

MIDWAY ISLANDS- newspaper/articles

G.H. BALAZS FILE 1975+

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G.H. BALAZS FILE 1978+

PART 2 OF 2

The Decisive Battle of Midway

THIS MONTH marks the 41st anniversary of the Battle of Midway.

The Midway Islands are 1,300 miles northwest of Honolulu. Fifty miles beyond Midway's two islands is Kure, the last island in the Hawaiian archipelago.

Japan planned to capture Midway and Kure atolls and replace American warships, guns and aircraft with Japanese. This capture would put Pearl Harbor within daily aerial attack distance.

At this stage of World War II in the Pacific, Japanese aircraft could outperform American planes. June 1942 was just six months after the Japanese attack on the U.S. fleet in Pearl Harbor on Dec. 7, 1941.

Japan saw Midway and Kure as essential bases on its defense perimeter designed to protect the home islands, and also protect Japan's newly established freighter and tanker route which brought captured oil and raw materials from Southeast Asia north to Japan.

To run the surprise attack and invasion, Japan chose Adm. Isoroku Yamamoto, the naval strategist who planned and executed the successful aerial attack on the U.S. fleet in Pearl Harbor.

Yamamoto sailed toward Kure and Midway with 86 warships, 43 support vessels and 234 modern carrier-based aircraft.

Yamamoto happily steamed his fleet toward the atolls. His only worry was his lack of knowledge about the location of the U.S. fleet. He did not want to run into it around Midway.

JAPANESE NAVAL intelligence wanted to be sure the U.S. fleet was elsewhere during the Kure and Midway operation.

But at the last moment, its intelligence flight over Pearl Harbor to insure the fleet was anchored and moored inside had to be cancelled.

Yamamoto had to rely on the

Tales of Old Hawai'i

By Russ Apple



reports of his submarines. Thirteen were dispatched to set up a line between Pearl Harbor and Midway and watch for American warships headed northwest.

His submarines on station reported no American warships.

What Yamamoto did not know was that the American fleet had moved northwest before the Japanese submarines set up watch.

America's naval intelligence already had broken the Japanese

Japan loses a major naval battle in Hawaiian waters.

naval code and knew that Kure and Midway were to be hit by a carrier strike force followed by invasion troops.

American Adm. Chester W. Nimitz had only 27 warships, 23 small support vessels and 233 overage and slow carrier planes.

While the Japanese fleet was en route, Nimitz dispatched his fleet to north of Midway atoll and hoped for secrecy and surprise. He got them both.

Midway, Yamamoto thought, could be occupied before the U.S. Navy could muster an adequate defense. Its capture would draw a counterattack by the American Pacific fleet. Yamamoto would be

waiting with a vastly superior force.

THIS WOULD BE the decisive battle which the U.S. fleet would lose. Yamamoto held a viewpoint which was unpopular in Japan. He believed that Japan would lose a protracted war, and that Japan's best hope lay in a decisive battle, fought in the first six months after Pearl Harbor. When America lost this decisive battle, America would seek a negotiated peace.

Yamamoto planned Midway for this battle.

He was overly optimistic.

The battle of Midway was fought on, over and near Midway, June 5-6-7, 1942. This was the second naval battle (Coral Sea was the first) where enemy warships never saw nor fired on each other. It was carrier aircraft which sought out and attacked enemy ships.

Japan lost four super-aircraft carriers; America lost one. The four carriers Japan lost had ranged from Hawai'i to the Indian Ocean without battle scars. America's lost carrier, the USS Yorktown, had been damaged in the Coral Sea. Midway itself, although heavily bombed, was not invaded. Japan also lost a large cadre of experienced combat pilots the nation was never able to replace.

Japan's fleet returned to Japan to reorganize its surviving units.

Both Japanese and American naval historians consider the Battle of Midway the World War II engagement which turned America's fortunes up and Japan's fortunes down.

DESERT SUN

Tanker Endangers Island

MIDWAY ISLAND (UPI)
— The two floating sections of a Liberian tanker which broke up, spilling 100,000 barrels of crude oil, are endangering a small island which is a Pacific bird sanctuary.

The Coast Guard said Tuesday night the sections were only 50 miles from Kure Island and the 378-foot Cutter Jarvis, out of Honolulu, would arrive on the scene today to tow them into the open sea.

The Irenes Challenger cracked in two Monday night 200 miles south of Midway Island. Twenty-eight crewmen were rescued from the aft section by the Japanese freighter Pacific Arrow. Three crewmen were on the bow section but, when dawn broke, it was upended and the men had disappeared.

A Coast Guard plane searched Tuesday but failed to sight a trace of the missing men. The Coast Guard buoy tender Mallow will arrive on the scene Thursday to help the Jarvis in the tow and assist in the search.

The bird sanctuary was in danger because the sections of the Irenes Challenger apparently still contained several hundred-thousand barrels of oil which could drift toward the island.

The spill itself left a slick covering 150 square miles.

Palmer Sekora, a conservation official from Hawaii, said there appeared to be no immediate danger the slick would foul other small island beaches to the south, home of the endangered Hawaiian monk seals as well as sea turtles.

PALM SPRINGS, CA.
JAN. 19, 1977

...the only active Honolulu police officer author-
ized to wear it.

He was long a member of the criminal investi-
gation (detective) division, but several years ago
went back into uniform with a patrol division,
only recently rejoining the detectives.

In September, though still assigned to the
detectives, he was given a special assignment to
the community-relations division.
There he browses through the photos, trying
to put names on as many as he can to help
preserve a part of the department's history.

\$15,000 in funds available from state arts foundation

The State Foundation on Culture and the Arts
announces that \$15,000 in funding is available in
the category of "New and Minority Audience."

Applications are being accepted through Monday.
Funding is available only for projects that ad-
dress audiences with either limited opportunity
— such as Vietnamese or Laotians, etc. — or
limited access to cultural programs. The latter
might benefit the handicapped, the imprisoned or
the elderly.

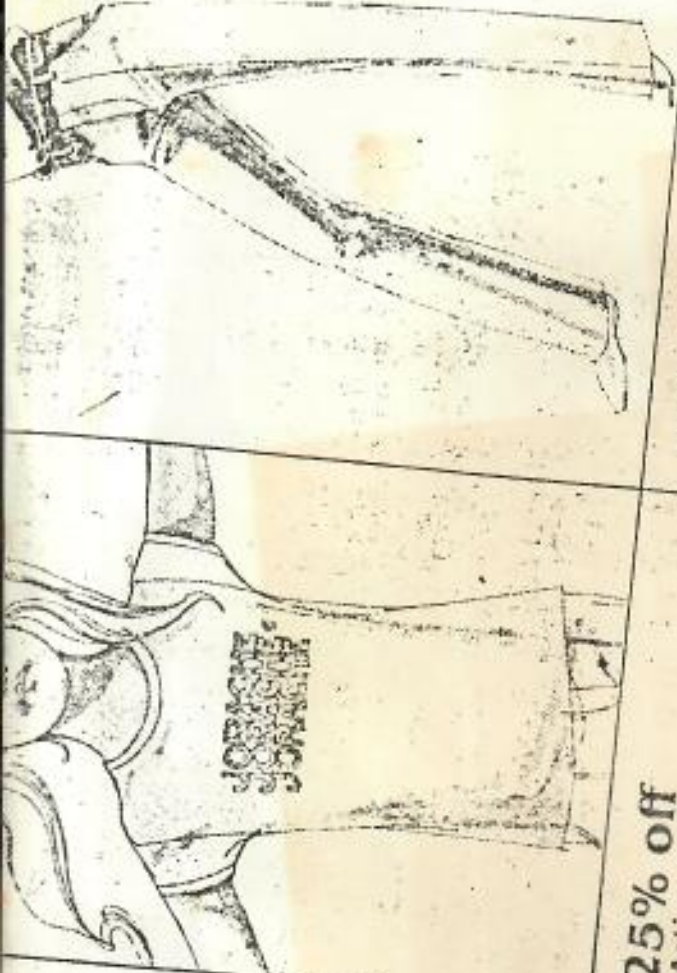
Applications and information forms are avail-
able from the FP/CA office at 355 Merchant St.,
room 202, Honolulu 96813.

\$2.3 million contract let for Midway support services

The New Jersey firm of Base Services Inc. has
been awarded a \$2.3 million contract to handle
airfield and other support services at the Naval
Air Facility on Midway Island, 1,100 miles north-
west of Honolulu. Those services also include
public works, utilities, berthing, messing, securi-
ty—communications, fire protection and medical
and logistical support.

Base Services, a subsidiary of ITT's Federal
Electric Corp., is expected to take over opera-
tions by March. The contract is through Dec. 22,
1982, but the government has the option to ex-
tend it up to four years.

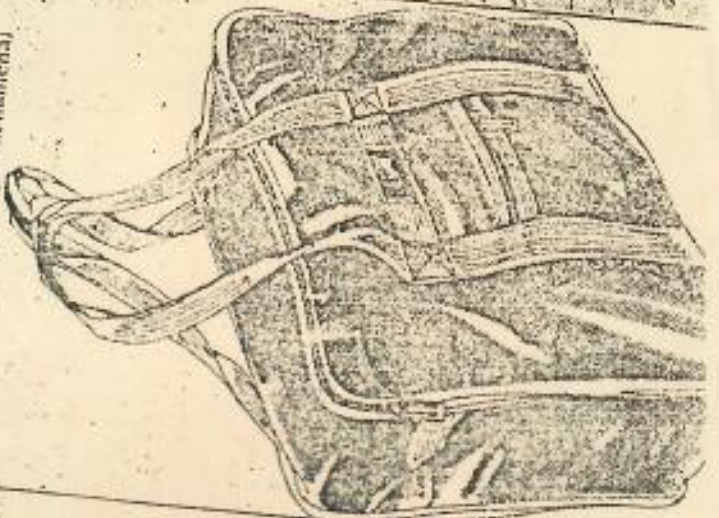
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30 December 1981
AS
Honolulu Advertiser



Gooney birds

Not a Good Year for Gooney Birds

By Lyle Nelson
Star-Bulletin Writer

Forty gooney birds, mostly babies, were stabbed to death on Midway Island this year in what a federal official here called a "flagrant, mean, vicious" irrational outburst.

The guilty remain unknown despite a \$500 reward for information put up by the Navy.

Matt Dillon, special agent for the Interior Department's Fish and Wildlife Service, said "There were so many birds killed over a such a wide area that it may have been the work of more than one man."

Dillon investigated the killings and received "ideal cooperation from the Navy. Officials were really upset by it."

HE SAID THE babies, "and some adults, were mutilated as they sat on the nests."

bright and are trusting of people on the island. They nest on the same site year after year and fuss very little even when people walk up to them.

"They are a source of amusement to most people except for a small minority," Dillon said.

He feels the culprit was a sailor enraged over some dispute with authorities.

He said the bleak, isolated duty is something some men can't cope with.

"They get beered up, mad at the commander, and then to do crazy things," he said. "This was sadistic.

"Another time they drove two pickup trucks off the end of a pier into the ocean," he said.

It is the wildlife service's job to protect the birds, he said, "and the Navy has been very cooperative."

made an appeal over its TV station and offered the reward.

"But weeks later there was a second incident in which one man killed one bird and the \$500 was given to another man who turned him in.

"So the idea didn't work out too well," he said.

Gooneys spend the spring each year on Midway. Once the babies can fly they all fly away.

When they return they fly back to their old nest area even if this means crashing into a wall built on the spot in the meantime.

The birds, the Laysan albatross, pose a threat to Navy aircraft since many nest close to the runways and can be ingested into engines.

Various types of campaigns to kill birds met with limited success in the 1960s and always raised the ire of the Audubon Society and other environmentalists.



Coast Guard photo by Bob Jones

Gooneys like this one are virtually everywhere on Midway.



Mother seal barks at human visitor and attempts to shield her pup from intruding photographers.

Costa Guard photo by Bob Jones

Midway is for the birds

By VICKIE ONG

Advertiser Staff Writer

MIDWAY ISLAND — If someone were to do an adventure film about Midway and Kure in the Northwestern Hawaiian Islands, he might crib a little and call his film "The Birds Meet Jaws."

Birds and sharks virtually own the two tiny islands.

Midway, some 1,300 miles northeast of Honolulu, could easily have been the setting for Alfred Hitchcock's "The Birds."

Thousands of gooney birds fill the roads of Midway; overhead, other birds line the utility wires.

The huge flocks of gooneys boggle the mind. The large duck-like birds with wingspans of up to five feet squat on lawns, hobnob near the Navy barracks and honk noisily all night under ironwood trees.

THEY ARE everywhere. And they hold their own quite well.

If you are walking on the road and a gooney is in your way, the bird just sits there. You walk around him.

Midway is under Navy jurisdiction, but the gooneys pay no attention to military niceties. Navy drivers have to maneuver their vans in zigzag fashion, steering onto the shoulders of the road to avoid hitting the birds.

Now, in mid-July, it is nearly the end of the nesting season. The gooneys still on Midway are babies and wear a fluff of gray down on their necks.

The baby gooneys will soon leave Midway, but first they have to learn to fly. Their initial attempts are hilarious.

A GOONEY, with determination

written all over his small face, spreads his wings majestically and lift his rump from the ground. He flaps his wings hard several times, takes a running leap — and tumbles into the grass beak first.

One gooney had the gumption to practice his awkward take-offs on the Midway runway the other day.

Sometimes young gooneys on their early solo flights ditch in the ocean, where they are met and gobbled up by sharks.

Just the other day, a Navy man bragged, his friend caught a 14-foot shark.

"The sharks don't bother people. They have enough gooney birds to eat," the Navy man said.

The gooneys on Midway are known more properly as Laysan albatross and black-footed albatrosses, but no one ever calls them that.

"They don't seem too smart. The birds feed on squid but they also try to eat plastic, pull-top tabs, glass. That's why they're called gooney birds," said one Midway resident.

MIDWAY IS HOME for 900 Navy personnel and their dependents and an estimated population of 500,000 gooneys.

For the true bird lovers of Midway, the base theater last week offered a special treat. The movie was "Jonathan Livingston Seagull."

About 75 miles northwest of Midway is Kure Island, administered as a State wildlife refuge area.

The Coast Guard has 25 men on the island to run its long-range aids to navigation (LORAN) station. A 625-foot tower is the dominant man-made structure on Kure, which is 1½ miles long and half a mile wide.

It abounds in natural beauty. Graceful sooty terns and Hawaiian terns glide above the trees. A white sand beach circles the island. The shallow water of the atoll is breathtaking in its various shades of azure and green.

AFTER A QUICK boat ride across the lagoon, the far end of the island comes into view. This seemingly isolated stretch of beach is not untouched by civilization.

Hordes of liquor bottles, plastic jars, pieces of rope and other debris have washed ashore. A scientist uncovered the leg of a plastic doll among pieces of coral and pretty shells.

Shark-talk is prevalent on Kure. A Coast Guardman said large sharks are always present in the lagoon.

Sharks also threaten the rare Ha-

waiian monk seals, which inhabit parts of Kure, a fishery scientist said. A mother seal must teach her pups to swim in the shallow waters, where they are vulnerable to shark attacks.

Seals have been found with huge gashes inflicted by sharks, the scientist said.

At one end of the beach, three seals sunbathed until humans and cameras appeared nearby. A mother seal glared at the visitors, barked at them and maneuvered her body to shield her pup from the photographers.

'No trace' of vessel's crew

FEB 12, 1976

The crew of a Japanese fishing vessel grounded near Kure Atoll still had not been located by Coast Guard and Navy aircraft yesterday.

The Coast Guard said yesterday that only one man was able to board the 80-foot Houei Maru No. 5, which ran aground 1,200 miles northwest of here Friday. It left Midway Island Feb. 4. A Coast Guard official said that because of heavy seas only one Coast Guardman

boarded the vessel, and his search was limited. No trace of the 17 crew members was found.

THE COAST GUARD AND NAVY have been searching the area for five days. The Coast Guard spokesman said yesterday that a life ring had been spotted and an emergency transmission had been picked up. He said the searchers couldn't determine the source of the transmission.

The Coast Guard said the crew may have left the fishing boat in the 25-person life raft that had been aboard.

In another rescue operation, the Coast Guard last night halted until this morning the search for a twin-engined Beechcraft that became disabled south of Christmas Island.

