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Rodgers Issues Authentic Story of Seaplane Flight

By Commander John Rodgers, U. S. Navy, Commander Seaplane PN-9, No. 1. Honolulu, Sept. 11.—For the benefit of the interested public, I desire to make at this time a definite statement of facts in regard to the voyage of the PN-9 No. 1, from San Francisco to Nawiliwili. Other statements heretofore published by the press are unauthorized by me. The PN-9 No. 1 and No. 3 left San Francisco approximately at the same time on August 31st, No. 3 leading by about twenty minutes. The PN-9 No. 3 was not sighted by No. 1 after departure. Plane PN-9 No. 1 proceeded as per instructions, sailing on a straight course to Kaluluu. The wind out of San Francisco was very light from the northwest, gradually shifting to the north. The navigation was done entirely by dead reckoning, no attention being paid to radio bearings. We flew between two and four hundred feet below the clouds during the night, the sky being thickly overcast and all destroyers were picked up as expected at a distance easily visible from the PN-9, while at the same time the plane was easily visible from the destroyers. Worked Perfectly. The engines worked perfectly and there were no signs of leaks or any other trouble. The wind changed to northeast, as expected, about six hundred miles from San Francisco, but was much lighter than had been hoped for. In the morning it became evident that the gasoline supply was running short and it would be doubtful if we could reach Kaluluu, due to the fact that expected favorable winds were not encountered. About noon we decided that our gasoline supply would carry us about midway between the Aroostook and the Tangier, respectively, the next to the last and the last station ship. I, therefore, decided to land at the Aroostook, which is fully equipped with airplane tender. We still had plenty of gasoline to land, refuel and take-off again for Honolulu. This was in accordance with the pre-arranged plans to meet the situation with which we were afraid on approaching the Aroostook. We received radio bearings from her; we changed our course to approach on these bearings. It became evident that she would not be found on this course. I started to write a message which would give her some clue to our whereabouts, but just then the gasoline gave out. Both engines were cut out simultaneously and we started to glide from about 800 feet. Pretty Landing. Lieutenant Connell, who had the contracts, made a beautiful landing in the heavy swells, both engines being dead, having no power. Due to total expenditure of gasoline, we could not use radio and were therefore, out of communication at twilight. I determined our position to be fifty miles north of the Aroostook's station. We rigged a radio antenna on the plane and received without much difficulty everything that was in the air. We sailed before the wind, endeavoring to work the plane in toward the Hawaiian Islands, hoping to make Oahu. We made fifty miles a day, that is, an average of two miles an hour, although the plane appeared to be making much better speed. We cut the fabric from the lower wing and rigged a foresail. Weather conditions were moderate, although during the afternoon and seas were high. The plane at all times behaved very well. After the first day we felt sure that unless the weather changed make Oahu, or, failing that, we would certainly be able to make Kauai. Our only concern was a question of water supply. We knew we could get along without food, of which we had small emergency rations. We were depending on a small water still for water. Burned Part of Plane. This supplied water by the plane still required gasoline as fuel. We managed to get the still going on the sixth day by burning wood from the training edges of the lower wings. On the seventh day we made a canteen and a half of water in about five hours. The water in the radiators of the engines was undrinkable due to being impregnated with a patent solution to prevent leakage. We managed to make our small original supply of water, about two canteens a man, stretch over seven days. On the 8th day a heavy rain squall passed over us and we caught about two gallons in the fabric which had been cut from the lower wings. This enabled us to survive and consequently we were in very good condition when we arrived off Nawiliwili. All during the trip we realized that an extemporized radio sending set would solve our difficulties in a few hours by giving our position to the searching ships. We tried rigging one up, but were unable to make one which worked a sufficient distance. The receiver, as I have said, functioned perfectly all the time. We knew just what was going on about us. Sighted Steamer. Crossing the steamer lane from Honolulu to the coast a steamer crossed our view about five miles ahead, in the early morning. Due particularly to the fact that the sun was low and directly in the eyes of observers we were not seen. On the 7th Lieutenant Connell devised lee boards which enabled us to crab off the wind about 15 degrees and they were of great assistance to us in getting across Kauai channel. Without them we could not have made Kauai. We passed Oahu, about forty miles distant, the island being clearly visible, the afternoon of the eighth, and headed and closed hauled for Kauai. We had reached a point about fifteen miles off Nawiliwili and were trying to signal that port when we were sighted by the patrolling submarine, ten miles off Nawiliwili. We were taken in tow and towed into the harbor where the whole island population was out to receive us. The most exciting part of the whole journey was getting the plane anchored safe in the harbor of Nawiliwili. Finally we got it well secured in a safe place and went ashore. The outstanding feature of the trip was that there was no failure of material at any time either in the air or the water. We believe that the PN-9 is a great plane in the air, capable of maintaining itself on the surface of the water in ordinary weather almost indefinitely. The morale of the crew was high. They were always cheerful and worked with as much energy as if they had been getting a full ration every day.

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sees only perfection in his own, had made me believe that my boy could do no wrong. Ah, how wrong I was, and how much sorrow my lack of foresight has brought upon us all. "And do you remember when he took a hack at the cherry tree?" "Deed I do," the darkey replied, "case I drove dat hack myself. An appropriation of \$100,000 made by the Tennessee Legislature for additions to the Negro state normal school at Nashville brought the available funds up to \$320,000. In the matter of getting rid of a tail, some species of apes have "out-evolved" man, they having less of a tail than man himself.

