

### Fliers View Live Volcanoes Over Islands of Japan

#### Two of Historic Planes Are Almost Lost in Storm; Smith Sleeps Through Banquet.

Told by LOWELL THOMAS.

"When we flew across the Pacific and landed at Paramushiro it seemed as though we suddenly had descended from the clouds into a new world. Of course, there isn't much difference between the islands off the coast of Alaska and the islands near Siberia," says Lieut. Leish Wade. "Both are away up north, at the edge of Bering sea. Both are as barren as islands can be. And both are the home of howling blizzards."

"Just the same, we might be tempted to have Alaska, the Aleutian Islands, and the Pacific ocean behind us. The presence of the Japanese destroyers with their smart looking little sailors partly explain our feeling that we were in a new world. The long names around which we had difficulty twisting our tongues helped, too."

**Rolls With Ship.**  
"The gale that blew the first night we were at Paramushiro was a steady winder, with a storm howling and a high sea running. The officers insisted on giving us their bunks, and the one I occupied must have been a little wider than usual. At any rate, there was nothing I could brace myself against."

"When the ship rolled, I rolled with it. My recollection is that the ship never stopped rolling. The cabin was full of trunks, shoes, and all sorts of things that kept slamming back and forth from one end to the other. On one side was a bookcase. Once, when the destroyer gave a lurch, the books all tumbled out on top of me. I got up and put them back carefully."

"A moment later, however, there was another lurch, and Webster's unabridged dictionary hit me on the jaw and nearly broke it. Robert Service's novel, 'The Roughneck,' nearly cracked my collar bone. Mark Twain's 'Innocents Abroad' plumped on my stomach. Harry Franck's 'A Vagabond Journey Around the World' cracked me on the shins, while a little volume of Shakespeare's 'Much Ado About Nothing' nearly put out one eye. Just as I reached out to switch on the light, I saw a bottle of 'Roughing It De Luxe' caught me in the ear."

"Never in my life have I been so intimately in touch with literature as that night!"

**Almost Lose Two Planes.**  
"The sea remained rough all Sunday. It was not until late in the afternoon that Jack and Hank could even get out to the planes to look them over. But it was most fortunate that they reached them when they did, because as far as the Boston and New Orleans were concerned the world flight nearly ended right there. The gale had blown them back and forth until two of the mooring bridges had been almost sawed away. The Boston was hanging by one strand, and in a few minutes the last strand would have been chafed through."

"That night we all went over to one of the Japanese destroyers to a party given in our honor, but at 2 a. m. Monday morning we took lanterns and rowed out to the planes. Until then the sea had been too rough for us to service up. At 7:10 we took off from Hitokappu, and made the coldest flight of the entire trip since leaving Seattle—colder than anywhere along the Alaskan coast."

"We kept plunging in and out of snow squalls and hopping over one Japanese island after another, each a bit more forest clad than the last."

**Climate From Alaska to Cuba.**  
"We were amazed to discover that there are more than 4,000 islands belonging to the empire of Japan, extending all the way from the latitude of Alaska to the latitude of Cuba. They are inhabited by more than 66,000,000, but as we flew above the islands and looked down on mountain ranges, active volcanoes, and primeval forests we realized how true was the remark the captain of the Ford had made that only a small portion of them were or could be populated."

"After the desolate stretches of country we had been flying over up to this time it was a mighty nice to at last look down and see villages and human beings occasionally. We also passed over herds of sea lions sunning themselves on rocks or swimming about. Half way down to Yatorofu we passed over Shimushiru, Uruppu, and innumerable smaller islands. But even more interesting than the herds of sea lions and villages were the volcanoes we passed."

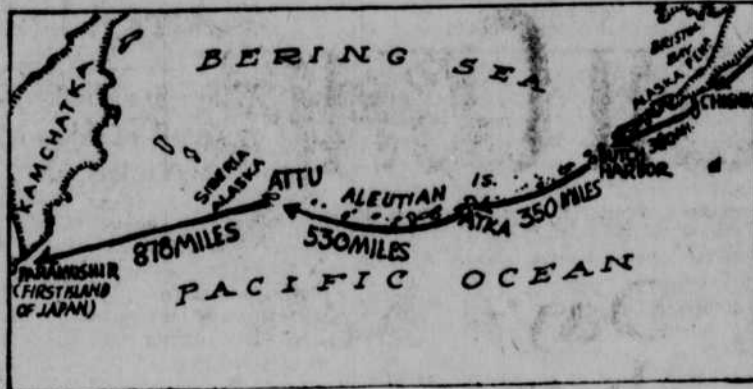
"Until we started on this trip we never realized that there were so many active volcanoes in the whole world as there are over here in Japan. There are over 100 cones at present extinct, but which look as though they might explode any time, and about 18 that still are on fire."

**Where Quakers Are Commonplace.**  
"We also were laboring under the delusion that the recent great earthquake, which nearly wiped out Tokio and Yokohama, was a rare occurrence. But to our astonishment we learned that there had been 12,750 of them recorded during the last 13 years or approximately three and one-half shocks daily."