The light plane was en route from Hilo to Tahiti. The pilot, the only person aboard, radioed a Qantas airliner at 3:20 a.m., reporting that he had lost one engine and was losing altitude.

THE LAST OF THE THREE Honolulu based C130 search and rescue planes left yesterday morning to intercept the small plane and direct the pilot to Christmas Island.

The Coast Guard said the C130 would refuel and stay the night at Canton Island.

The Coast Guard also said yesterday that the Norwegian freighter Mosberg is en route to Honolulu with 15 feet of water in her cargo space.

The Mosberg was 350 miles north of Midway when it began taking water through a two-foot crack in her hull.

The Mosberg, carrying coal, was en route from Vancouver, Canada, to Japan.

The Islander



Vol. IX, No. 30 U.S. Naval Station, Midway Island, August 6, 1976

HAWAIIAN MONK SEAL

A VANISHING BREED

Midway Islanders are fortunate to be able to observe the abundant amount of unusual and interesting creatures that frequent our skies and waters. Among these animals is the rare Hawaiian monk seal. Although at one time the monk seal was hunted commercially for its fur, it is now protected as a "depleted" species under the provisions of the Marine Mammal Act of 1972.

During January of this year, marine biologists from the Marine Mammal Commission in Washington, D.C. came to Midway to study our seals. The results of that study revealed that the seal population is declining. The commission's report to Congress recommended that the species be classified as an "endangered" species because of its possible extinction. The alarming trend in the seal's population can be traced to one single element: MAN.

The Hawaiian monk seal does NOT co-exist with man. Where man is, the seal is not. That is why the channel islands (Spit

Island, etc.) are OFF LIMITS to all personnel. Each weekend, boaters go on the channel islands without authority. Personnel from the air traffic control tower spot them and they are reported. Unfortunately, by the time that a patrol boat can be dispatched, the trespassers are gone. Special Services now has a patrol boat which will be in the water, ready to go, and you WILL be caught. Personnel found violating the off limits restriction will be dealt with by the full force of the law.

The greed for a few fishballs should not be so great that it causes a rare creature such as the Hawaiian monk seal to become extinct. Your very presence on those islands, whether you actually disturb the animals or not, is sufficient to interrupt their reproductive cycle.

There are only 1,000 of these rare and beautiful creatures left in the world, STAY OFF THE SPIT ISLANDS. Let these seals reproduce so they can be enjoyed by future generations as well.

MIDWAY TURTLE MYSTERY

Where do Midway's turtles go and how do they get there?

The Koral Kings Diving Club has been conducting a tagging program on Midway Island for about eight years and up until very recently there was no explanation as to where our turtles go.

Some other interesting facts

opposed to the large turtles seen at Pearl and Hermes Reef and other islands in the chain.

One of our turtles, tagged by Robert Robbins in January of this year, was recovered on July 12 in Wake Lagoon, a distance of 1027 miles from Midway. This could perhaps show that the turtles are fol-

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Some other interesting facts have come to light as a result of our turtle tagging such as a weight loss taking place between being tagged and recaptured several months later. This is unusual in the turtle world.

The majority of turtles that are around the lagoon here are small as

opposed to the large turtles seen at Pearl and Hermes Reef and other islands in the chain.

One of our turtles, tagged by Robert Robbins in January of this year, was recovered on July 12 in Wake Lagoon, a distance of 1027 miles from Midway. This could perhaps show that the turtles are following ocean currents. Now that one of Midway's turtles has been found on Wake, it is highly likely that more intensive research will be conducted to see if other turtles from the Hawaiian Chain use Wake lagoon as a part of their niche in the ecosystem.

MARINE "CB" INFORMATION

For those of you that operate private boats; a few words must be said to clear up some wrong ideas that a few people have. It seems that gripes have come up about how the Midway Air Traffic Control Tower is not serving the boaters. Well gents, very few air controlmen are trained to control boats. They could use your help. Their first responsibility is aircraft control and safety. If you call on the radio and aircraft are operating, give some slack to the guy in the tower. The "CB" comes second. By the way, the receivers UHF/VHF in the tower overpower the "CB" receiver, so it's quite possible that you are not heard. If you don't get an answer, TRY AGAIN.

The tower people are there to help you. We will do our part, now you do yours. Use good phraseology, Keep extra chatter to a minimum. Try to be on time with ops normal reports.

A little effort on both parts should help to smooth out most problems.

JWK

Solar Rays Can Kill!

In an average year, about 175 Americans die from summer heat and too much sun. Among family hazards, only the excessive cold of winter--not lightning, hurricanes, tornadoes, floods or earthquakes--take a greater average toll.

The "heat syndrome," physical collapse resulting from high temperatures or too much sun exposure, occurs at all ages, but the severity tends to increase with age.

Heat cramps in a 17 year-old may be heat exhaustion in someone 40, or heat stroke in a person over 60.

As precautionary measures, those intent on enjoying the summer sun should keep these tips in mind:

1. Slow down. Your body can't do its best in high temperatures and humidities; it might do its worst.
2. Heed your body's early warnings--

excessive perspiration, dizziness, racing heartbeat--that heat syndrome is on the way. Reduce your level of activity immediately and get to a cooler environment.

3. Dress for summer. Lightweight, light-colored clothing reflects heat and sunlight and helps the body's heat regulating system maintain its normal temperature.

4. Put less fuel on your inner fires. Foods containing protein increase the body's heat production and also increase water loss.

5. Don't dry out. Heat wave weather can wring you out before you know it. Drink plenty of water while the hot spell lasts.

6. Stay salty. Unless you're on a salt-restricted diet, take an occasional salt tablet or some salt solution when you've worked up a sweat.

7. Don't get too much sun. Sunburn makes the body's job of heat regulation that much more difficult.

LETTERS TO THE EDITOR will be accepted for publication by The Islander.

All letters will be limited to 150 words, legible and consistent with current libel laws.

The editor reserves the right to edit any and all materials to meet these requirements.

Letters must be identified with full name, rank/rate, and pay grade along with the author's department/division. Names may be withheld from publication on reasonable grounds, but no anonymous letters will be published.

COMMANDING OFFICER
CAPT D.H. FISCHER

EXECUTIVE OFFICER
CDR K.R. MILLER

PUBLIC AFFAIRS
OFFICER
LT L.C. HAILE III

THE ISLANDER, distributed weekly at Naval Station Midway Islands, is printed with appropriated funds by the Public Affairs Office under

EDITOR
JOE J.L.H. STOCKDALE

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- EXECUTIVE OFFICER
CDR K.R. MILLER
- PUBLIC AFFAIRS
OFFICER
LT L.C. HAILE III
- EDITOR
JO2 J.L.H. STOCKDALE
- GRAPHICS
SA M.A. HYDE

Birds Of Midway

There is no doubt that our islands Nesting Birds are dominated by the Albatrosses and we have all admired the noisy Bosun Bird and dodged those persistent little Fairy Terns. For many people the list may well stop right there, but having had the chance to birdwatch here for over three years, we have come up with what we believe to be a comprehensive and accurate list of the birds which frequent Midway.

For those interested, here it is:

Vagrants and Transitory Birds

	Last Siting
White-tailed Tropic Bird (Phaethon lepturus dorotheae)	Oct 75
Pintail Ducks (Anas Acuta)	Nov 74
Lesser Canada Goose (Branta canadensis parvipes)	Nov 75
Common Snipe (Capella gallinago delicata)	Nov 75
Ross Gull (Rhodostethia rosea)	Nov 75
Sharptail Sandpiper (Erolia acuminata)	Nov 75
Lesser Yellowlegs (Tringa flavipes)	Nov 75
Blue Wing Teal (Anas discors)	Dec 75
Shoveler (Spatula clypeata)	Dec 75
Grey Backed Tern (Sterna lunata)	Jul 75
Siberian Whimbrel (Numenius phaeopus variegatus)	Nov 75

Winter Migrants

Bristle-thighed Curlew (Numenius tahitiensis)
Pacific Golden Plover (Pluvialis dominica fulva)
Ruddy Turnstone (Arenaria interpres)

- Great Frigate Bird (Fregata minor palmerstoni)
- Masked Booby (Sula dactylatra personata)
- Red Footed Booby (Sula sula)
- Red billed Tropic Bird (Pheacthon aethereus mesonauta)
- Bulwer's Petrel (Bulweria Bulwerii)
- Bonin Island Petrel (Pterodroma hypoleuca hypoleuca)
- Wedge tailed Shearwater (Puffinus pacificus chlororhynchus)
- Black Footed Albatross (Diomedea immutabilis)
- Fairy Terns (Gygis Alba rothschildi)
- Sooty Terns (Sterna fuscata oahuensis)
- Brown Noddy (Anous stolidus pileatus)
- Hawaiian Noddy (Anous tenuirostris)

Non-Nesting

- Brown Booby (Sula leucogaster plotus)
- Short-eared Owl (Asio flammeus sandwichensis)
- Wandering Tattler (Heteroscelus incanum)

Submitted by Jim & Elaine Bradley



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Winter Migrants

Bristle-thighed Curlew (Numenius tahitiensis)
Pacific Golden Plover (Pluvialis dominica fulva)
Ruddy Turnstone (Arenaria interpres)
Short-tailed Albatross (Diomedea Albatrus)

Introduced and Pests

Canaries (Serinus canaria)
Pigeon (Columbidae)
Common Mynah (Acridotheres tristis tristis)

Nesting Birds

- Great Frigate Bird (Fregata minor palmerstoni)
- Masked Booby (Sula dactylatra personata)
- Red Footed Booby (Sula sula)
- Red billed Tropic Bird (Pheacthon aethereus mesonauta)
- Bulwer's Petrel (Bulweria Bulwerii)
- Bonin Island Petrel (Pterodroma hypoleuca hypoleuca)
- Wedge tailed Shearwater (Puffinus pacificus chlororhynchus)
- Black Footed Albatross (Diomedea immutabilis)
- Fairy Terns (Gygis Alba rothschildi)
- Sooty Terns (Sterna fuscata oahuensis)
- Brown Noddy (Anous stolidus pileatus)
- Hawaiiin Noddy (Anous tenuirostris)

Non-Nesting

- Brown Booby (Sula leucogaster plotus)
- Short-eared Owl (Asio flammeus sandwichensis)
- Wandering Tattler (Heteroscelus incanum)

Submitted by Jim & Elaine Bradley



"That sure is clever, how you taught your parakeet to attack on command, Colonel!"

Navy Wives

TO ALL ENLISTED MEN:

Hello Better Half,

Do you feel the women's place is in the home? So do we! We realize the responsibility of every wife and mother regarding the moral, civic and educational development of our families. And in an effort to encourage and inform the enlisted wives of how they can better perform these tasks, we would like to request your permission to invite your wife to attend one of our meetings.

As membership chairman for the current campaign, it is my desire to reach as many prospective members as possible. In the past we have directed our efforts of obtaining new members to the wives themselves. However, we are now asking you to encourage your wife to attend one of our meetings and see what Navy Wives Clubs of America has to offer.

Navy Wives Clubs of America is an international organization with clubs located in this country and many of the overseas bases. The wives of enlisted Navy, Marine Corps, or Coast Guard men are eligible to join. We are very proud of our National Scholarship Foundation which awards annually 10 scholarships to dependents of enlisted personnel.

Our reputation is up to you. We feel that by better informing you as to our goals, motivations and desires that a mutual understanding will prevail. After reading this letter, we hope that you will encourage your wife to inquire into our fine organization. We need your support in order to do the job we are meant to do, that is, to be with a friend when in need--who has the same type of life in common with them. Won't you give us your vote of confidence? May we look forward to the pleasure of meeting your wife? We will be waiting to welcome her at any of our monthly business meetings--held at 7:00 p.m. at the Community Center the second Tuesday of each month.

For further information please call Gail Gardner at 594 or Carol Kimmel at 2446.

TO ALL MARRIED ENLISTED MEN:

Is your wife at home waiting for base housing on Midway? Do you think she might enjoy writing to another woman and having an opportunity to ask the many questions she is sure to have about Midway and our way of life? If so please call Gail Gardner at 594 or Carol Kimmel at 2446 and give us your wife's name and address. Maybe we can help make her arrival on Midway a little easier if she already has a friend on the Island to welcome her aboard.

GEORGE CANNON SCHOOL

HONOR ROLL

The following students made the "A" HONOR ROLL with a 3.5 - 4.0 average for the first semester:

Grade 7

Daniel Edwards

Grade 8

Jody Holman

Grade 9

Laura Edwards

Grade 10

Lorna Burke

Robert Campbell

Terri Fullagar

The following students made the "B" HONOR ROLL with a 3.0 - 3.4 average for the first semester:

Grade 7

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Cathy Robbins

Steven Seifert

Paul Wallace

Jean Yarber

Grade 8

Karen Gillespie

Grade 10

Lorna Burke

Robert Campbell

Terri Fullagar

Grade 9

Tad Campbell

Stephanie Highsmith

Grade 11

Lori Rhea

Aloha Sakaharas

Midway Island's resident population is leaving. Mr. and Mrs. Bob Sakahara are departing the island on Saturday, the 26th of June. Bob Sakahara first came to Midway in 1956 while working for the Hawaiian Dredging Company as a heavy equipment mechanic. In 1959 Bob transferred to the Public Works Department where he has worked since.

Mrs. Sakahara followed her husband to Midway in January of 1959, bringing with her three children, Howard, Glenn, and Melanie. Howard graduated from George Cannon school in 1959. Glenn graduated from George Cannon in 1962. Glenn became well known on the island for his softball pitching ability. Later on Glenn became manager of H. Dyer and Sons moving company on Midway.

Mrs. Sakahara first worked for the Navy Exchange as a purchasing agent and worked there for three years. In 1962 Mrs. Sakahara transferred to the Supply Control Division as a Supply Clerk and has worked there until the present and was a GS-5 Stock and Receipt Control Supervisor at the time of terminating her job.

Mrs. Sakahara will especially be missed in the Control Division as her many years of faithful and loyal service and expertise in her job provided continuity in the office whenever a transfer of personnel occurred.

Aloha, Mr. and Mrs. Sakahara, and may you have smooth sailing to your new home in Kauai, Hawaii. The personnel of Control Division will long remember your cheerful attitude and pleasant disposition that prevailed throughout your stay on the Island. You will certainly be missed, not only as a co-worker, but as a good friend.
The Members of Supply Control Div.

Yard of the Quarter

WINNER

YN1 Bill Condra (C-36)

HONORABLE MENTIONS

Splinterville
(Civ.) Means
"B" Housing
CE1 Gish
"S" Housing
Lt. Glen Armstrong
Lt. McIlhane
"A" Housing
SK2 Julao
Commanders Row
CDR. Miller
CDR. Wirth
Civ. Compound
ADJ1 Mulanax
(Civ.) Yarber
CPO Row
RMC Coffey
BMC Behnke
CEC McCann

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EDITOR
JOHN D.A. Dunbar

GRAPHICS
SA M.A. Hyde



THE ISLANDER

Vol IX No. 1 U.S. Naval Station, Midway Island, February 13, 1976

RESCUE AT SEA

by JO1 Bob Sommer

(Writer's Note: Because of the time of going to press, this story is told to you the way the facts were as of 1600 Wednesday 11 Feb.)

On Tuesday February 3rd, the Japanese fishing ship, Hoi Maru No. 5, was tied up at the pier here at Midway. One of the Crewmen had been injured while the ship was at sea. Because of Heavy seas, the ship remained here overnight. The following morning, about 1000, Wednesday February 4th, with the injured crewman treated and back aboard, and with somewhat calmer seas, the ship headed for open sea.

While on a routine flight to Kure Island, fifty miles west of Midway, on Friday morning February 6th, LCDR Branch spotted the wreckage of a ship that had piled up on Kure's reef. That ship turned out to be the Hoi Maru No. 5, the same ship that had just left Midway only two days before.

Observing the ship from the

One Coastguard C-130 aircraft arrived on Midway from Honolulu on Saturday night 7 February to act as on the scene commander and assist Midway in the search.

On Sunday a full scale search was done of the area and attempts to put a man on the ship failed due to heavy seas crashing over the ship. Sunday night a second Coastguard C-130 came aboard Midway to assist in the search operations and to put personnel on-board.

Both Coastguard C-130's and Midway's C-117 made full scale searches on Monday and Tuesday with no results. Midway's H-46A Helo still was not able to put anyone on board the ship due to rough seas.

