500 miles due south from



American "Colonists" in the Equatorial Pacific.

Hawaii—which U. S. outpost must be the primary base of all air routes in the Pacific—is suitable as an all way landing field for land planes or amphibians. A safe seaplane anchorage can be made on the lee of the island. Two areas on Howland and others on Baker, which are 1,700 miles southwest of Honolulu, can be made usable through the expenditure of small sums of money.

These islands offer alternate routes to the South Pacific. Jarvis is more directly on the route from Hawaii to New Zealand, while Baker and Howland point straight toward Australia.

As Honolulu is today the principal port in the long flight from San Francisco to Manila, so Pago Pago, the beautiful Samoan island and harbor belonging to America, will be the principal port on the long flight from Honolulu to Auckland. Its landlocked and commodious harbor affords an ideal landing place for the ships of the air, as it has for the ships of the water.

When within a few months the new clipper ships of the air begin their flights, made possible to a large extent by the pioneering of a group of Hawaiian school boys, they will bring us within hailing distance of the beauty, the romance, the adventure of our dreams—the South Seas.

A brief description of these new island outposts for American airplanes follows:

Kingman Reef

Latitude 6:25 north, longitude 162:; approximately 922 miles south of Honolulu. It is of atoll character,

of triangular shape, with base to the southward and apex to the north. Within the 100-fathom line it is 9 1/2 miles long east and west by 5 miles north and south. It dries at low water on its northeastern, eastern and southeastern edges; at the western extreme there is a patch of 4 fathoms, and possibly less, on which the sea breaks occasionally. The remainder is encircled by a ridge with depths of 4 to 10 fathoms, between which are soundings of 14 to 45 fathoms. Outside this ridge the bank falls suddenly to depths of 300 to 400 fathoms.

Jarvis Island

Approximately on the equator and the 160th meridian; 1,375 sea miles, 1,575 land miles, slightly, west-of-south of Honolulu. A "sandy flat" of coral formation, 1.7 square miles in area.

The island was supposed to have been discovered by Capt. Brown in the English ship Eliza Francis, 1821. Surveyed by officers of U. S. S. St. Mary's, 1857. Annexed to Great Britain, 1889. Leased to Pacific Phosphate Company of London and Melbourne, 1906. Occupied by U. S. colonists from Honolulu, 1935 and American jurisdiction now acknowledged.

Howland Island

Latitude 0:49 north; longitude 176: 43 west; 36 sea miles (approximately 40 land miles) north of Baker Island and 1,620 sea miles (approximately 1,860 land miles) southwest of Honolulu. About two miles long north and south and 1.2 mile wide; from 18 to 20 feet high; of coral formation, with a fringing reef. Water found by digging a few feet; it is slightly brackish.

The island appears to have been first reported by Capt. George E. Netcher, of New Bedford, as dis-

covered September 9, 1842. Alfred G. Benson, American Guano Company of New York and Charles H. Judd of Honolulu took possession February 5, 1857 "by erecting a house and pole, putting up American flag and leaving various implements of business."

It was leased by Great Britain to Pacific Islands Company at one time but United States sovereignty was established in 1935.

Baker Island

Latitude 0:13:20 north; longitude 176:33 west, about 1,650 sea miles, approximately 1,895 land miles, southwest of Honolulu. Of coral formation, about 20 feet high and almost bare of vegetation, except patches of grass. About one mile long east and west, 1500 yards wide, surrounded by a reef 200 to 400 feet wide, awash at low water. There is no fresh water on the island.

The island was discovered by Captain H. Foster, barque Jamaica. Taken by U. S. 1857. Capt. John Paty, Hawaiian schooner Liholiho, reported to R. C. Wyllie, minister of interior, Hawaiian kingdom, visiting island February 12, 1857, and that it had been "taken possession of under American flag by A. Benson, agent of American Guano Company." David L. Gregg, U. S. commissioner to Hawaii, reported to state department, 1857, that Alfred J. Benson of American Guano Company of New York, and Charles H. Judd of Honolulu sailed with Capt. Paty in that year and that formal notice of possession was left at Jarvis, Howland and Baker islands.

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Uncommon Sense

By JOHN BLAKE

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The films of travel, which carry the vision around the world and back again

Eyes Around have vastly broadened the horizons of mil-

lions of people, and in that respect have proved to be of high value.

The opportunities of most people for seeing the world are very limited.

The average person in small towns and country places has a very dim idea of the length and breadth of the world, or of the people who live in places remote from him.

Today almost every boy and girl can tell you of the Taj Mahal, or of the Desert of Sahara, or the peaks of the Andes, or of life in remote cities like London, Paris and Constantinople.

Mr. Shakespeare informs us that "home-keeping youth have ever homely wits."

But "homely wits" hardly ex-

ist when practically all the people of all the civilized countries of the world can, by paying a small price for a seat in a cinema theater look "round the world and back again."

The camera man has completely replaced the men who used to go forth and view the world and bring home pictures of it to be thrown on a still screen.

From your seat in a theater you can view the Eskimo catching a seal which will provide him with his supper and an overcoat, with a good clear glance at the peaks of the Alps or the Andes, or at "Elephants a pilin' teak" in Burmah.

Minds feed on what the eyes see.

Wherever there is anything worth seeing the camera goes.

Loving their work, and eager to bring home pictures of all the known world, these daredevils of the films are never daunted by obstacles, or by dangers.

To me it has always been astonishing that every school room in every city and village and town has not long ago been provided with cameras and screens to aid the children in their work.

Not only would they vastly broaden the view of many sections of the world, but they could, I should think, be tremendously useful in teaching, such subjects as biology and zoology.

An intelligent teacher provided with a moving picture projector and a stock of films would never lack the earnest attention of her pupils.

Even pictures which only incidentally show the streets of foreign cities would be valuable. What they would do if wisely used would prove a marvel.

Foreign Words and Phrases

A bas le traître. (F.) Down with the traitor.

Aurea medicritas. (L.) The golden mean.

Bas bleu. (F.) A bluestocking. Beaux yeux de sa cassette. (F.) Her money is her attraction.

Cher ami (masc.) Cher amie (fem.) (F.) Dear friend.

Dramatis personae. (L.) The characters of a play.

Douceur. (F.) Sweetness; a bribe; a fee.

Faire bonne mine. (F.) To put a good face on a thing.

E pluribus unum. (L.) Out of many, one. (Motto of the United States.)

All Around the House



If in breaking eggs into a mixing bowl a bag one should accidentally be dropped in, a whole cake may be spoiled. It is, therefore, wise to always break one egg at a time into a cup before putting it into the mixing bowl.

To remove the onion odor from the hands after peeling and slicing them rub the hands with vinegar or lemon juice before washing with soap and water. If the onions are sliced under water and the hands are already wet rub them with dry salt.

Drain all boiled vegetables as soon as tender. They become soggy if they are allowed to stand unstrained after cooking. The water drained off may be saved for soup stock.

When the cork breaks in a bottle pour out the liquid it contains and put enough ammonia in the bottle to float the cork. Set away until the cork crumbles.

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Firestone Gum-Dipped Tires run up to 28° cooler and give greatest blowout protection—the scientifically designed non-skid tread will stop your car up to 25% quicker and give you 50% longer non-skid mileage.

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