"In fact, during our short stay Mr. Vulcan's battering average was fully 1,000 per cent, and we were shocked more than three times per day—nor am I referring to the Japanese bathing customs either."

"On Unshiru Island we flew over an active volcano, and a village that we were told afterwards had been deserted for many years. Then, after diving down for a close view of the perpendicular cliffs of the mountainous island of Ketoi, we looked down into the smoking crater of a volcano on Shimushiru, and a half hour later saw clouds of steam coming from two

### Route Fliers Used to Span Pacific



Map shows route followed by intrepid world fliers on the jumps which took them across the Pacific ocean by air for the first time in history. The island of Paramushiro was the first Japanese outpost visited by the fliers.

cones on the little island of Rebutushiro. "Only one large island, Uruppu, now remained between us and Yatorofu, where we were to land. Uruppu, incidentally, possesses two more mountains where Vulkan is busy at his forge. The island is utterly deserted, excepting during the fishing season, when the primitive folk from nearby islands come here to fish in the bays facing the Sea of Okhotsk."

**Five Volcanoes on Island.**  
"Yatorofu, one of the largest islands of the Kurile group, is 110 miles long, from two to 20 miles wide, and has five steaming volcanoes, one of which has been in violent eruption quite recently. Arrangements had been made for us to come down and refuel on the shore of a lake just a mile inland from Hitokappu bay, on the Pacific coast side of Yatorofu."

"As we passed over the bay, which is just a little over half way down the island, we saw the American and Japanese destroyers waiting for us. On the shore of the lake were several hundred school children who had walked 27 miles to see us arrive. That is, they had walked the miles instead of yellow. And they are far stronger physically than the Japanese whom the rest of the world knows. They are shaggy, primitive men who wear clothes made out of the bark of trees. The 'hairy men of Japan' is what they are commonly called by the few outsiders who ever come this far north. Alnos is the name by which they are known to the other inhabitants of Japan."

"These hairy men are great hunters like the hairy Esau, and they crawl into the dens of grizzly bears and kill them in hand to hand combat with knives. In fact, according to the myths of this ancient race they are the aboriginal people of Japan and are descended from a beautiful princess and a grizzly bear."

"Some people seem to think that they look like a mixture of Mongol and European. We saw a few of them and could see why this theory has arisen. "They live in primitive huts and are no more civilized than the Eskimos of Siberia and northern Alaska."

"Only about 18,000 of them still survive, and a large proportion of these live along Volcano bay on the island of Yezo, although there are a few of them sprinkled up and down the Kuriles. The men have long hair which they cut off at the shoulders. Their beards and mustaches are exceedingly long also, and give them a patriarchal appearance. The common salutation consists of stroking the beard."

"The women of this hairy race are unable to raise a growth on their faces, so they do the next best thing and tatted mustaches on their upper lips."

**Circled World by Map First.**  
"Next morning, May 20, we rolled out of our bunks aboard the destroyer at Hitokappu, before dawn. It was just 2:30 a. m. when we sat down to breakfast in the ward room. We then walked inland to the lake where the cruisers were moored, got the planes ready and hoped to fly off south before sunrise. We were anxious to get on, because we knew that lands of mystery, romance, and adventure lay ahead of us."

"We had had just about enough of the Arctic for a while and wanted to fly on to the exotic lands of the lotus-eaters, of which Erik Nelson, our much traveled sea rover, had told us so much as we sat around the sheet iron stove in the cannery at Chignik, Alaska, where each night we circumnavigated the world two or three times by map."

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### Both Agriculture and Roads Harmed by Gooding's Bill

#### Builds Up Seaboard at Expense of Middle West; Propagandists Use Canal as Excuse.

ARTICLE VI.  
By WILL M. MAUPIN.

Because middlewestern shippers and the railroads are resisting the Gooding amendment to Section 4 of the interstate commerce act, subtle propaganda is being used to convince the people that the railroads are conspiring to close the Panama canal to freight traffic, and use it solely as a part of the national defense. Just how false this propaganda is has been set out in three preceding articles.

How the interior industries of the United States are being discriminated against under present freight rate conditions will be explained in this article. In this case the cause of the industrial and agricultural west and the cause of the railroads are identical. Both are discriminated against, and unjustly so. The protest they voice is met by the propaganda for the Atlantic coast industries and vessel owners that there is a railroad conspiracy against the canal.

Take the case of the water carrier. It is free to come and go as it pleases, or as its interests impel. It can discontinue service the minute it finds it unprofitable, or when it finds a chance to sell its service at a higher price in another direction. This was illustrated during the war, when it almost completely abandoned the canal service to take up the more profitable overseas service. It is not under the jurisdiction of the Interstate Commerce commission as to rates, nor under the jurisdiction of any board as to wage rates. The seaman's act provides certain humane working conditions, but vessel owners may employ whomsoever it pleases at wages which they are free to set without government supervision. The service can change its channels of trade from day to day. It is not obligated to serve any particular shipper or any particular community. It is protected against the competition of foreign owned vessels between coastal points, thus having a monopoly of coastwise shipping. Its only regulations, other than its own decisions, are those imposed in the matter of regulations as to the use of ports and rules of navigation.