At about 0815 Wednesday morning attempts were successful in placing AE2 Kline, a SAR trained swimmer, on board the ship to look for any of the 17 crewmembers or facts relevant to the search. He searched the bow and the middle of the vessel with no results. He

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Observing the ship from the air, no sign of life could be spotted. Because of the reef, Kure's Boston-Whaler boat could only get to within about 200 yards of the ship. But they could spot no life aboard either.

The joint rescuer coordinating command (JCC) in Honolulu was notified. With our C-117 and one H-46A Helo, JCC set up flying patterns to look for survivors.

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(Continued on Page 2)

Library update

The Station Library would like to thank the Navy Wives' Club of America, Albatross #204 for their generous donation to the Library. Thanks to their help we have added 27 books to our collection and will be receiving several new magazine subscriptions.

The Library's stereo equipment is working for the first time in three years. We have six units of equipment with turn tables, and tape decks.

Come on down and listen to some records or tapes, or tape your favorite songs. The library also has 128 records and 13 tapes for your listening pleasure.

The library has received the "J.K. Lassers, Your Income Tax 1976" and "1976 Income Tax Guide for Military Personnel" to help you with your income tax. Both of these books are available to be used in the Library.

Upcoming Library Events:

February 16 - Art show opening and lecture by Cdr. W. J. Edwards.

The work exhibited will be from Cdr. Edwards art class.

February 24 - Lecture on Midway Island Shells by Lt. G. Gourdin
Lt. Gourdin's collection of shells will be on display at the Library.

Submitted by S. Black,
If you have any questions call 497

Continued from page one

the reef.

Petty Officer Kline then continued the search down the Starboard side of the ship but was knocked down by a wave crashing over the ship. He sustained only minor scratches and bruises, but the search was over for now.

The seas were getting to rough again. He signaled the Helo, piloted by L.T. Linn and co-piloted by L.T.J. Hammergren, moved inland picked him up. A well done to the crew of the Helo is also in order, AE2 Barreto, Crew Chief and AEAN Bowlen, crew.

Later on Wednesday, A Life Ring was spotted by our C-117 aircraft about 45 miles west of Kure Island. A well done must also go out to these people as well as the Coastguard for the effort put out in this search.

The search is still continuing.



"Anything you'd like to tell me, George?"

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Arrivals and Departures

Hello and Welcome Aboard

Here is a listing of the new arrivals to Midway for the past week. The Public Affairs Office joins the entire Naval Station in saying "Welcome Aboard".

April 22

ETN2 G.J. Sutton, Air Operations
CMCA J.W. Barnes, Jr., Public Works
ABHAA B.C. Iorns, Air Operations

April 24

MSSA T.J. Johnston, Supply

April 27

ABFAA R.H. Meyer, Jr., Supply

Bon Voyage

It is always sad to part with our good friends. These people are our neighbors who departed Midway this past week. Bon Voyage!

April 22

EDAN L.H. Jones
AEAN D.R. Rowlen

April 24

DT2 C. Pittman

April 27

AEAN C. Hagans

Shark!

An eleven foot tiger shark was caught last Friday evening from the pier at Eastern Island. Three members of the Ground Electronics Division, Charlie Hahn, Tim Kurashima, and Ron Henzel, were in on the catch. The three were fishing for sharks from the pier using nylon hand lines which were tied to cleats on the pier.

The tiger shark, which was eleven feet and one inch, was hooked at 8:45 p.m. Friday. After a 40 minute battle, the shark was pulled close to the pier and shot twice with a 44 magnum "bang stick".

The shark continued to tug on the line even after being shot. Once expired, the shark was hauled onto the beach to preclude drawing other predators.

Early Saturday morning, Dr. Mike Goldman hauled the shark to Koral Kings where the jaws and tail were removed. The remains were then disposed of in the ship channel near the entrance to the reef.

The shark weighed approximately 500 pounds.

Charlie Hahn later jokingly remarked that this was just another facet of their "Wahoo Adventure Tours".

Shark fishing anyone?

TELEPHONE CHANGES

Additions

Edmonds L.D.	CMC	C-58	643
Lockett C.H.	CE-1	B-63	512
Watt J.E.	QMC	BOQ"A"30	840
Pahia I.I.	CIV.	BOQ"A"11	818
Hawkins H.	AC-1	643-B	2195
Weddington R.L.	YN-1	A-16	2442

Deletions

Higgins C.	CIV.	415	488
Edmonds L.D.	CMC	C-58	819
Alis R.	EA-2	315	2208
Manuel R.A.	MS-1	A-34	2255

MIDWAY ISLAND JUNIOR LEAGUE BASEBALL
TRYOUTS FOR ALL STRAGGLERS WILL BE
HELD THE FIRST OF MAY AT 2:00 P.M.
AT BARTLEY FIELD. FOR ADDITIONAL

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Rhymes of the Times

MOST THINGS
 DISLIKED
 HAVE AN
 ANTIDOTE,
 SO BE SURE
 TO REGISTER,
 BE SURE
 TO VOTE.



In My Humble Opinion

BY DIAMOND JIM

Even as you read this a satellite is taking your picture.

People in London have trouble thinking of what to do in the Greenwich meantime.

What Midway needs is a pipeline to Hono for draft beer.

It's hard to be an optimist because people think you don't know what's going on.

The cost of a single button on a stereo outfit is \$12.89.

A successful fishing story is about "the one that got a weigh".

The Midway Practical Factor sheet is subtitled "your tour isn't complete until:"

One trip to Eastern Island is not enough.

No one uses the island street names like Commodore, and Mayday Street.

The trousered ape walks cautiously

Quarter Pounders have been known to migrate to Midway but they are a local endangered species.

More Midwaynians would take the subway to Japan on the weekend if they could find the stairs.

Politicians tend to ignore Midway when campaigning.

Auto Insurance is available on Midway at reduced rates.

There's a fortune to be made in running a rickshaw service on Midway.

The secret of successful beach-combing is to start out just looking for sand.

People with low tire pressure know that "to air is human".

It's poetic to refer to your fishballs as glassware.

And finally in my Humble Opinion the hospitality of the people of Midway is unsurpassed. You have made us Men of Ten at home and part of the community. THANK YOU and FAREWELL--DIAMOND JIM.

Chaplain's column

THE PADRE'S PERSPECTIVE

By Chaplain Cronin

In the past we have had columns just for adults, columns just for children, so today we are going to have a column just for Catholics! The only difference in today's column is the fact that if you are not a Catholic, you still are allowed to read it!

OK Gang, at least those of you who are still with me, tomorrow begins the month of May. As you are well aware, May is the month of Our Blessed Mother. The Church will spend the entire month honoring the Mother of God.

On the 9th we will honor our own mothers (if you have not yet sent her a card get with it...a week from Sunday is Mother's Day, and she will be expecting to hear from you). Just as our own mothers expect to hear from us on Mother's Day, Our Blessed Mother expects to hear from us during May.

You say you lost your Rosary? Drop into my office and I'll give you one for free! You say you are not in the habit of praying the Rosary? Drop into my office, and we will talk about it. You say you don't know how to pray the Rosary? Drop into my office and I'll teach you.

Our friends who are not Catholic

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Sometimes it would be better if Bob Craig were a record-breaking D.J.

You can easily remember when "booking" meant going to the library.

and FARWELL-DIAMOND JIM.

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Our friends who are not Catholic have a hard time trying to understand all the attention we pay to the Blessed Mother. Personally I have a hard time trying to understand why they have a hard time

(continued on page 8)

THE HAWAIIAN MONK SEAL A VANISHING BREED

Midway Islanders are fortunate to be able to observe the abundant amount of unusual and interesting creatures that frequent our skies and waters. Among these animals is the rare Hawaiian monk seal. Although at one time the monk seal was hunted commercially for its fur, it is now protected as a "depleted" species under the provisions of the Marine Mammal Act of 1972.

During January of this year, marine biologists from the Marine Mammal Commission in Washington, D.C. came to Midway to study our seals. The results of that study revealed that the seal population is declining. The Commission's report to Congress recommended that the species be classified as an "endangered" species because of its possible extinction. The alarming trend in the seal's population can be traced to one single element: MAN.

The Hawaiian monk seal does NOT co-exist with man. Where man is, the seal is not. That is why the channel islands (Spit Island, etc.) are OFF LIMITS to all personnel. Each weekend, boaters go on the channel islands without authority. Personnel from the air traffic control tower spot them and they are reported. Unfortunately, by the time that a patrol boat can be dispatched, the trespassers are gone. In the future, a patrol boat will be in the water, ready to go, and you WILL be caught. Personnel found violating the off limits restriction will be dealt with by the full force of the law.

The greed for a few fishballs should not be so great that it causes a rare creature such as the Hawaiian monk seal to become



EASTER '76

ALL ISLAND EASTER EGG HUNT
Sponsored by NWCA

NWCA will sponsor an All Island Easter Egg Hunt for all the children on the island on April 18th, starting at 11:00 a.m. It will be held in the area surrounding the FIL-AM Pavillion.

There will be five different age groups with prizes for each group. All children six and under must be accompanied by a parent. Parents are asked not to participate in the egg hunt.

Please have the children bring their own baskets or bag.



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The greed for a few fishballs should not be so great that it causes a rare creature such as the Hawaiian monk seal to become extinct. Your very presence on those islands, whether you actually disturb the animals or not, is sufficient to interrupt their reproductive cycle.

There are only 1,000 of these rare and beautiful creatures left in the world. STAY OFF THE SPIT ISLANDS. Let these seals reproduce so they can be enjoyed by future generations as well.



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Survival At Sea

Saturday, May 22nd dawned just as any other day on Midway Island. For three men, it would turn out to be anything but normal. They were about to begin a survival saga that would last 20 hours and involve hundreds of people. UTCN Spence Birchard, HM Doug Dunphy, and EOCN Tom Stewart would be cast adrift in a Boston Whaler, suffer exposure to the elements, and finally be rescued by the Coast Guard vessel Mallow. Here is their story.

The three men headed for the Special Services boathouse to begin a day of snorkeling and swimming west of the reef hotel. Items they carried included a bedspread, plastic bags, diving knives, and an underwater flashlight. None knew at the time just how important these items would be to their survival. They eased their boat into the water and set off for the reef. They intended to join up with some friends in the area and spend their day together. They never reached that destination. After approaching the area west of the hotel, Birchard made a wide left turn to circle in the area. A large wave crashed over the stern of the boat drowning the engine. The saga had begun.

Attempts at starting the engine failed. The waves were tossing the boat about like a matchstick, and without power, they drifted over the submerged portion of the reef near the mouth of Welles Harbor. Their pre-occupation with starting the engine had drawn their attention away from their position. When they threw out the anchor its fifty feet of line pulled taut: directly below the boat but did no good in stopping them. They were already in water that was thousands of feet deep.

Moments later, all began to feel ill. They eventually got sick due to the rough seas. Waves in the vicinity were estimated to be between eight and ten feet, with occasional swells as high as twelve feet. Realizing their situation and position, they ignited their first flare. Its pale red smoke blew away in a matter of seconds. No one had seen it. Expecting the worst, they covered up with the bedspread to minimize exposure to the sun and began the long wait for rescue.

At the same time, personnel at the boat house noticed the boat was late in returning. They phoned the OOD and reported an overdue boat. The patrol boat began a search of the area. No sign of the boat was found. Private boat owners were alerted to look out for the missing boat.

A short time later, aircraft crews were alerted to prepare for a rescue mission. Minutes later, they were in the air. The C-117 and the H-46 searched inside the reef first. The number of boats in the water at the time was a hindrance to the search. Each had to be passed close aboard so the engine and hull number could be checked. Valuable time was consumed. All boats were accounted for but one. It could not be found. The helicopter searched the reef areas again in case the boat had broken up on the reef. The C-117 expanded its search outside of the reef.

The three men in the boat waited anxiously. No sign of the helo or the C-117. Then the sound of aircraft engines cut through the roar of the wind and the sea. The C-117 was searching their area! They began flashing the sun on the blades of the diving knives, but the C-117 was too far away. The C-117 made another pass still several miles away. Again, no luck. They had not been seen. Their hearts sank.

The sun set and the air search was suspended until dawn. The warmth of the sun was gone and the chill of the night, waves, and the wind began to take its toll. The three men shivered.

Birchard pulled the wetsuit that he was wearing a little tighter and covered the other two men in the bedspread and a plastic bag that he had cut down the sides. During a rainshower, he collected rain water in another plastic bag to use as drinking water later. It was truly a survival situation.

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(Continued on the next page)

Memorial Day U. S. A.

SCHEDULE OF EVENTS

"Memorial Day USA" is the official title of Midway's annual all-island celebration. This celebration will take place on Monday, May 31st. The purpose of the celebration is to give all island residents an opportunity to both observe the Memorial Day significance and enjoy the holiday.

Memorial Day was first observed on May 30, 1868 by order of General John A. Logan, Commander of the Grand Army of the Republic. The flag is flown at half-staff until noon as a memorial to those who have given their lives in the defense of our country.

9:00 AM. A Memorial Day Service will be held at Hartley Field. The opening prayer will be given by Chaplain Heslop, the closing prayer by Chaplain Cronin. There will also be an address by Capt. Fischer. After the ceremony, the island scouts will depart to decorate the graves in the cemetery behind A housing and the station memorial. All personnel are welcome. Casual attire is permissible.

9:45 AM. The children's amusement rides will begin operation at Hartley Field. The cost of the rides is 30 cents.

9:45 AM. Games and bicycle races for the children begin at Hartley Field. There will be events for all age groups.

11:00 AM. The Navy Exchange beverage concession opens in the vicinity of the picnic area. Both beer and soft drinks will be sold. The concession at Hartley Field will open as softball activity starts and will close at approximately 1900.

12:30 PM. The "Midway 500" single speed class race will begin. All riders must lock their horse into a single gear. Twenty-five per-

Twenty-five percent of the bets for this race also go to Navy Relief.

2:00 PM - 5:00 PM. The galley and Special Services will provide a picnic at the Fil-Am pavilion. The menu will include hot dogs, hamburgers, pork and beans, potato salad, potato chips and much more. Charges are as follows: Children under 12 - \$.70, Enlisted - \$1.00, Officers/civilians - \$1.25. Tickets will be on sale in the picnic area.

3:45 PM. Captain Fischer will present trophies to the winners of the "Midway 500" horse (bike) race.

4:00 PM. The Khaki/White Hat slow pitch softball game will start. Captain Fischer will officiate the game as plate umpire. There has been a lot of enthusiasm for this game which should generate excitement for all - don't miss it!

A second game is planned between the women all stars which should commence approximately 6:00 PM.

All personnel are reminded to keep road ways around Hartley Field clear during bike races. Also do your part to keep the area clean - USE TRASH RECEPTACLES!

MEMORIAL DAY MESSAGE

Each Memorial Day is set aside in memory of those brave American men and women who have fought and died to protect the freedoms which have made our country great. It is fitting that this day be used to rededicate ourselves to the ideals of freedom and peace so hard won and maintained through our history. May we never forget the supreme sacrifices of our former comrades in arms and learn

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2:00 PM. The "Midway 500" unlimited class race will begin. In this race, the riders may use all speeds for their horse entered.

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M.F. Weisner,
Commander in Chief U S Pacific Fleet

Philippines

PEARL OF THE ORIENT

By P.Y. Baltazar

Our eating habits are generally speaking on the heavy side. We eat a heavy breakfast (fried rice or bread, sausage, eggs, fruit) before 7 a.m.; have a morning snack at about 9:30 (coffee and rice cake) eat a full lunch (soup, rice, vegetables, meat) at about noon; have meriends at about four or so and eat a full dinner at about 7:00 or 8:00 p.m.

There may be a midnight snack thrown in and a lot of munching peanuts, candies in between meals.

In short, we Filipinos, tend to overeat when we can't afford it. But then, in the tropics one doesn't have to provide for winter and there is always fruit on the trees and a few leafy vegetables in the yard, and a few eggs inside the refrigerator.

Since we do enjoy eating, we eat only what is enjoyable, tasty, and in the case of fish and vegetables, non fattening or cholesterol free.

If you want to avoid gaining weight and still eat our food go easy on the rice.

The local food varies with the region but generally speaking we have rather filling soup dishes (with fish or meat and vegetables) which are sour, salty or spicy.

The thing is that in our way of eating, we do not usually eat the soup first and the rest of the meal later, we eat them at approximately the same time.

