

# Globe Girdlers Vexed by Calm, Glassy Waters of Orient; Planes' Pontoons Glued to Waveless Sea

**Told by LOWELL THOMAS**  
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"Finally we gave it up and taxied before the wind to the lee of a small island about a half mile away," "Les" Arnold continued, telling of the jump to China.

"While waiting here for the destroyer to pick up the moorings and come over and drop them again, we were all engaged in looking at the pope and when we turned around the Chicago was only a few feet from the rocky island, the New Orleans was in the same dangerous position, and the Boston was rapidly being blown in.

"Of course Lowell and Erik and Leigh at once started up the motors

and taxied farther out, but it was another close shave, and had we gone on the rocks we probably would not have been able to save either the planes or ourselves.

"After we had finally secured the cruisers we went on board the Pope for the night. The leading officials of Koshimoto had arranged to come out to the destroyer and welcome us to southern Japan, but the sea was so rough that they couldn't even get a boat alongside the Pope. So we spent the night in slumber—that is, all of us did but Smith and Captain McClaran, who discovered the planes were drifting. Without arousing us, they got some of the sailors, launched a small boat with difficulty, and then went out and attached an extra anchor to each cruiser. It was raining and the typhoon was still raging. Smith said he had never been more thoroughly drenched in his life.

**Receive Many Momentoes.**

"Next morning after the storm had subsided we went ashore, listened to another flock of speeches, and re-

ceived more medals, an enormous artificial flower trophy, which is now in General Patrick's office, and six fascinating little Japanese dolls.

"Nearly every city in Japan had shipped something to Tokio for us. Among these were six exquisite panels with scenes painted on them by one of the foremost artists of the country. They are valuable and we all treasure them very highly.

"Among the decorations we received were three presented the day we landed at Kasumagaura, near Tokio. But Lowell Smith only agreed to accept them upon the proviso that three more would be made for Jack, Hank and myself. He explained to the Japanese officials that he wanted all to be treated alike.

"The rest of us were mighty grateful to Smith for this, and of course Ogden, was particularly pleased when Smith cabled Washington asking General Patrick to make him a lieutenant so that he would be a commissioned officer like the rest of us.

**Begin Hop In China.**

"About 1 the weather cleared up enough to enable us to hop on south to the city of Kagoshima where we were to begin our great flight across the junction of the Yellow and China seas to Shanghai. We had to buck a stiff head wind the first part of the way which cut our speed down to 40

miles an hour. We flew from island to island and had three open water jumps of approximately 60 miles each. As we crossed the different islands the flooded paddy fields glistened in the sunshine and the shadows of our planes pursued us in the water.

"In the midst of the long water jumps we frequently passed steamers, junks and fishing craft of all kinds. We also spotted two of our destroyers, the Perry and Stewart, out patrolling for us. Wade had considerable trouble with his motor overheating. Once he landed in a little bay, filled his radiator with salt water and then took right off again.

"It was getting late now, and the sun, sliding out of sight into the yellow sea, tinted the landscape a harmony of colors. There was a range of mountains ahead of us, and we knew that if we flew around them just to keep over water with our pontoons that it would be dark before we could get to Kagoshima. So we flew right over them, and came down in Kagoshima bay.

**Great Reception Committee.**

"The shore was black with people. There must have been 50,000 or 60,000 of them. Fully 20,000 of them were school children who had marched in from all the surrounding country. Every child was waving a flag, and it was really a great sight. When we

got ashore the band from the U. S. S. Black Hawk and this vast throng of Japanese 'kiddies' burst forth into 'My Country, 'Tis of Thee,' which they sang in English as they waved their American and Japanese flags. It was an inspiring as seeing old Fujiyama, and was one of the most impressive receptions that we encountered on the entire world flight.

"Although our visit to Japan followed on the heels of the passing of the Japanese exclusion bill by congress, at a time when feeling was running very high against Americans, we saw not the slightest evidence of it. In fact, we were utterly amazed at the enthusiasm of all the Japanese educational authorities over our American attempt to fly around the globe. The children met us in throngs, everywhere.

"The day we went by train from the naval base to Tokio, school children were drawn up in military formation to see us and give us their Japanese yell at every little station where the train even slowed down for a moment. Although we hadn't yet flown even half way around the world they seemed to feel that here was something to inspire the younger generation.

**Land on Historic Ground.**

Kagoshima is the southernmost city of Japan proper. It is situated on a bay which forms one of the finest

harbors in the orient. Right in the midst of this bay is the impressive volcano of Sajurajima. Near here was where the three first Europeans to visit Japan came ashore. They were shipwrecked Portuguese sailors. Here it was that one of the greatest missionaries who ever lived, St. Francis Xavier, first landed in Japan. This city has been the scene of many a siege. Here only a few decades ago the old Satsuma nobles made their last stand against the leaders of modern Japan. It was here also that the famed Satsumaware was made until the industry was moved to Kyoto.