In contradistinction to this, the railroads have their freight rates fixed by the commission. Their rates of wages are fixed by the federal labor board. Their money is not invested in ships which may change their channels of trade from day to day, but is invested in fixed property which must be maintained and operated. They may not decrease operation and service at their own will, but only by and with the consent of a commission whose members have no financial interest in the property. They may not extend their lines to serve additional territory without permission, and then under restrictions and regulations which they always face the difficulty of securing credit in the matter of obtaining new money for capital investments. Their relations with shippers and to the communities through which their run is closer and more vital than ever can be the case with water carriers. And, lastly, they must continue to operate their properties and serve the public, whether it be done at a profit or at a loss.

The water carriers may change their rates at will and without notice; the railroads cannot. The water carriers may discriminate as between shippers and as between communities they serve without fear of the law. The railroads are properly prohibited from doing those things.

It is in this way that the rail carriers suffer and the water carriers profit. The former are regulated and controlled and their rates fixed. The latter are neither regulated nor controlled and their rates are of their own setting.

Once more, for emphasis, protests against this discrimination are met by the charge of propagandists for Atlantic coast shippers and vessel owners that a conspiracy is afoot to close the Panama canal.

As for that charge, it may be stated as a self-evident truth that the Panama canal could be filled in without seriously disturbing business conditions, but abandoning the railroads of the country would mean chaos.

The Panama canal has cost the government to date \$469,000,000, and in only one year of its existence has it earned operating expenses and has never earned an amount sufficient to meet interest on outstanding bonds or a sinking fund for their retirement.

The entire country bears this burden of outlay of principal and interest. Only a comparatively small section, however, enjoys the benefits of the

lower rates it affords. The traffic through the canal has already nearly approached its carrying capacity. If it increases much more it will have to be enlarged. This will be at a great additional cost to the people for the benefit of a comparative few.

The question is not: Shall the Panama canal be closed? To intimate that such is the desire of anybody is to convict the one making the intimation of either ignorance or a desire to deceive.

The question, stated in concise terms, is this: Shall the two seaboard's activities be coddled and built up at the expense of the interior by unjust discriminations in favor of the users of the Panama canal, or shall an effort be made to equalize rates between users of the canal and users of rail transportation as to equalize the burden of charges borne by the users of both?

Present conditions discriminate in favor of water carriers and coast industries, and against interior industries. These conditions may be remedied in either one of two ways, or by a combination of the two. Water carriers may be placed under the jurisdiction of the Interstate Commerce commission and their rates for transportation fixed by it, while the federal labor board fixes the wages they shall pay, so that an equitable balance may be maintained between rail carrying charges and water carrying charges. Canal tolls may be increased so that the returns will pay maintenance, interest on the bonds and provide a sinking fund, these tolls to be sufficient to maintain a balance just alike to the rail and water carriers and to the whole people. Or the present section 4 of the interstate commerce act may be left as it is and the railroads permitted to make lower long haul rates to preserve their share of trans-continental traffic and thus be saved the necessity of increasing rates between interior points. All of this action to be taken, of course, under the jurisdiction and by permission of the interstate commerce commission upon proper showing.

What it means to the middle west if the Gooding amendment is adopted will be discussed in the succeeding article of this series.

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### Grand Island Fire Origin Is Mystery

#### Investigation Fails to Confirm Theory of Spontaneous Combustion.

Grand Island, Dec. 18.—Deputy State Fire Warden Butcher and Investigator Harry Requette, completed late Wednesday an investigation of the recent \$500,000 fire here, without determining definitely whether the theory advanced by men working on the pile that there was spontaneous combustion of the sugar was to be accepted or rejected. It was learned, however, that some sugar men deny the declarations that sugar could not of itself start to burn.

Deputy Butcher had been advised that Mr. Wietzer, formerly in charge of a Colorado plant which had a similar fire, believed that fire to have been caused by spontaneous combustion, but it is asserted by others that the Colorado fire was due to a combination of man and the cigaret. Further information, it appears, will be awaited by the state department before there is any classification of this fire.

Deputy Butcher declared that with the equipment it had, the Grand Island fire department had certainly done a wonderful bit of work in saving the Koehler hotel with an entire section of its roof and a part of the upper floor abaze. He suggested that the local department should have a truck equipped with a pump.

At the meeting of the city council last evening it was decided to seek some changes by way of special bills to enable the city to purchase such equipment. Levies made for this and street purposes are now fully up to

the limit allowed by the charters for cities of this class. City Attorney Prince likewise urged the importance of the city formulating and adopting its own charter.

Richard Goehring, ex. heaviest individual loser by the fire, announced that he will not rebuild the whole-sale house destroyed. Mr. Goehring was one of the stockholders of the Grand Island National bank which closed a year ago in order to liquidate the bank dollar for dollar and reorganize. He placed a loan of \$25,000 on the wholesale buildings and the insurance will no more than cover this loan and clear off the debris. As he is 70 years old, he announces that he will place the property on the market, instead of undertaking new obligations.

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