We put some of the soup on the rice, then mix in some vegetables or meat with the rice to make a spoonful of a delightful mixture.

We also eat dishes from every nation in our restaurants and many of our women are expert cooks.

But enough back-patting.

Start out with 'Sinigang' with

gravy pork dish which has a slight garlic and peppery flavor) on your rice, a small slice of the meat and discover the taste that has made adobo the national dish of the country. The sour taste from the soup cuts the oil of the adobo.

Other dishes you may care to try for a change are:

Pinakbet - A primarily vegetable dish that is salty and a little bitter because of the bitter melon which is one of the ingredients.

Menudo - Salty meat and potato dish with a hint of bay leaf (laurel) taste.

Mechado - A dish taken over from the Spanish which has a tasty sauce and features beef slices laced with fat strips.

Inihaw Ha Baboy - (Lechon) or barbecued pork.

Grand Opening

BIRD ISLAND AMATEUR RADIO CLUB /

MARS STATION

June 5th
2:00 P.M.

EVERYONE WELCOME

COFFEE PUNCH

Pu Pu's



Captain D.H. Fischer will cut the ribbon to officially open the station.

Club members will be available to demonstrate and answer questions about amateur radio, MARS, and the electronic equipment.

Phone patches will be made so

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We also eat dishes from every nation in our restaurants and many of our women are expert cooks.

But enough back-patting.

Start out with 'Sinigang' with a sourish soup with prawns or pork or beef or fish with vegetables.

Put some of the soup on the rice, put a bit of meat, a piece of vegetables and a couple of drops of 'patis' a local fish sauce.

Delicious! Then put a few pieces of the adobo (a chicken sauce or

gravy pork dish which has a slight garlic and peppery flavor) on your rice, a small slice of the meat and discover the taste that has made adobo the national dish of the country. The sour taste from the soup cuts the oil of the adobo.

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Phone patches will be made so you can see what goes on when you call home via MARS.

You will have an opportunity to place a call while you are there.

The Islander



Vol. IX, No. 27. U.S. Naval Station, Midway Island, July 16, 1976

TUNA BOATS



By JOI Bob Sommer

Last week, Midway was visited for two days by two American Tuna Boats. The two ships, the Typhoon and the Santa Ines, had been here before and will return again next year. The ships are chasing tuna, but not in the usual manner.

The head of the expedition, Captain Keith Coburn of the Santa Ines, said that the ships are under charter by the Pacific Development Foundation and American Fisherman Research Foundation which is all sponsored by the Major Tuna Packers of America.

Captain Coburn went on to explain that since the major tuna packers cannot get tuna imports from Japan and other imports have become scarce, they are thinking of vastly expanding their fishing in the Pacific.

Midway Islands is their natural choice as Honolulu is so far away and there is nothing beyond us that has a harbor and the general facilities that the would require.

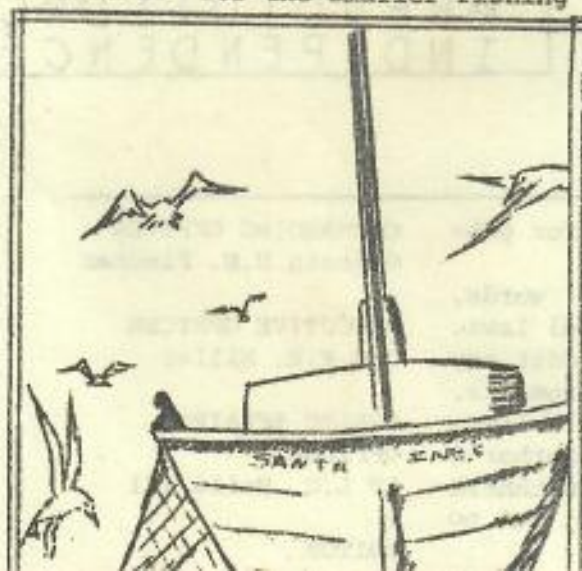
The harbor would be used as a "home base" for the smaller fishing

boats to unload their cargo on "Motherships". The island also would be used as source of fuel and general supplies.

For the past two years they have been tracking tuna to see if it would be worth their while in setting up a base of operations here. When and if they do start operating, Captain Coburn said about 50 boats would start off in the fleet, gradually increasing to around 100.

This is all in the future. Captain Coburn believes one more year is needed to track and observe the pattern of tuna fish. And, of course, there is that last "little hitch" of coming up with a contract with the U. S. Government, for use of the facilities here.

But things look good so far. If you happen to still be here two years from now, you just might see the American Tuna Fishing Fleet here on Midway. I wonder -- do they use "fishballs"??



Inside:

1. THE METRIC SYSTEM Pg 7&8
2. S.G.L.I. Pg.4
3. SPORTS Pg 11& 12



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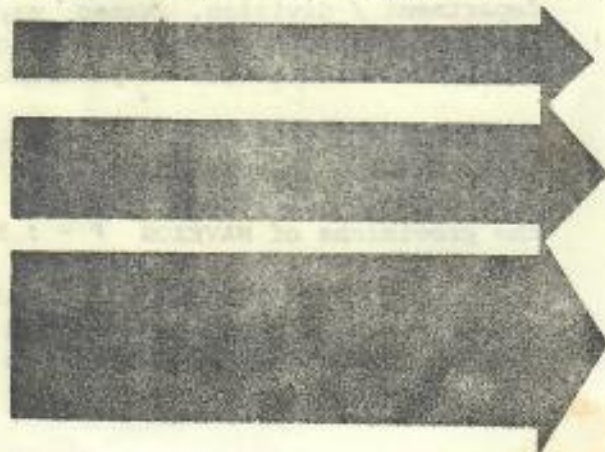
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FIRE KILLS THOUSANDS

By Fire Chief Pekelder

Over twelve thousand lives are lost due to fires in the United States and Canada every year. In April the Governor of Connecticut, in an effort to trim this figure, signed into law, a bill that requires smoke detectors in all residential buildings occupied by two or more families. The act applies to any construction for which a building permit is issued after the date of the act. The new law specifies that detectors shall be installed in every new bedroom and at the end of stairways.

Smoke detectors are devices designed to emit a sound similar to that of a loud alarm clock. This will awaken an occupant (s) prior to being overcome with smoke and gases. Once all sleeping areas are equipped with smoke detectors thousands of lives will be saved every year.

Local residents of block housing are frequently heard to say, "Why do I need a smoke detector? My house won't burn!" What they fail to realize is that this non flammable house is loaded with many items that will burn and thereby produce a tremendous amount of smoke and toxic gases.

Most Splinterville and "A" housing units are already equipped with smoke detectors. It is anticipated that all housing on the station will be equipped with

smoke detectors in the near future. All personnel who have smoke detectors in their quarters are reminded to test the detectors at least monthly by blowing smoke from a cigarette or match into it. Batteries for your detector are available at the fire station. If there are any questions call the Fire Chief at ext. 919 or 344.

For Kids..

Try n' Find: liberty, Philadelphia, Adams, King, Declaration, sign, picnics, parades, bands, bell, Independence, fireworks, Hancock, British, freedom, revolution, celebrate Jefferson.

DECLARATIONS
 FIREWORKSABIG
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 INDEPENDENCE

LETTERS TO THE EDITOR will be accepted for publication by The Islander.

All letters will be limited to 150 words, legible and consistent with current libel laws.

The editor reserves the right to edit any and all materials to meet these requirements.

Letters must be identified with full name, rank/rate, and pay grade along with the author's department / division. Names may be withheld from publication on reasonable grounds, but no anonymous letters will be published.

COMMANDING OFFICER
 Captain D.H. Fischer

EXECUTIVE OFFICER
 CDR K.R. Miller

PUBLIC AFFAIRS
 OFFICER
 LT L.C. Haile III

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The Islander uses Navy internal publications, American Forces Press Service and local news sources. The Islander reserves the right to edit its material.

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PUBLIC AFFAIRS
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LT L.C. Haile III

EDITOR
JOHN C.E. Haney

GRAPHICS
SA M.A. Hyde

Get Something to Remember

this Fourth

of July with

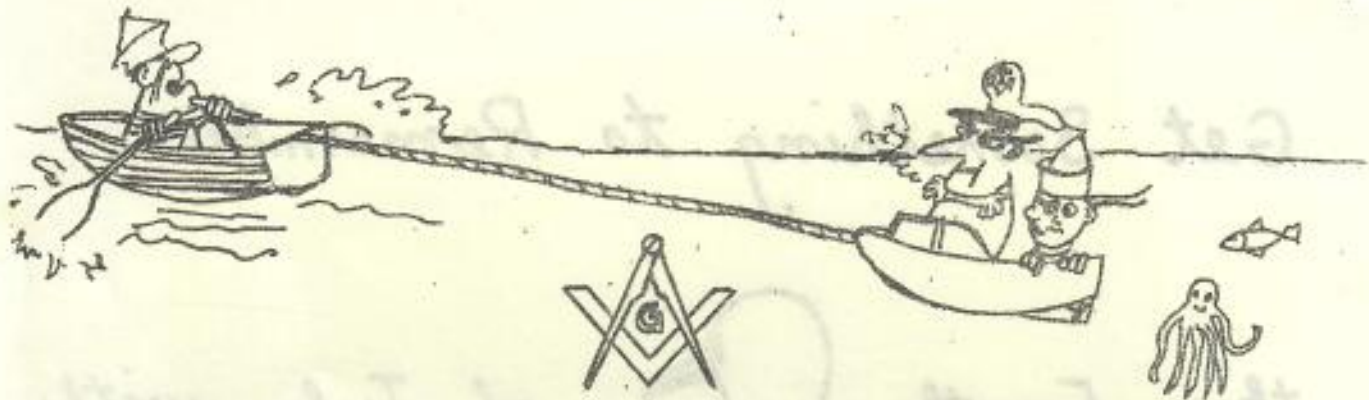
at the



NWCA
GOONEY
NEST

(Bean Bags, Pillows
Boozers, Ashtrays,





SQUARE & COMPASS CLUB

MIDWAY ISLAND

FOURTH OF JULY EVENT

“OVER & UNDER GAME”



RULES WILL BE POSTED & EXPLAINED AT
THE FOURTH OF JULY EVENT

ALL PROFITS GO TOWARD ISLAND
ORGANIZATIONS / COMMUNITY

THE SQUARE AND COMPASS CLUB OF MIDWAY ISLAND GAVE MONEY TO THE FOLLOWING ORGANIZATIONS SINCE LAST FOURTH OF JULY.

- * KIDDIE MOVIE FUND
- * BOY SCOUTS TROOP 20
- * LITTLE LEAGUE
- * GEORGE CANNON YEAR BOOK FUND
- * MIDWAY MEMORIAL CHAPEL FLOWER FUND
- * MIDWAY ISLAND TEEN CLUB
- * NAVY RELIEF SOCIETY
- * BICENTENIAL ESSAY CONTEST
- * COMBINED FEDERAL CAMPAIGN



MIDWAY ISLAND

FOURTH OF JULY EVENT

“ OVER & UNDER GAME ”

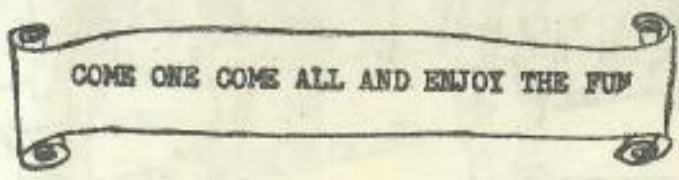


RULES WILL BE POSTED & EXPLAINED AT
THE FOURTH OF JULY EVENT

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THE ISLANDER

Vol VIII No. 45 U.S. Naval Station, Midway Island, October 24, 1975



VETERANS DAY 1975

EDITOR'S NOTEBOOK

WHY NOT?.....AFTER ALL.....

MATTERS PERTAINING TO THE ESTABLISHMENT OF FILIPINO HOUR ON KMTH RADIO HAS BEEN BROUGHT UP DURING THE LAST HUMAN GOALS MEETING. SINCE PEOPLE OF FILIPINO DESCENT REPRESENTS A LARGE PORTION OF THE ISLAND RESIDENTS, IT IS ONLY FAIR THAT A FULL HOUR BE DEVOTED FOR FILIPINO MUSIC. THE EXECUTIVE OFFICER IS AGREEABLE TO THE IDEA AND STATED THAT SO LONG AS DISC JOCKEY AND FILIPINO RECORDS COULD BE PROVIDED, IT COULD BE ARRANGED. VOLUNTEERS FOR DISC JOCKEY HAVE BEEN RECRUITED AND FILIPINO RECORDS HAVE BEEN GATHERED. HOWEVER, THE PAO FLATLY REJECTED THE IDEA CONTENDING THAT IF RECORDS TO BE PLAYED ARE NOT FROM APRTS, LOS ANGELES, IT IS ILLEGAL. THE QUESTION IS, IS HIS REASON DOCUMENTED OR IS IT JUST A WAY OF DENYING THE FILIPINO COMMUNITY THE PRIVILEGE ENJOYED BY OTHER ETHNIC GROUPS ON THE ISLAND? IF HIS REASON IS LEGITIMATE, IT IS THE HOPE OF THE FILIPINO COMMUNITY ON THIS ISLAND THAT HE HAS EVIDENCE TO SHOW. IF THE BLACKS AND CHICANOS CAN, WHY CAN'T WE?

SUBMITTED BY:

MARCELINO CAPILAN, SKI
STORAGE DIVISION, SUPPLY DEPT.

SEE THE ANSWER TO THIS LETTER ON PAGES 3, 4, AND 5.

LETTERS TO THE EDITOR will be accepted for publication by The Islander.

All letters will be limited to 150 words, legible and consistent with current libel laws.

The editor reserves the right to edit any and all materials to meet these requirements.

Letters must be identified with full name, rank/rate, and pay grade along with the author's department/division. Names may be withheld from

reasonable grounds, but no anonymous letters will be published.

THE ISLANDER, distributed weekly at Naval Station Midway Islands, is printed with appropriated funds by the Public Affairs Office, under the provisions of NAVEXOS P-1035.

The Islander uses Navy internal publications, American Forces Press Service and local news sources. The Islander reserves the right to edit it's mater-

COMMANDING OFFICER
Captain R. N. Kersch

EXECUTIVE OFFICER
CDR K.R. Miller

PUBLIC AFFAIRS
OFFICER
L.T. L.C. Haile

EDITOR
JG3 G.F. Spellman

Dear Petty Officer Capile,

First, may I say that it was both a pleasure and a surprise to receive your letter concerning the establishment of of a " Filipino Hour " on KMTH radio. I must say that a telephone call to my office would have gathered much faster results, and I find it unusual that you chose to go to the Human Relations Council and the Executive Officer rather than coming directly to me. The answers to your questions could have been provided in not more than a few minutes.

KMTH radio is an affiliate independent station under the direction of the American Forces Radio and Television Service. We at KMTH must abide by numerous directives which are generated within the Department of Defense. Two of these directives, DOD Instruction 5120.20M and SECNAV Instruction 5720.44, do in fact specifically prohibit the playback of recorded transcriptions (records) which are not supplied by AFRTS-LA. The reason is not, as you contend, to " deny the Filipino Community the privilege enjoyed by other ethnic groups on the island ", but rather, to protect the legal rights held by the copyright holders of recorded transcriptions, films and printed matter. Anyone who originates any such material may have it copyrighted and almost all persons do. The legal protection afforded these persons under United States Federal laws (and there are similar laws in most countries of the world, including the Phillipines) prohibits the use of that material without the express or implied permission of the copyright holder. These persons usually require that they receive compensation for the use of their material in return for the privilege of using it. When you buy a record, you are paying that fee as part of the purchase price of the record. That price is usually small, around three dollars, and is figured at low rates because the records are not played as much as they would be at a commercial facility, and they are intended for personal use ONLY.

At a commercial facility, these payments of the copyright royalty are made once per year to the two major copyright holding agents: BMI (Bureau of Music Industries) and ASCAP (the American Society of Composers and Publishers). Almost all American song artists register their copyright through these two agents. The royalty charges for a radio station are much higher and quite a bit different from the charges you pay as part of the purchase price of a record. The reason is that the records are intended for broadcast use. The procedure whereby the fees are figured and finally assessed is complicated and not really germane. Suffice it to say that the fees for a radio station the size of KMTH would run around \$40,000.00 per year.