CHARGED WITH LEADING BAND OF HOODED MEN Body, Gastonian, is charged with Complicity in Recent Gang Delivery at Shelby. Gastonia, Sept. 11.—Lee Cody, of South Gastonia, is charged in a warrant issued by the sheriff of Cherokee county with leading the band of hooded men who entered the Shelby convict camp there Monday night and took Dillard Dean, alias Ralph Dean, from the gang. Dean is a young South Gastonia man who was serving two years for criminal assault on a white girl. Local officers are searching this section for both men. Dean is described in the reward circular issued from Shelby as being 21 years old, 5 feet 11 inches high, weight 150 to 160 pound, and has fair complexion. Cody used an old touring car in raiding the jail, it is alleged. He left South Gastonia early that night, telling the filling station man to "fill her up; we got to ride some tonight." Local officers are of the opinion that the men headed toward Georgia after the escape from Shelby. It is stated that Cody is part Indian and

has relatives in the northern part of that state. FINDS CROP CONDITIONS BETTER THAN EXPECTED Western North Carolina People Are Not Starving by Any Means, Mr. Jeter Finds. Raleigh, Sept. 11.—Crop conditions in western North Carolina are not nearly so bad as they have been painted, F. H. Jeter, editor of Farm Publications for the extension division of State college, said today, on his return from a trip to the mountains. Mr. Jeter visited three counties—Buncombe, Henderson and Transylvania—and he reports some good crops in those three. "While the crops are short, of course," said Mr. Jeter, "the people up there are not starving by any means." In fact, he said, he found considerable optimism among the farmers that the season would yet turn out better than was expected. Some good crops are reported in Transylvania. But in all three counties, Mr. Jeter said, he saw some good fields of bottom land corn, good

sorghum, good crops of potatoes, and considerable hay. Honest Biographies Uncommon. Exchange. "Paint me just like I am, mole and all," said Cromwell to the artist who had omitted a mole, thinking to please the great man. Froude went on this principle in editing the "Life and Letters of Thomas Carlyle." His disclosures of Carlyle's real self convulsed the literary world. If this is the way a man's secret life is to be given to the public by his biographer, it was said, woe to him who keeps a diary or unbecomingly himself in familiar correspondence! There is no evidence that Froude transcended his instructions. Carlyle, like Cromwell, wished to be painted as he was, warts and all. And Carlyle today does not stand any longer in the opinion of the world for Mr. Froude's disclosures. The fact is that we unconsciously subtract a good deal from the statements of those biographers who represent their heroes as too perfect. When they tell us that great man never spoke a harsh word, even to his wife, we all know that they are speaking falsely, and make up our minds that break-

fast time in his family was occasionally exciting. Federal Road Money to be Available on First of December. Washington, Sept. 11.—The bureau of public roads today decided to apportion road funds authorized for the fiscal year 1927 on December 1, a month ahead of the usual time. Decision was reached following a conference between Georgia officials and acting Chief P. St. J. Wilson, of the bureau of public roads. The Georgia delegation requested the bureau to make available for use in its state money which would be apportioned during the next fiscal year in order to speedily start new projects, and give employment to farmers suffering from the drought. Unless relief is obtained, the delegation declared, there will be a migration from the affected areas. Jim Bridger was the first white man to explore the Great Salt Lake; he was the first to describe Yellowstone Park's natural wonders and he discovered the South Pass in Wyoming, by which emigrants crossed the Continental Divide at that point before the building of the railroads.

Is Ready to Go on Trial to Save His First Born

New York Mirror. "He is my boy—flesh of my flesh, and blood of my blood. When he goes on trial, I go on trial." Thus did Dix W. Noel, father of the Montclair, N. J., "human mad dog," come to the defense of his son and rolling up his sleeves to stand by him in the gallows. Noel, a public that sees in the lad's frail body only the slayer of a man and a little girl—and in his underdeveloped mind only the cruelty of a rabid animal. Sobs His Story. In an exclusive interview granted to the Daily Mirror yesterday, immediately upon his return from Chicago, where he was attending a relative's funeral when the double murder occurred, Mr. Noel sobbed out his heart-break in the collapse of his only dreams—those which had been wrapped around his son, his first born. Mrs. Mae Bradley, pretty Greenwich Village matron, who had been his hostess during the last year—the period of his "vacation" from his wife upon which the well-educated woman had insisted—was present to comfort the heart-broken man in the intervals when he broke down under the strain of his narrative. Calls Mrs. Bradley. Mr. Noel arrived here on the "20th Century Limited" yesterday. He went immediately to the Delta Upsilon Club, where he has made his home for part of the time during the last year, and telephoned to Mrs. Bradley. He consented then to an exclusive interview with the Daily Mirror. After the interview he hurried to Montclair and was closeted for an hour with his wife for the first talk they have had in a year. With him was A. C. Barber, wealthy New York attorney and close friend of the Noels. He had taken charge of the boy's defense in the absence of the elder Noel. On leaving the house at Montclair, Mr. Noel denied his identity and returned to the city, where he was again closeted with the Daily Mirror reporter. After his departure Mr. Barber admitted that his companion was Dix W. Noel. Parental Love. "I am dumbfounded," Noel sobbed in his first conversation on the kidnapping and double murder with which his son is charged. "I am heart-broken. I have loved this boy as a father can only love his first born son. I have worshipped him since the day when I first lifted him from his mother's side and placed him in his little cradle. "Affection, a parent's sight that

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