"Here at Kagoshima we learned many things we had never known before. After the reception we dined with the officers of the U. S. S. Black Hawk, mother ship of the Asiatic destroyer squadron, and one of them told us that Japan really had not always shut out foreigners until the time when Commodore Perry pushed his way into Yokohama harbor. It seems that the priests from Spain and Portugal were welcomed, then came the protestant Dutch led by a vigorous English evangelist.

"All of these sects started quarreling, the Japanese became bewildered, they sent their learned men to Europe to find out just what this western religion of 'brotherly love' was like at its source, they came back after seven years with the verdict

that western nations were so corrupt and vicious that they should be avoided. So the shogun of those days issued an edict stating that every European should get out bag and baggage, and get out before he got thrown out. Those who didn't hurry fast enough were beheaded. Only a few Dutch traders were allowed to remain, and they were held virtually prisoners on a tiny island, but allowed for a time to act as intermediaries between Japan and the outside world.

"Two hundred years went by. Then came Commodore Perry with the American fleet and reopened the island empire.

**Takeoff Tough Job.**

"We stopped one day in Kagoshima, only long enough to enable the destroyers to string themselves across the sea between Japan and China. The following day we planned to get away for China at daybreak. The water was calm and glassy, and there was not a breath of wind. Disturbed water, full of fair-sized ripples or waves, is necessary to enable a sea-plane to get off. In smooth, mirror-like water, when there is no wind, the attraction of the water for the pontoons makes it almost impossible to break this suction. To overcome this we used a system of taking off over the water to disturb it and then the other two would follow in its

wake and thus get off. Then the leading plane would get off on the rough water kicked up by the two others as they swung around in front and rose into the air. But this day we missed the waves made by the New Orleans and Boston. Seeing us still on the water, Erik and Leigh circled around, but Lowell waved to them to proceed to China.

"We taxied back to our moorings to see if we could find anything wrong. Donning the bathing suits which had been presented to us by the people of Portland, Ore., we spent the rest of the day swimming about under the pontoons. We discovered that a metal strip had been torn away by the force of the water. It had resulted in just enough resistance to prevent us from getting off the water. "Swimming around underneath those pontoons was a tough job and we swallowed quarts of water. But we got it fixed, and the next morning the Black Hawk sent two speedy motor boats in front of us to stir up the glassy surface of Kagoshima bay. So we finally got into the air and on our way to China."

Read the next installment of the thrilling story of the round the world flight in **The Omaha Bee** tomorrow.

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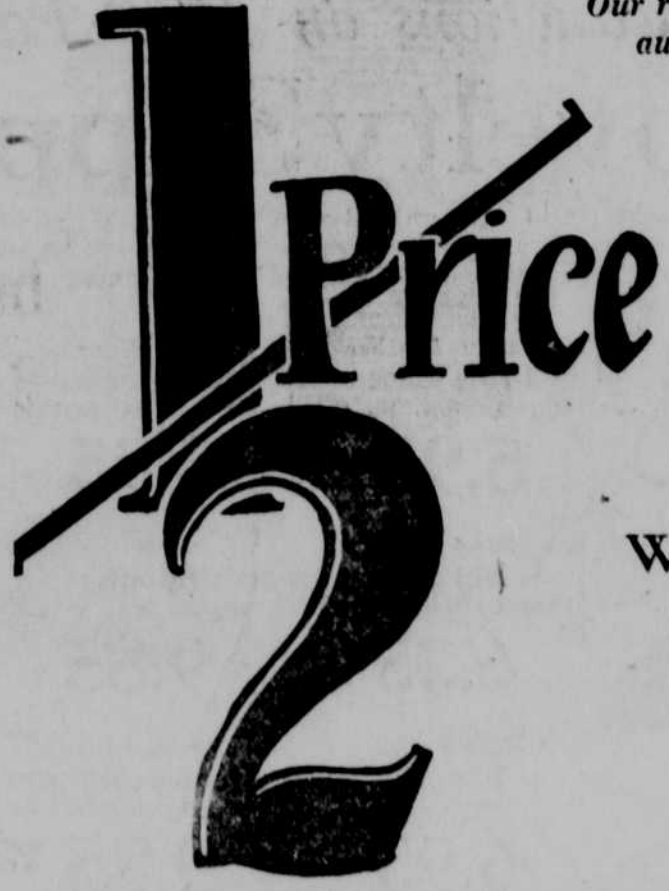
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