It should be apparent that the charges for all 674 AFRTS radio stations worldwide would run into millions of dollars. The Armed Forces are fortunate in that almost all materials supplied for broadcast use by AFRTS-LA are supplied by the copyright holders FREE OF CHARGE. All the song artists that you hear on KMTH have donated through their agents the amount that would normally be collected in royalties. It is their way of thanking the Armed Forces for the role of protection they provide around the world.

In return for that privilege extended, they require that the normal legal procedures to protect their copyright be upheld. We can neither allow the records that we have at the studio to leave the studio nor can we allow the introduction of any recording not supplied by AFRTS-LA. Even commercial stations must abide by a similar rule even though their recordings

come from a different source. It is a part of the copyright laws. It is strictly illegal to play "purchased" records at any station for broadcast use. You requested that you be shown the evidence regarding this. It is available for inspection during normal working hours at the Public Affairs Office on the second deck of the hangar. The specific part of DOD Instruction 5120.20M concerning this matter is printed below:

From section I, paragraph 4(a).....

- : "AFRTS-LA is responsible for the procurement, distribution to the lead and independent stations, and disposition of all AFRTS program material."

and from section I, paragraph 4(b)....

"No station, network, or command may seek out or enter into negotiation or discussion with commercial broadcasters, syndicators, or any other source for the procurement of record transcriptions, films, or other program materials."

Now, let's clear up some misconceptions. You stated that the Executive Officer stated that "...so long as (a) disc jockey and Filipino records could be provided, it could be arranged." Although it may appear that he was telling you that you could use your own records, he contends that what was meant was that if AFRTS-LA recordings could be provided, it would meet with his approval. This would indeed be in conformance with regulations. Unfortunately, Filipino recordings are not supplied to us by AFRTS-LA. The recordings for the other minority groups that you mentioned, Blacks and Chicanos, are provided by AFRTS-LA. Letters requesting procurement of Filipino recordings were sent from this station to AFRTS-LA some nine to ten months ago. The response received stated that AFRTS-LA had attempted to procure recordings from the Philippines for distribution to all of its member stations, however, the Philippine government would not release the recordings for use by any broadcast facilities without the payment of royalty. AFRTS-LA does not have the budget to afford that type of expense. It is for that reason that we do not have any Filipino recordings.

Secondly, you stated that "... the PAO flatly rejected the idea (of a Filipino hour) contending that if records to be played are not from AFRTS, Los Angeles, it is illegal". I have never " flatly rejected" your idea nor have I ever at any time even conversed with you on this subject and you know that to be true. I have spoken with Petty Officer Condra, president of the Fil-Am Association on this matter and did in fact state that personal recordings of any type are prohibited from entry into the studios of KMTH. Petty Officer Condra and I discussed the establishment of a Filipino Hour on KMTH and I stated that I would be happy to provide the air time to any member of the Filipino Community who desired to be a disc jockey. I further stated that the Federal Communications Commission (FCC) and DOD regulations only require that the station identification and time announcements be made in English. The rest of the show could be in Tagalog and could feature items of interest to the Filipino Community and be a forum for your community affairs and activities. You would not be able to play your own personal recordings, however, there are over 19,000 records in the KMTH

which pleased your listening audience.

So, let's get the record straight. You have been previously offered a show for any time frame, 0600-2400, and for any day of the week; a show that you can customize to fit your needs and desires as well as those of your ethnic community. The only requirements were that your show had to be broadcast in conformance with existing FCC and DOD regulations. That requirement is the same for any disc jockey at KMTH, including regular staff members (journalists).

The world is not always a place where everyone can always have their own way. In this particular instance, it may appear that your rights are being withheld. Rather, someone else's rights are being protected. The someone else is a fellow Filipino who doesn't want his recordings aired for broadcast without the payment of a royalty. AFRTS-LA cannot afford to pay that royalty and receives all of its other recordings without similar payment.

In practical applications, when an impasse such as this is reached, a compromise is usually offered. That has been done in this case. You state "If the Blacks and Chicanos can (have their own shows), why can't we?". You can have your own show and You and I both know that you were offered that chance through Petty Officer Condra OVER THREE WEEKS AGO!

One final question: You have stated "Why can't we?"; I have repeatedly stated that you can. Now, why don't you?

LT L.C. Haile III
Public Affairs Officer

Scuba diving Anyone?

An eight week long scuba diving course is now being offered to Midway residents. A certified member of the National Association of Underwater Instructors (NAUI) Mr. Ian McFarland has instructed scuba diving on Midway for the past five years and has plans to return to begin another course on November 24th.

The eight week scuba diving course consists of two hours of diving on Saturdays and Sundays, and one three hour classroom period per week.

To be qualified for the course, one must be able to swim underwater for a length of 200 feet, and float above water for 15 minutes. Once a person has passed the scuba diving course, he or she will receive a NAUI card stating certified diver's credentials. This card enables one to obtain air for diving anywhere in the world.

A minimum of 40 people must sign up by October 31st in order for the course to be taught on Midway, however you may continue to sign up after October 31st. You will not be obligated to take the course after signing up. The cost of the course ranges from \$65.00 to \$75.00, depending upon the number of people taking the course.

Interested people should contact Master Chief Wald (who is also a member of NAUI) at 2339 or 685.

Remember--at least 40 names are needed in order to get the course underway, so hurry. This is your opportunity to become a certified Scuba Diver!

VETERANS

Chaplain's column

THE PADRE'S PERSPECTIVE *By Chaplain Cronin*

Monday's holiday is a very solemn one. We all know that it is in memory of all the people who have served in the Armed Forces of our great country. Monday we will remember the millions of men and women who have gone before us.

On Memorial Day we recall the memories of those who have fallen in battle, but in a couple of days we will remember those who have gone before us. Yes, it will be a solemn day, but it causes me to wonder about something. We remember those who have given their lives for us, we remember those who have served before us, but I wonder why we do not set aside a day for those who have given their husbands, sons, daughters, and wives to serve our country.

In particular (because I am prejudiced in favor of the Navy) I wonder why there is not a day set aside for the Navy family. For example, take the Navy wife who is down at the dock with her children to see her husband deploy for a long cruise. After his ship goes over the horizon, she gathers the children around her, goes back to the car, and finds that it will not start. It worked well when 'hubby' was home, but now it is dead. While her husband is deployed, the Navy wife must be mother, father, judge, referee, counselor, and a thousand other things to her family.

Each of us on Midway has someone back home who is making as much a sacrifice as we are. Each one of us has people back in the 'real world' who would much rather have us home than away out here. They make sacrifices for our nation because we are in the Service. Why then is there not a holiday for them?

I guess we will never have a holiday for the silent heroes at home. One thing we can do is remember those silent heroes in our prayers. We can thank God for them. We can ask God to help them. We can pray to God that the separation between us can be made less painful.

On Monday, take a few minutes out of your holiday, and say a prayer or two for the 'silent heroes' at home.

May God Bless Us All.

VETERAN



By David Leusner
USASC, Philadelphia

There's quiet now, the guns are
stilled
Yet in the fight our ranks were
filled,
No trench, nor other lowly place
Has need of us for war's embrace.

We are veterans — injured from
war
We know the tyrants off our
shore,
Peace was our goal our lofty
aim
It was our single hope to claim.

And — some have fallen, glory
draped
Paid full measure for freedom's
sake
We ask for them, your pledge,
your vow
You'll keep in trust this peace
somehow.

That each of you in somber
thought
Holds high this peace so dearly
bought,
That you will guard with love,
esprit
This land of hope and liberty!

Midway's Arrivals & Departures

Hello and Welcome Aboard

Bon Voyage

Here is a listing of the new arrivals to Midway for the past week. The Public Affairs Office joins the entire Naval Station in saying "Welcome Aboard."

It is always sad to part with our good friends. These persons are our neighbors who departed Midway this past week. Bon Voyage!

Thursday, 16 October

SHSR Rhonda K. Mauller, Navy Exchange
SH3 Danita E. Watercott, Navy Exchange
SK3 Alex Offlee, Supply
MS2 Uldarreo G. Abdon, Supply

Saturday, 18 October

ABHC Wendell R. Burke,

Tuesday, 21 October

MS3 L. Reiter, Supply
AG3 P. Vaughters, Weather
HT3 James Doubrock, Supply
ETN2 Larry Padgett, Air Operations
BM1 Obin J. Pitre, Air Operations
PO1 R. Weddington, NAVPAC
LTJG Edward McDonald and wife Karen

Thursday, 16 October

AT3 C. Rodriguez, AN R. Yglesias,
AN R. Case, CMCN T. Olsen,
BU3 D. Gentry.

Saturday 18 October

No permanent departures

Tuesday, 21 October

JD3 S. Romanek, EOCN M. Powers,
SN G. Hill, ADJN L. Winters.

YOUR WEEKLY FISHING STORY

By Sandy Shark

Five voracious barracudas and a few other non-edible fish was all that was caught by the Manui Kai fishermen last week.

"Cudas" in many waters are considered toxic. As far as I know, they are not edible on Midway, however, in San Diego waters they are excellent eating. Speaking of San Diego waters, Sunset Magazine has an article about sport

fishing boats making charter runs some 550 miles south along the Baja coast to fish for Wahoo. A six day trip will run you about \$330.00.

Commander Miller fished both Saturday and Sunday and found 3 nice wahoo for his passengers. Ken Rhea said that one hummer went 18 feet in the air only to miss the lure on the way down, but the second time this high flyer's aim was better and he is now in cold storage. Ken has a Ph.D in education. I think the 18 foot estimate was an educated guess. The Sakaharas picked up a 50 pounder before a rain squall sent them scurrying back to the protect-



GOONEY DUNES GOLF NEWS

This weekend is the big one. The 1975 Gooney Dunes Golf Club Championship will be crowned this weekend following a two day Closed Golf Tournament with the tee off times at 1300 Sunday 26 October 1975 and 1000 Monday 27 October 1975.

Due to the preparation time needed, it will be necessary to close the entrance at 1700 Saturday 25 October 1975. This closing time is final and no late entries will be allowed. You may register at the Gooney Dunes Club House or call one of the following: Tom Gwinn -632, Dave Christle-2471, Gary Jacobson-2173, Don Peck-2213. Don't miss out, register early. The flights will run as follows: CHAMPIONSHIP 0-10 Handicap---Full Handicap. 'A' FLIGHT 11-16 Handicap---Full Handicap. 'B' FLIGHT 17-23 Handicap ---Full Handicap. 'C' FLIGHT 24-36 Handicap---Full Handicap.

All handicaps will be calculated based on USGA Rules. Entrance Fee is \$5.00 for the entire tournament. Liquid refreshments will be served on both days and a family picnic will follow Mondays' play. Ladies (and Gents if they desire) are encouraged to bring a picnic dish on Monday.

The two putting trophies mentioned in last week's article will not be presented due to the difficulty of marking without risking the fouling of someone's important approach shot. We will use them in a future tournament.

The hole positions will be changed following Sunday's play. No one will be allowed to play the course prior to Sunday and Monday's play. Get your practice in before Sunday.

It is requested that all participants be at the course by 1230 Sunday the 26th of October for rule interpretation. That is about all for this week. Let's all sign up and have an outstanding tournament. See you at the course.

DON'T FORGET OUR LAYAWAY PROGRAM

Every so often, the Midway Island Navy Exchange feels that it is worthwhile to remind customers about the types of layaway service we offer for their convenience. We do this because many people seem to forget that these services exist--often when they need them most!

The NEX layaway feature is designed to enable authorized patrons to 'hold' merchandise which, for any of a variety of reasons, they do not wish to pay for and take possession of immediately. This service permits the purchaser to sign for the item(s) and have the exchange maintain custody of the merchandise until full payment is made.

A total of 60 days is allowed for full payment of the layaway merchandise, under the provisions of the regular year 'round layaway policy. Payments are required at no more than 30-day intervals and are usually set so as to pose the least burden to the patron.

Under our special Christmas Layaway Program, 90 days time allowed for payment of Christmas toys. This enables patrons to make smaller payments over a longer period of time, provided that the last payment is made by December 15. This means that shoppers still have approximately 75 days left this year, under the Christmas Layaway Program, over which to spread payments.

Layaway customers are provided with an appropriate receipt of the transaction showing the payment schedule and balance remaining. Full payment may be made at any time, and refunds will be made at the customer's request. Unlike many commercial stores, there is no service charge imposed for layaway transactions.

Because of the space requirements connected with maintaining a layaway program, the Navy Exchange Officer may, as the need requires, limit layaways to merchandise above a specified dollar value or require a minimum down payment. The NEO may also elect to prohibit grouping of low priced articles for the purpose of totaling to meet the specified layaway minimums.

Since Navy Exchanges vary in size and operation, layaway minimums can differ between facilities. The layaway program may also be temporarily suspended when

storage space is no longer available. At the Midway Island Navy Exchange, a layaway deposit is required in the amount of one third the total purchase.

The Navy Exchange's layaway policy allows its patrons to purchase the merchandise they desire, not what's left. It also permits customers to bolster the chances of surprise gift-giving by having items safely stored away from prying

COMMISSARY STORE NOTES

Being isolated on Midway Island, we often lose sight of what economic changes are occurring in the rest of the world. Naturally, one of the things that families notice most readily is the size of their weekly grocery bill. Since we have no civilian markets on the island, it is easy to lose sight of what your family is actually saving by shopping in the Commissary Store. In response to several questions concerning rising prices, (and several allegations that items could be purchased more cheaply in civilian markets) a generic shopping basket comparison was made between the prices in our Midway Island Commissary and two large chain store supermarkets in Honolulu.

A generic shopping basket is composed of a large selection of name brand grocery items which are compared in the same sizes and packs. For example, one item might be Star Kist Chunk Light Tuna, 6½ oz. can. This item would probably be sold in all three stores, as it is a major name brand. In cases where the civilian supermarket did not carry the exact same brand, their least expensive brand was noted. In addition, the shopping basket includes meat department and produce department items, such as 1 lb. T-bone steak, 1 apple, 1 orange, etc. The shopping basket is designed to give a good overall view of the pricing for most commodity groups handled by the stores.

Of a selection of 108 items, 83 were basically exact matches in all three stores. If a customer went into each store and bought one of each of the 83 items on the list, (which included meat cuts and produce items) this would be the cash register totals:

<u>MIDWAY COMMISSARY</u>	<u>CHAIN A</u>	<u>CHAIN B</u>
\$68.62	\$89.47	\$90.26

The total for the Midway Commissary reflects approximately 30% savings over the two commercial supermarkets.

Naturally, the Commissary Store is not cheaper on every item, as civilian stores sell several items below cost as "loss leaders" to attract customers to their particular stores. These "loss leaders" are well-advertised by the chain stores and serve as an effective tool to get the customer into the store. The major savings in the Commissary Store was on meat items, where prices varied greatly from the chain stores. Another consideration to keep in mind is that commercial markets utilize variable pricing, which means that some items are marked up 2%, some are marked up 4%, and some items may carry 30-40% mark ups and more. The Commissary markup policy applies a straight percentage to every item, and does not change from one commodity to another.

JACK & JILL NURSERY NEWS

Parents if you are planning to utilize the Nursery Friday, 31 October, keep this event in mind! The Nursery "sitters" are having a fun filled Halloween party for the children who will be present. The party will start at 3:00 pm. Dress your child in his or her costume or send it. Be sure to send your child's normal clothing to prevent damage to the costume. The Nursery will be open from 10:00 am to 5:00 pm.



HELPFUL HOUSEHOLD TIPS

Ways and ideas on
keeping a house a home.
By Noemi M. Condra



"Willful wife
brings useful
work."
Thomas Fuller

Chicken

1. To tenderize chicken and other fowl, rub inside and outside with lemon juice after cleaning and before dressing the fowl. This also removes the fowl odor.
2. For crunchy chicken, wash chicken under running water and rub with mashed ginger. Coat wet pieces with half and half mixture of flour and cornflakes crumbs or other crumbs. Let stand half an hour before frying. Salt after cooking. Chicken will be crunchy even when cold.

An energy saver for the husbands

When shaving in the morning or anytime don't let the water run continuously. Plug and fill the sink with warm water. You will not accomplish not only one thing but three. First of all, you won't make that morning of splattering water along the edge of the sink. You will conserve water and you will save energy by utilizing as little hot water as possible, plus you can clean your sink with the same water. You are not only doing yourself a favor but you are also saving your wife time from cleaning up the sink as well as giving her a dry, spotless floor.

Simple Fabric Care Method

For proper care of your clothings always read labels or instructions attached with merchandise you bought.

Before washing always remember to check and sort your clothes. Check all pockets. Remove any material or metal. Metal objects can damage your fabric as well as your machine. Sort out: (1) Delicate fabric (2) White fabrics, (3) Light colors and (4) Dark colors. Don't allow your clothings to become too soiled before washing. Spare them the wear of hard rubbing to get them clean.

When washing be sure to do white, light and dark colored items separately. Use your favorite detergent, but follow instructions carefully. The use of too much detergent is just as bad as not using enough. Never pour full strength bleach onto the fabric. Dilute with water when using in washing machine.

Water Temperatures:	Machine Wash, Hot	-	130 degrees Fahrenheit to
			150 " " "
	Machine Wash, Warm	-	90 " " to
			100 " " "
	Machine Wash, Cold	-	Less than 80 degrees F.
	Hand Wash, Warm	-	80 degrees Fahrenheit to
			100 " " "
	Hand Wash, Cold	-	Less than 80 degrees F.

FIL-AM NEWS-Submitted by Bill Condra, President FIL-AM

A meeting was held at the FIL-AM Pavilion 1300 19 Oct 75.
The following was discussed:

MEMBERSHIP-It was voted and approved to discontinue monthly dues. In its place there will be an initial initiation fee of \$2.50 unaccompanied/\$5.00 per family. This will cover tour until PRD. All pollucks, etc. will be on a case by case basis. All interested personnel should contact the following division representatives: AIR OPS - AFCH ONTIVEROZ, SUPPLY - SK3 FERRER, MCRD - SDC FLORESCA, NAVY EXCHANGE - SH3 RITTS, PW-UT3 JUCAR, CE2 CASTILLO, ADMIN-VN1 CONDRÁ, HARBOR-SW ESCALERA, COMMISSARY SK1 MARTINEZ.

If you are unable to contact the above personnel just drop the below application in the guard mail, attention VN1 Bill Condra.
If members are interested in selling fried lumpia and putting on a Filipino Folk Dance at the George Cannon School Fair, please contact Noemi Condra 2261 or Linda Celestial 2445.

FIL-AM Association
Midway Island

MEMBERSHIP APPLICATION

Fee \$5.00 per family
\$2.50 per single member

USNS BOX 2
FPO San Francisco
96614

_____ I am interested and would like to know more about FIL-AM

_____ I am interested and would like to join FIL-AM.

NAME: _____ RATE/RANK: _____
LAST FIRST MIDDLE INITIAL

Marital Status _____ Rotation Date _____

ADDRESS _____ PHONE: _____ WORK _____ HOME _____

BELOW SECTION FOR MARRIED PERSONNEL:

SPOUSES NAME _____
NO. CHILDREN _____ AGE _____
_____ AGE _____
_____ AGE _____
_____ AGE _____

SIGNATURE _____

DATE _____

Received _____
\$2.50/\$5.00

Authorization Signature _____

These courses will be financed through the Veterans' Administration, the same as the academic courses now offered.

A vocational curriculum cannot be developed until some indication of interest is established. Please take the time to check those subject areas in which you have a definite interest. These courses can only be offered to students working toward a high school diploma.

To increase the convenience for interested personnel, collection boxes for these forms have been placed in the Administration Building, the Public Works Administration Building, and the Navy Exchange Main Store. Please complete the form and deposit in one of the three boxes at the locations described above. Thank you.

AUTOMOTIVE SERVICES

- Automotive Mechanics _____
- Automotive Systems _____

BUILDING TRADES

- Carpentry _____
- Woodworking _____
- Cabinet Making _____
- Plumbing & Pipefitting _____
- Sheet Metal _____
- Metal Working _____
- Air Conditioning & Heating _____
- Heavy Equipment Maintenance _____
- Heavy Equipment Construction _____
- Welding _____

GRAPHICS

- Graphic Arts _____
- Drafting _____
- Blue Print Reading _____

ART

- Pottery _____
- Ceramics _____
- Painting _____

ALLIED TRADES

- Electricity _____
- Electronics _____
- Communications _____
- Ham Radio Operating _____

Please list any other courses you would like to see included: _____

NAME _____ RATE _____ ACTIVITY _____

TELEPHONE: WORK _____ HOME _____

"SEABEES CAN DO" AND

MCB TEN DOES IT IN PREP

Midway Island's PREP Program is growing in leaps and bounds, thanks to the fantastic enrollment from the ranks of MCB TEN! The battalion arrived on Midway September 6th from their home port of Port Hueneme, California, looking toward a full and busy schedule. Planned work projects include interior rehabilitation of Delta Barracks as well as replacement of all windows and interior rehabilitation of the second deck of Barracks 578.

Soon after their arrival the interest in the PREP Program caught fire when sparked by a few interested men. They reported to the PREP secretary at George Cannon School to put forth their inquiries and carried back their information to LT Jim Augustin, their OIC. Shortly after his first men enrolled in PREP, LT Augustin visited DR. Ken Rhea, PREP Principal and the center itself. Since his visit LT Augustin has given the program great support and attention among his men.

The PREP Center instructors have nothing but good things to say about their students from MCB TEN. They all show great interest in bettering their education, whether it be a high school degree or taking

Listen to all this, when two fishermen meet.



SAVE THE GONNEY BIRDS

The Laysan Albatross of Midway Island is a very rare species, and if not with our help may become endangered.

We, the Islanders, have found the Laysan Albatross and black-footed Albatross a very amusing, attractive, and lovable bird, yet there are those who feel indifferent to them. Many birds in the past have been brutally slaughtered.

Now the young have begun to wander carelessly. These babies are very naive to the fact that danger lurks all around them. There are a few motorists that may not be able to see the babies; fast bicycles are also dangerous. I have just recently seen many poor baby goonies with broken legs and wings that are helpless and soon die.

Among Kure, Pearl and Hermes Reefs, we are but one of the few islands that are still used as breeding grounds for the birds. We as citizens, feel that we can stop the harrassment of the birds if we would watch for those who are being harmful to them.

The government has instituted a law that is very severe. Anyone caught killing or seriously hurting a goonie will be fined \$1,000 and six months in jail, plus additional court fees, which may sum up to quite an amount.

We should take the responsibility of managing these species, so that we are not the cause of their extinction, but their survival. If you see a baby goonie wandering in the street, and if traffic looks busy, stop and push him to the side. Also, if you see someone that is harshly handling a bird, explain to him that it is not right and to please be more careful. The Albatross is free by nature-----HELP US SAVE AND PROTECT OUR BIRDS.

SUBMITTED BY George Cannon School U.S. History Class

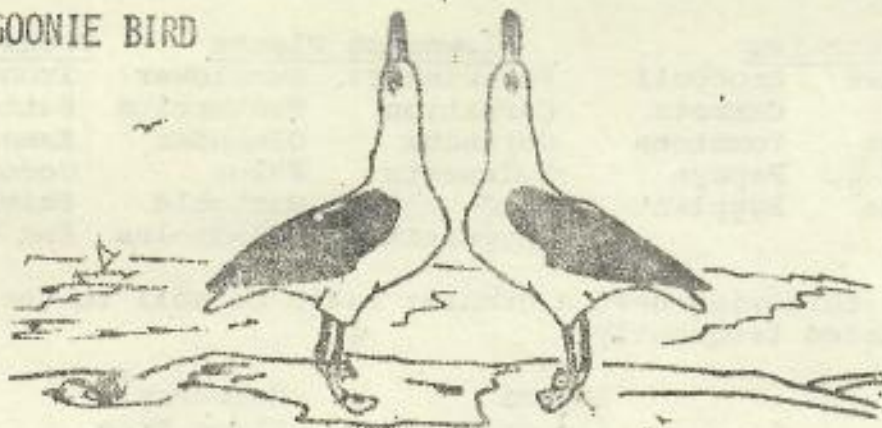
DON'T FORGET TO SEND IN YOUR \$1.00 DONATION

TO GO TOWARDS THE \$500.00

REWARD FOR THE PEOPLE WHO

TURNED IN THE GOONIE BIRD

KILLER.



SEND YOUR \$1.00 TO LTJG J.W. NOLTEN AT KMTH OR GIVE IT TO
YOUR DIVISION OFFICER. SHOW YOUR CONCERN FOR MIDWAY'S
BIRD LIFE BY CONTRIBUTING.

MYSTERY SURROUNDS HISTORY

Plants that grow successfully

Our last little bit of history concerning gardening and growing things will be presented in this article.

Remembering that it takes soil(dirt) and food to grow plants, we will list those items which grow well on Midway (considering the climate). A mixture of one part soil to three or four parts sand is satisfactory for most ornamental plants (poinsetta, oleander grass and vegetables. However, about one inch of soil should be added on top of each row or plot, and thoroughly worked in by spading or hoeing to a depth of eight to ten inches every year if the garden is to be kept productive. This can be done at anytime of the year between harvesting and planting.

For vegetables, which PAA and CPCC (remember what those initials stand for) grew profusely and abundantly, plots were made in rows fifty feet long and three feet wide and three feet of sand walkway in between each. Soil was placed on the sand to a depth of three inches and worked in as deep as possible. This made a slightly raised bed running north and south for the sunlight to spread evenly on the plants. A row of radishes was often planted between rows of slow-growing plants, down the middle of the plot. These were harvested before the other plants could grow large enough to shade the radishes.

Remember, always water with fresh water (except the grass), because brackish water contains some salts that may kill the plants if used in quantity.

The following vegetables and flowering plants seem to have been well adapted to successful growth under the above conditions:

Vegetables		Flowering Plants		Trees and Shrubs
Radishes	Broccoli	Periwinkles	Sunflower	Ironwood
Beets	Carrots	Carnation	Nasturtium	Button Bush
Turnips	Tomatoes	Geranium	Oleander	Kamani
Cantalope	Papaya	Poinsetta	Phlox	Coconut
Cabbage	Eggplant	Rose	Marigold	Palms
		Chrysanthemum	Gladiolus	Sea Grape

The following need a greater ratio of soil to the sand and must be watered frequently;

Banana	Mulberry
Plumeria	Flame Tree
Hibiscus	Bougainvillea
Panax	Ti
Vitex	Baobab

A complete fertilizer should be used at first. But don't use too much of the stuff as it contains too much ammonium sulfate and phosphates which can burn the plants. Peat Humus, if available would be ideal for most potted plants, which grow well inside.

Glasgow and Melchoir earn \$500 reward

Radioman Third Class Mernie R. Glasgow and Storekeeper Seaman Michael A. Melchoir has earned the \$500.00 reward offered by U. S. Naval Station Midway Island, for information leading to the conviction of a person who was caught killing a Laysan Albatross.

Earlier this year, after an unidentified person massacred sixty-six albatrosses, Captain R. N. Kersch, USN, Commanding Officer, U. S. Naval Station, Midway Island, appealed to the residents of Midway to pledge money for the \$500.00 reward. Captain Kersch also indicated that the reward would be given in connection with later incidents, and that offenders would be dealt with severely, either here on Midway through Captain's Mast, or by federal authorities in Honolulu.

Due to extenuating circumstances surrounding this killing of ONE albatross, Captain Kersch chose to deal with the incident through mast and non-judicial punishment.

At approximately 1900 on 27 April, Petty Officer Glasgow and Seaman Melchoir were making deliveries of food in the CPO truck to barracks 578 when Seaman Melchoir saw and heard a bang stick fire and an albatross killed.

Petty Officer Glasgow also heard the shot and saw a person holding the bang stick next to a dying bird.

Three or four people sitting on the steps of barracks 578 also saw the incident and who knew before-hand what was going to happen, did nothing. After the shooting, these same people laughed at the matter and begged Seaman Melchoir and Petty Officer Glasgow to "cut them some slack" when Melchoir went inside the barracks to call Security.

When Security and the Office Of the Day arrived, they investigated and apprehended one man along with a bang stick, a box of 357 magnum shells and the dead albatross.

Further investigation revealed that the user of the bang stick had tried earlier to kill another bird, but the round did not fire. The man stated that he was only trying to see if the stick worked. It had not when he was shark fishing earlier in the day.

Seaman Melchoir and Petty Officer Glasgow, who both work at Midway's Communication unit, are to be commended for their forthrightness, and for being unafraid in doing what was right in the face of peer pressure.

CALL FOR CONTRIBUTIONS

Commanding Officer, U. S. Naval Station Midway Island, as a result of Petty Officer Mernie Glasgow and Seaman Michael Melchoir earning the \$500.00 reward, is asking all personnel to contribute \$1.00 towards the reward.

The one dollar donations are to be given to LT(jg) Jeff Nolten or to your division officer.

Pledges taken earlier this year will be called for if the \$500.00 figure cannot be reached, however, it is hoped that these pledges may be saved for future use. Show your concern for Midway's bird life by contributing.



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Thursday, December 14, 1975

Marines Plan Lush Garden at Kaneohe

The Marine Corps paints everything red and gold.

Now it plans to create a garden of red and gold trees and plants, all donated by the Outdoor Circle or State.

The beautification site will be a former military dump (1940-1972) near a new gate the Marines plan to erect when the TH-3 highway is built.

The new sentry post will be on the Kaneohe Bay side of Mokapu Peninsula at the west end of Nuupia Pond.

The 69 trees and 7,000 plants will include gold shower trees, trailing gazania, royal poinciana, African tulip, Christmas berry, hibiscus and verbenas.

About 200 truck loads of topsoil will be needed.

Waste effluent from the station's treatment plant will be used for irrigation, as the golf course already is.

The present main gate on Mokapu Boulevard will be closed except for rush hour traffic when the new gate is ready.

—And all this hinges upon TH-3 hurdling its many obstacles.

The Kahoolawe clean-up study will be conducted by the Naval Facilities Engineering Command at Makalapa but no date for a start is available.

Pacific Command will edit a new Asia-Pacific Defense Forum quarterly journal for military leaders in foreign countries who have attended United States military schools.

The purpose will be to keep them abreast of security affairs and United States defense policy. It will be printed in Manila.

Gail K. Warok is the first lady to receive a direct commission in the Army National Guard. She enlisted in 1973 and was commissioned a first lieutenant on Dec. 5. A Santa Clara graduate who has been in Hawaii since 1969, she will become a recruiter.

The Secretary of Navy has approved the Midway

Island Code which fills the hiatus in criminal law.

Certain sections of the Hawaii Criminal Code will fill the holes between crimes covered by the United States Code and petty offenses, such as bike theft, fistfighting, drunkenness, loitering, destroying bird eggs, etc.

Appeals will be handled by the 14th Naval District at Pearl Harbor.

The Armed Forces



By Lyle Nelson

Capt. David H. Fischer is the new commanding officer of the Midway Naval Station.

The 25th Division Association donated \$142 to the Tropic Lightning Museum at Schofield Barracks. The museum always needs funds, and from any source, director Warren Sessler says.

The Army National Guard owns 15 Bell OH-58A Kiowa helicopters and keeps one on the Big Island. That's the one that recently took Gov. George R. Ariyoshi for a look at earthquake damage.

Helicopters of the 25th Aviation Battalion at Schofield completed 20,000 hours of accident-free flying, a time span of two years and three months.

Lt. Col. K. Paul Geya has been given command of the 201st Mobile Communications Squadron of the Air National Guard. It has been reorganized into a group structure. He formerly headed the 169th Aircraft Control and Warning Squadron.

Canadians Rescued After Nine Days on Life Rafts

A Russian whaling ship has rescued seven Canadians who spent nine days adrift on small life rafts in the Pacific after an explosion disabled their 91-foot pleasure craft near Midway Island.

A U.S. Navy vessel today lifted the Canadians from the Soviet ship off Midway and arrangements were being made to fly them to Honolulu. The Navy said they are in good health.

The seven crewmen of the White Eagle — four men and three women — were heading toward Honolulu from Yokohama, Japan, when one of their two engines exploded July 12.

They were plucked from three life rafts by the Russian vessel Vidnye about 400 miles west of Midway on July 21.

Further details of the mishap and the rescue were not available. Midway is 1,300 miles west-northwest of Hawaii, about halfway between here and Japan.

Among those on board were the White Eagle's owner, Lloyd Parker; skipper John Van-Tamlin and his son Todd, and Don Holtom, all of North Vancouver, British Columbia, and Sarah Miller.

A nurse and a third woman who were on board were not identified.



THE ISLANDER

Vol. VIII No. 5 U.S. Naval Station Midway Island January 31, 1975

CHAMPUS

The Civilian Health and Medical Program of the Uniformed Services is a program which provides financial assistance to its beneficiaries to pay for medical care obtained from civilian sources generally when such care is not available from Uniformed Services medical resources.

CHAMPUS was intended to assure that medical care is available for spouses and children of members of the Uniformed Services, a member or former member who is entitled to retired or retainer pay, or equivalent pay; dependents of a member or former member who is or was at the time of death entitled to retired or retainer pay or equivalent pay; and dependents of members of a Uniformed Service who died while on active duty for a period of 30 or more days. Prior to the enactment of Public Law 89-614 (the original Dependents' Medical Care Act), medical for this large group of people was provided by the Uniformed Services medical resources on a "space available" basis.

CHAMPUS grew out of numerous pressures. The increasing number of retirees, the decreasing military medical resources available to care for dependents and retirees, and the competition from parallel government health programs all played a part. Under the CHAMPUS cost-sharing plan, CHAMPUS pays a share of allowable charge for authorized health care. The customary charges made by the provider of the care and prevailing charges (cont on pg. 4)



EDITOR'S NOTEBOOK

ANNOUNCEMENT FOR SHORTHAND COURSE

According to the principal of George Cannon School, several individuals have requested that a short-hand course be offered. To accomplish this, interested persons are asked to enroll at the ESO office as soon as possible, and if 8 persons enroll, the course will be offered.

The tuition will be \$24.00 for 24 hours of instruction. As soon as 8 persons pay their tuition, the course will begin.

Should the course not materialize, your tuition will be refunded. Cut off date for enrollment will be 3 February 1975.

ATTENTION SEABEES AND OTHER IN-

TERESTED ISLANDERS- SUPPORT YOUR CANDIDATE FOR SEABEE QUEEN BY VOTING FOR ONE OF THE FIVE CONTESTANTS. JUST A PENNY A VOTE AT ANY OF THE FOUR BALLOT BOXES. BOXES ARE: IN THE EXCHANGE; COMMISSARY STORE; P.W. ADMIN BLDG. THE QUEEN WILL BE ANNOUNCED AT THE SEABEE BALL ON MARCH 5, 1975.

WEIGHT WATCHERS:

"Crutches" that run up excessive fat totals regardless of menu choices available include extra portions of rich desserts; extra glasses of milk at each meal; countless unneeded butter patties eaten thoughtlessly and extra breakfast pastries. Men who regularly eat standard Navy meat portions, drink half a pint of milk at three(3) meals daily, and eat a variety of other foods consume moderate quantities of fat and most will not need to resort to extra servings of foods high in fat. Too many extra portions of milk, butter patties, and similar fat carriers, and regular eating of rich snacks can easily lead to fat consumption exceeding that recommended for good health. Over eating is caused by many factors, including psychological influences and lack of nutrition knowledge. You can, with concentrated effort overcome the extra "crutches" and eat for health as well as enjoyment.

LETTERS TO THE EDITOR will be accepted for publication by The Islander.

All letters will be limited to 150 words, legible and consistent with current libel laws.

The editor reserves the right to edit any and all materials to meet these requirements.

Letters must be identified with full name, rank/rate, and pay grade along with the author's department/division. Names may be withheld from publication on reasonable grounds, but

no anonymous letters will be published.

THE ISLANDER, distributed weekly at Naval Station Midway Islands, is printed with appropriated funds by the Public Affairs Office, under the provisions of NAVEXOS P-1035.

The Islander uses Navy internal publications, American Forces Press Service and local news sources. The Islander reserves the right to edit it's water-

COMMANDING OFFICER
Captain R. N. Kersch

EXECUTIVE OFFICER
CDR V. Spradley

PUBLIC AFFAIRS
OFFICER
JOC J. D. SHEETS

EDITOR
JOS G.F. SPELLMAN

GRAPHICS

NAVPAC SELECTS

"SAILOR OF THE QUARTER"

YN3 Terrell L. Britton has been selected as NAVPAC's sailor of the quarter. His selection is based on his outstanding performance while working in the Administration Office.

Petty Officer Britton has devoted a considerable amount of time working after hours sorting and delivering mail for the NAVPAC Barracks and housing. His desire to do the best job is further evidenced by his recent promotion to YN3 from SN.

His selection as "Sailor of the Quarter" is Naval Facility Midway's way of saying "Well Done."

ST. PAUL'S SCHEDULE CHANGE

Now in effect is a new mass schedule for St. Paul's Catholic Parish. On Monday, Wednesday, and Fridays Mass will be at 0900 in the Blessed Sacrament Chapel. Tuesday's Mass is unscheduled. On Thursday there is a 12 noon Mass in the homes of parishioners. Saturday Mass remains at 1700 in the Blessed Sacrament. Sunday Mass remains at 0915 in the Main Chapel.

In addition there are two new programs....a Mass in the Homes Program at 12 noon on Thursdays. The quarters will be announced each week in the Chapel bulletin and the community bulletin board on KMTH. All are welcome to attend. Also a Scripture Study

THE CURRENT PREP SESSION WILL END ON 31 JAN 1975. STUDENTS ENROLLED SHOULD COMPLETE THEIR RESPECTIVE COURSES BY THIS DATE.

Program has recently been organized. The group meets on Thursdays at 0900 in the quarters of the members. Interested persons can call Mary Langlitz at Ext. 2433 or Chaplain FitzGerald at 617/983. Bibles & Study Books are supplied by the Chapel.



DIRECTORY SUPPLEMENT

AS A CONVENIENCE TO ALL TELEPHONE SUBSCRIBERS THE TELEPHONE OFFICE HAS PUBLISHED A SUPPLEMENT TO THE NOVEMBER 1974 HOUSING TELEPHONE DIRECTORY. LISTED IN THE SUPPLEMENT ARE ALL CHANGES (INCLUDING ADDITIONS, DELETIONS AND NUMBER CHANGES) THAT HAVE OCCURRED SINCE DISTRIBUTION OF THE NOVEMBER 1974 DIRECTORY. COPIES OF THE SUPPLEMENT WILL BE AVAILABLE AT THE TELEPHONE OFFICE BEGINNING 1 FEBRUARY 1975. SUBSCRIBERS MAY PICK UP THEIR COPY MONDAY-FRIDAY BETWEEN THE HOURS OF 0730-1630.

CHAMPUS (cont. from pg. 1) in the community for similar care are considered in determining allowable charges. Unusual circumstances and extraordinary professional effort also are taken into account.

CHAMPUS beneficiaries can obtain both inpatient and outpatient medical care and treatment from civilian medical sources under the basic program. In addition, there is a special program of generally nonmedical rehabilitative benefits for the seriously physically handicapped and moderately or severely mentally retarded spouses and children of active duty members of the Uniformed Services.

Information and counseling on CHAMPUS matters can be obtained from advisors at Uniformed Services hospitals, installations and designated area commands. Beneficiaries can discuss their CHAMPUS problems with them.

Advisors can be of special assistance to families in resolving their CHAMPUS problems, such as getting a long-term program of treatment authorized and set up, or locating sources of care for rare or complex medical conditions. ... **FOR MORE INFO CONTACT** any Uniformed Service installation; the CHAMPUS advisor (Health Benefits Counselor at Navy and Marine Corps installations) or medical office; CHAMPUS payment offices; OCHAMPUS, Denver, Colorado 80240; the Surgeon General of the appropriate Military Service.



THE MIDWAY ISLAND TEEN CLUB

Presents

A COMEDY AND ADVENTURE MOVIE FESTIVAL

The Teen Club is reviving one of the all time Great Republic movie serials "Zorro's Fighting Legion". Made in 1939, This action packed serial is from Hollywood's 'Golden Age' of cliffhangers and will be shown in its entirety, one chapter each week for 12 exciting fun filled weeks.

They will also be showing some of the all time great comedy classics from the 1930's and 1940's, which includes; Laurel and Hardy, The Little Rascals, Charley Chase, Edgar Kennedy, W.C. Fields, and The Three Stooges. This film festival of comedy and adventure classics will run for 12 consecutive weeks at the Community Center. The first one began Sunday, January 26 at 1500, and will continue on consecutive Sundays hereafter. The admission price is 50¢. Islanders of all ages are invited to come and enjoy themselves and support the Teen Club.

VA HOME LOANS LIBERALIZED

The Veterans Housing Act of 1974, recently signed into law by President Ford, makes it easier for a veteran to reestablish his eligibility for a Veterans Administration home loan if he sells a home that is presently guaranteed by the VA.

Under the new law, a veteran may have his entitlement restored if; he transfers his home to another eligible veteran who agrees to assume the outstanding balance of the loan and use his own entitlement to guarantee the loan, or the original VA loan is completely paid when the home is sold. Other provisions of the Veterans Housing Act increase the amount of a loan that the VA can guarantee from \$12,500 to \$17,500; increase the loan amount for a single width mobile home from \$10,000 to \$12,500 (\$20,000 for a double width mobile home); and authorize loans to purchase lots for mobile homes.

Now there is a four year delay in declaring home sale profits.

Military homeowners who sell

their homes now have as long as four years to invest the profits from their sale in a new home before having to report the profit as an income tax capital gain. A four year period which was authorized prior to 30 June 1973 expired when the Selective Service Act expired. The new law is retroactive to 1 July 1973 to protect military personnel who sold homes within the last four years. The four year period applies only while on active duty. Personnel retiring or leaving active duty have only one year from the time of sale of their old residence to purchase a new home before having to declare the profits as a capital gain.

MANAGEMENT OPPORTUNITY

The Bank of Hawaii has an immediate opening for a management trainee to assume the position of Bank Manager of the Midway branch. The position offers the experienced banker unlimited background in operations, loans and management. It offers generous benefits while providing a very essential and vital necessity to the Midway community.

Only experienced persons need apply. Call or stop by the bank and see Mrs. Phillips. The number to call is Ext...416.

The Bank of Hawaii is an equal opportunity employer.

KIDDIE MOVIE

A HILARIOUS Walt Disney film
'The Monkey's Uncle'

The title tells it all

CAPTAIN'S INSIGHT MONDAY

February 3 1800 (pre-empts evening report)

The Captain will be addressing the subject of Midway's Air Terminal procedures. The Captain's guests will be Commander Miller, Air OP's officer, and Chief Robbins, leading CPO of Air OP's Terminal.

Questions are invited on all facets of the Air Terminal services, and will be accepted any time previous to and during the program at Ext...531.

A helping hand can mean a lot

Cub Scout Pack 20 and Brownie Troop 157 gave a helping hand to the NWCA Jan 5, 1975 by carting the leftover materials of a sale by the NWCA, to their local thrift shop for resale to Island residents. This community service by the scouts gives the boys and girls a chance to participate in community affairs.

Brownies Dians Evans and
(cont. on pg. 6)

A helping hand (cont. from pg. 5)
Linda Spurlock represented
Brownie Troop 157, and Cubs,
Scott Snell, Henry Spade, Mark
Spurlock, Tito Velasco, Robert
Labelle, Jack and David Wakeman,
and Mike Hatfield all worked in
true scout tradition.

Should anyone desire a helping
hand, just call upon the Island
scouts. They are looking for
good deeds to do. Are you?????

NWCA NEWS

NWCA #204 will hold an in-
formal open board meeting be-
tween the hours of 7:0'clock
and 8:0'clock. All members
are invited to attend.

January is NWCA's National
Scholarship month. Money earn-
ed from the January bake sale
will be donated to the Scholar-
ship fund.

Part of the money is to be
donated in memory of the late
Bull George Cassidy.

Anyone interested in the
Navy Wives Scholarship should
contact Sandy Richardson Presi-
dent, at 2359, or Lorraine
Santo C-64 for further infore-
mation.

Applications will be avail-
able shortly.

NOTICE TO PARENTS

On Wednesday Afternoon
February 5, there will be an
in-service for teachers, there-
fore, there will be no school
for students after 5th period,
1145 on that date. The morn-
ing Kindergarten will meet but
the afternoon class will not.

REVISED CAPTAIN'S CUP VOLLEYBALL SCHEDULE

The second session of Captain's Cup 1975 Volleyball will commence
on Thursday 30 January 1975. An overall champion will be computed
from the combined sessions. The additional schedule will be played
as follows:

- TEAM NAMES:
1. Air Ops
 2. Supply
 3. Admin.
 4. Public Works
 5. Naval Facility
 6. Com/Harbor
 7. High School

1800 - 1930

1930 - 2100

Jan 30	2-3
Jan 31	2-5
Feb 3	5-1
Feb 4	6-7
Feb 5	3-6
Feb 6	6-2
Feb 7	7-1
Feb 10	3-1
Feb 11	7-3
Feb 12	1-2
Feb 13	1-4

1-6
3-4
4-2
4-5
2-7
5-3
5-6
4-7
6-4
7-5
2-3

GOONEY VAN LINES

By
LTJG Jeffrey W. Nolten

During the fumigation these last two weeks, you may have noticed pick-up trucks going by full of Goonies, or if you happened by the Splinterville Officers' Quarters you may have seen groups of forlorn looking birds penned up in back yards. This was all part of a project to save the eggs of birds nesting close around the buildings in the fumigation project. A group of concerned residents noticed the high number of abandoned eggs around the dispensary where bird, egg, and nest were moved as a unit in hopes of keeping bird and egg united. The Goonie, however, is attracted more to location than the egg or even the nest. This has probably evolved over the thousands of years of birds coming back from the ocean to find their nest and mates amidst the hundreds of nests and birds located near-by. At the dispensary they noticed, soon after the nests were moved, too many birds sitting in the hollows where their nests had been, while their eggs lay unattended a few feet away.

To save the eggs then, it was obvious that the bird and egg would have to be moved during the fumigation and returned to the same location afterwards. Keeping the eggs was easy with the use of volunteered heating pads to keep them warm while mother was away. The birds, however, would leave the Island if pushed off their nests without further attention. So it was decided to truck the birds to the small fenced backyards in Splinterville where they had no room to gain flying speed. The birds, off their nests, were not aggressive towards each other and got along admirably well.

And so it became a daily project to replace old birds and eggs and pick up new ones, trying to stay one step ahead of the fumigators. In all 140 birds were moved, of course not without some cuts from the birds fairly dangerous bills and several adventures besides. One family arrived home one afternoon to find the smell of rotten egg pervading their house. They soon decided to have lunch at the Cornerstone. Another family heard the distinct sound of bird chirps from the usually silent eggs. Upon investigation they discovered a young Goonie well on its way to being hatched. Panic stricken a suitable parent was searched for. After a week now mother and foster child are doing well. The project brought the families involved closer together and gave a break in the routine. It was rewarding besides, to watch parent and egg reunited with the parent giving its cooing sound and finally settling on its nest.

Several of the birds "abandoned" anyway, being too excited by the ordeal to reaccept the egg, but of the 140 moved birds, 123 are still incubating eggs (a few of which have since hatched.)

These birds provide Midway with a rare and educational natural resource and those involved felt it was well worth their efforts to save these creatures who depend so heavily on Midway for their livelihood.



A. THE TERMINAL
George Segal/Jean Hackett
Suspense Drama PG

B. DAISY MILLER
Cybil Sheperd/Barry Brown
Comedy Drama G

C. THE ANIMALS
Michele Carey/John Anderson
Western R

D. PIGEONS
Jordan Christopher/Jill O'hara
Comedy R

E. SUCH GOOD FRIENDS
Dyan Cannon/James Coco
Comedy Drama R

F. THE LOVE MACHINE
John Phillip Law/Dyan Cannon
Drama R

G. DEATH WISH
Charles Bronson/Hope Lange
Action Drama R

H. THE LORDS OF FLATBUSH
Perry King/Sylvester Stallone
Comedy PG

	FRI.	SAT.	SUN.	MON.	TUES.	WED.	THUR.
1300		A	B				
1800			F				
2000	C	E		H	D	G	C
EM/AD			G	C	A	BINGO	F
CPO				F	G	C	H
COM "C"				A	F	B	G

Airies Friday, February 1st
Tune in at 9:00p.m.

DIANA RIGG - SECRET AGENT?



This lovely English lady, who prefers the quiet study of a long rehearsal period, with its opportunities to develop character in depth, is really more attuned to theatre than to films or TV.

A Shakesperian actress by training, Diana studied acting at the Royal Academy of Dramatic Art for two years. On leaving she had a difficult time getting started in the theatre because of her unusual height and type - and so she spent some time working as a fashion model. This experience proved a great help in her career, since it taught her how to wear clothes with elegance and flair.

Her first professional break came with assignments to two repertory theatres, and later she was signed with the Royal Shakespeare Company. She has appeared in such plays as "Becket," "A Midsummer Night's Dream," and "King Lear."

Diana then tried her luck in British TV - and it was her success in this medium that led her to the role of Emma Peel in "The Avengers."

Her former colleagues were a bit puzzled that a star of the classical theatre had the "nerve" to break into a somewhat less setting.

However, her countless TV fans are glad she did!



K M T H

T V

GUIDE

FEB. 1-7, 1975



CHANNEL



CREATURAL CREATURAL

After two school girls are brutally attacked and murdered, their fathers decide to avenge their deaths by taking the law into their own hands.



THE MAGNET

A comedy drama starring Stephen Murray, Kay Walsh, William Fox and Meredith Edwards.

An 11-year-old steals a magnet from another boy and has a number of misadventures until he gives the magnet to charity.

4:30 p.m. CARTOONS

5:00 VOYAGE TO THE BOTTOM OF THE SEA

6:00 EVENING REPORT

6:30 THRILLSEEKERS

(See page 3)

7:00 BUCK OWENS

Special guest: Freddie Hart

7:30 PARTRIDGE FAMILY



It's "Operation Blackout" when Danny volunteers the family to be THE MODEL ENERGY CONSERVATION FAMILY for the town.

8:00 HAZEL

8:30 M*A*S*H

Lt. Colonel Henry Blake discovers the fountain of youth while in Tokyo. He then reports that he has also found love.

9:00 THE AVENGERS

(See back cover)

10:00 DEAN MARTIN

A winning entry every time!

Dean's invited guests are William Conrad, singer Olivia Newton John and Joey Bishop. Comedy skits include Conrad as Tarran having trouble with his mate, and Dean as a marriage counsellor.

11:30

FUNNY SIDE

With Gene Kelly as host, the cast treats such universal subjects as marriage, children, education, aging, taxes, youth and women's lib. This episode is a focus on marriage, or as Gene calls it, "hoity deadlock".



3:00 P.M. MOVIE: THE BOBBIKINS
 4:30 CARTOONS
 5:00 ANIMAL WORLD

These minute members of the animal world--coral polyps. They build their homes in numberless shapes, creating coral reefs.

5:30

FLIPPER

The boys are in danger as a stranger wants to leave the country.

6:00

EVENING REPORT

6:30

MINORITY COMMUNITY

A discussion on the Indian and his part in crime in the U.S. as well as prison life and drugs.

7:30

TEMPERATURE'S RISING

Dr. Mercy cashes in on the publicity of a quad birth by giving the mother free hospital facilities. All is well until someone asks the whereabouts of the father.

8:00

FLIP WILSON

They're all made for each other--Flip Wilson, Tony Randall and Phyllis Diller!

9:00

MOVIE: EVIL KNIEVAL

BOXING FROM THE OLYMPIC

(See page 3)



THRILLSEEKERS

A stunt pilot group called the Red Knights perform incredible acrobatics in their Pitts Special biplanes that would make the Red Baron proud, as they conclude the show with head on passes at 300 mph.

World famous ski camera man, Warren Miller, travels to Vail, Colorado to capture the aerobatics and the rough, tough tumbles of a Hot Dog competition, which he describes as the first new ski contest in 75 year



BOXING FROM THE OLYMPIC

The Olympic Boxing Club presents 10 rounds of professional boxing as Bennie Rodriguez opposes Jose Sanchez.

CALIFORNIA

V S

CHICAGO

JANUARY 19

Power play goals by Jim Pappin and John Marks carried the Chicago Black Hawks to a 5-1 victory over the California Seals. Each of Chicago's goals came in the last minute of each period.

9:00 a.m. CARTOONS
9:30 BETTER WORLD

From Arlington National Cemetery, Charles Blair takes a look at one of the blights of our society-assassination! In rare film clips, he traces some of the assassinations and attempts, including those of Lincoln, McKinley, Garfield and Kennedy.

10:00 FLINTSTONES
10:30 BEVERLY HILLBILLIES
11:00 GENTLE PEN
11:30 SFA HUNT

12:00 p.m. CBS SPORTS SPECTACULAR

In the AAU National Indoor Swimming Championships, returning to defend their titles are Melissa Belote (200-yard backstroke); Cathy Carr (100-yard breast stroke); Mark Chatfield (100-yard breast stroke) and others. Charlie Wilcox and Debbie Meyer report from Dallas where new swim suits for women are introduced. Onion Skin Suits!

1:15 PRO BOWLERS TOUR

Five top bowlers compete for a share of the \$70,000 Don Carter Classic held at Bowling Square, Arcadia, California. MOVIE: DIARY OF ANNE FRANK WORLD CHAMPIONSHIP TENNIS

On a misty, windy day at the River Oaks Country Club in Houston, Texas, tennis fans are treated to a great match between Rod Laver, Australian left-handed veteran, and Bjorn Borg, who the 17-year-old Spanish sensation, who has claimed two WCT titles.

6:00 SANFORD AND SON

4:30 p.m.
5:30

SESAME STREET
NEW ZOO REVIEW

Emmy Jo and Henrietta accuse Doug of being a wet blanket after he cautions them about becoming too enthusiastic over Charlie's and Freddie's "oil well" EVENING REPORT

6:00
6:30

PRESIDENT FORD'S STATE OF THE UNION ADDRESS

7:30

BEST OF BROADWAY: AN INSPECTOR CALLS An inspector mysteriously appears in the home of a wealthy British family to investigate the mitigating circumstances of a girl's suicide. Deftly tricked into confessing their roles, the family discovers each member has been involved in the chain of events leading to the girl's rueful death.

9:00

And each bears a responsibility for the tragedy--which has not yet occurred! HAWAII 5-0 McGarrett's good humored brilliant criminal nemesis, Mr. Filer, breaks out of prison. MARCUS WELBY

10:00

An episode that probes with subtle sensitivity into the loneliness of the later years as an attractive widow falls in love with an aging penniless charmer.

11:00

NAKED CITY An immigrant shoemaker keeps a promise and marries the daughter of his dying friend.



P.m. EARLY MOVIE: PEOPLE NEXT DOOR

CARTOONS

BIG VALLEY

EVENING REPORT

WHY ME

BETTER WORLD

POLICE SURGEON

An injured woman and an alert policeman lead police surgeon Simon Locke and detective-lieutenant Dan Palmer to a dangerous showdown -- reason: eye-for-an-eye revenge.

SANDY IN DISNEYLAND (SPECIAL)

Sandy Duncan sings and dances through the magic world of Disneyland. Our Pied Piper leads a distinguished company of guests - Ernest Borgnine, Ruth Buzzi, John Davidson, Lorne Greene, The Jackson Five, Ted Knight, Loggins & Messina and Doc Severinsen.

CANNON



Cannon is hired by the family of an ex-stewardess to get to the bottom of a campaign of terror. Singer Robert Goulet guest stars.

IRON HORSE

Ben Calhoun matches wits with a beautiful but crooked saloon owner and her boyfriend.

LATE MOVIE: MARGIN FOR ERROR



6:30 P.m.

DICK VAN DYKE

HERE COMES THE FUTURE

ALL IN THE FAMILY (SPECIAL)

A special issue of a special program, "The Best of 'All in the Family'" celebrating the 100th broadcast of the award winning comedy series!!! Hosted by Henry Fonda, this special recapitulates many of the most memorable moments which have occurred in the lives of Archie Bunker, his family and their friends during the history of the show.

6:30

MAUDE

The contents in Walter's wallet is for his eyes only - since he considers it a private matter! Curiosity gets the better of Maude. She finds an opportunity to check through it and learns a valuable lesson!

and then there's MAUDE



9:00

BOB NEWHART

9:30

MARY TYLER MOORE

10:00

SONNY AND CHER

The Jackson Five, Howard Keel, Larry Storch, Wilfred Hyde-White, and Governor Ronald Reagan are among tonight's guests.

11:00

CAROL BURNETT

The outlook is bright and funny only because Carol is around with her guests Ray Charles and Vincent Price!

12:00 a.m.

THE LATE MOVIE: HELL BELOW ZERO

1:30

MILKMAN'S MATINEE: BOYS OF THE CITY

2:25 SACRED HEART

11:45 a.m. CHRISTOPHER CLOSE UP
 Anthony Ermilio, who received an honorary degree of "Doctor of Trans- portation" for 24 years of friendly service as an elevator operator at Bernard Baruch College in New York, gives his secret of success.

12:00 P.M. THE LIFE OF JESUS

12:30 MUSIC AND THE SPOKEN WORD
 Mormon Tabernacle Choir.

1:00 NHL HOCKEY: CALIFORNIA VS CHICAGO
 (See page 3)

3:30 NANNY AND THE PROFESSOR

4:00 SHERLOCK HOLMES
 The corpse of a squire is found at Bolston Manor with its head blown off! The manor is surrounded by a moat which has not been crossed. Who dun- nit and how?

4:30 HERE COME THE BRIDES

5:30 THE GHOST AND MRS. MUIR

6:00 VICTORY AT SEA
 The bombing of Pearl Harbor through the eyes of the Japanese.

6:30 WILD KINGDOM
 The training of sea lions to recover lost missiles from the sea bottom.

7:00 I SPY
 An East Asian political group kid- naps the daughter of a doctor.

8:00 PROFILES IN COURAGE
 A young lawyer in turn of the century Denver, Colorado.

9:00 MOVIE: HELEN OF TROY

1:00 TONIGHT SHOW
 Guests: Joan Rivers, John Voight, Bob Uecker and Philip M. Stern.



4:30 P.M. SESAME STREET

5:50 GENTLE BEN

6:00 EVENING REPORT

6:30 PRESIDENT FORD'S ADDRESS

7:00 MOVIE: THE MAGNET
 (See page 2)



10:30 AFC/NFC PRO BOWL

11:00 MOVIE: CONFIRM OR DENY

PRO BOWL

Los Angeles Rams' QB James Harris threw fourth quarter touchdown passes of 8 yards each to Mel Gray and Charley Taylor to give the National Conference a 17-10 upset victory over the American Conference in the National Football League's annual Pro Bowl.

Harris, the first black QB ever to play in the Pro Bowl, was chosen the game's Most Valuable Player.

Mini week at George Cannon School was a success primarily because of the wonderful response from the military and dependent personnel of Midway. When the school advertised for volunteer teachers from the community the response was over-whelming! The students were excited with their experience and the new things they learned. Each student took four courses. One of the prerequisites was that he or she must choose courses for which they had little or no previous knowledge. The administration, staff and students are unanimous in their expression of thanks to those who served as instructors during a most meaningful and enjoyable educational experience.

The courses that were taught are as follows:
 Plant Propagation, Mr. G. Means,
 Sand Candles, HM2 Stacy, Chemical Reactions, Mr. G. Means,
 Criminal Law, Lt. Nixon, Speed Reading Mrs. L. Means, Basic Photography Mr. R. Weaver,
 Projection Equipment Mr. R. Weaver, Correction-Techniques Mr. Macon, Computer Science Mr. J. Egge, Drug Education Mr. Johnson-Chief Berry, Rap Sessions Mr. Johnson-Chief Berry, Auto Mechanics Petty Officer Geaslin, Embroidery Miss P. Shelhamer, Guitar Petty Officer Kimmel, Fishing Petty Officer Hudspeth, Sailing Mike Kimble, Babysitting Tonya Pettigrew, Bicycle Repair Mr. J. Egge, Snorkling Earnie Martsching, Shell Jewelry Making Mrs. Linda Means, Golf Dr. Ken Rhea, Baking Mrs. Elaine Wald, Gourmet Cooking Chief Joe Sheets, Hair Styling Mrs. Lynn Reed, Cake Decorating Mrs. Sherry Gearheart, Gymnastics Mrs. Diane Egge, Wrestling Petty Officer Kosse. Teletype Petty Officer T. Courts, Radio Broadcasting Dave Farmer-Pat Miner, Ham Radio Chief Bob Holman, Apartment Living Mr. G. LaMotte. Mrs. Linda Means was the coordinator of the program and did a splendid job in organizing and scheduling courses.

For the second time in 4 months the Danish Moter Vessel Mv CECILIE MAERSK called on Midway's SAR team for a patient evacuation.

At approximately 1900 12 May the ship arrived at Midway for transfer of Boatswain Helmer F. Hansen who sustained a fractured leg. He was transferred to Harbor's tug YTB 776 about 3 miles south of Eastern Island. The ship left the area immediately after transfer and the patient was medevaced to Honolulu.

The ship had planned to arrive at first light 13 May but the condition of the patient necessitated transfer as soon as possible. The Master of the ship ordered "full speed ahead" and arrived at Midway before sunset. The SAR was completed about 2000.

The Mv CECILIE MAERSK called on Midway February 10 for a SAR of similiar nature which was also handled by the tug.

Participating in the SAR were LCDR J.G. Kennedy, Harbor Officer, BMC Hayes-tugmaster, EN1 Roush and EN1 Bonnet-Chief Engineers, EN1 Hurry and EM3 Catbagan-electricians, EN3 Hill and FN Mariano-engineers, SN Chess and SN Alecia-deck crew. Also participating were HM1 Jung--tending corpsman, QMCM Toler--pilot on standby, SAR Officer Lt. G.O. Gourdin and SAR coordinator QM1 Willoughby.

DUE TO THE LONG MEMORIAL DAY WEEKEND, THE PREP CENTER WILL BE CLOSED ON MONDAY, 26 MAY 1975. THE CENTER WILL BE OPEN ON WEDNESDAY OF THAT SAME WEEK, 28 MAY 1975.

DEAD GOONEY BIRDS

Dead Gooney birds pose a serious health and sanitation problem if they are not collected and disposed of quickly. They must not be buried as this provides an ideal fly breeding site. All island residents who find or see a dead bird are requested to report the location to the Public Works Department, Trouble Desk, 888.

GOONEY DUNES DOINGS

Tom Gwinn

Mother's Day had a special significance for 18 Midway ladies as they took to the links last Sunday, May 11th at 1300, for an 18 hole handicap golf tournament. To assist the gals with the heavy work, such as bag toting, cart pulling, ball finding, bush bending, club selecting and most important, putting, each participant was accompanied by husband or friend. When play was completed, everyone gathered at the club house for a picnic lunch of salad, hotdogs, hamburgers and desert. After all hunger pains were eliminated, the reckoning was at hand and prizes were presented to the day's winner. Garnering first place with stellar play on the fairways and accurate chips to the green (which incidently made my putting task easy) was my everloving, Marilyn, with a net 64. Following in order were Eleanor Lovell (70), Andy Phillips (77), Reiko Huffman and Anna Ray (83), Joni Stephens (84), Pam Evans (85) and Linda Fletcher (89) to round out the prize winners. Special prizes for low gross-Marilyn Gwinn (77), highest gross Cheryl Williams (143), and closest chip on number one hole-Pam Evans added to the bounty. The remaining gals each received a participation prize of a brand new golf ball. The club was extremely pleased to see the good turn out and we appreciate the support of all the gals in making the event a success and fixing all of the goodies for the picnic.

The day had one sad note however, as this was the last tournament that Andy and Bob Phillips will play in as they leave the island Saturday, 14 May on the log flight for greener pastures (or should I say golf courses). We will sorely miss them and their generous support of the Gooney Dunes Golf Club. So in farewell, I say to past-President Bob and ex-President Andy, thanks and God Speed. As her last official act, Andy made the prize presentations and then turned the reins of the club over to the vice-President (who happens to be me). (Just goes to show you that you don't have to win to get your name in the Islander---all you have to do is write an article.

All tournament scheduled for the remainder of the present term (through June) will be played on Sundays at 1300 due to the log flights on Saturdays and the attendant work schedule of several of our enthusiastic golfers. The remaining tournaments are: Sunday, 25 May, Memorial Weekend Full Handicap Closed Tournament; Sunday, 15 June, Father's Day Open Tournament and Picnic (Men will play the fairways and women will do the caddying and putting); and Sunday 29 June, Full Handicap Closed Tournament and picnic and elections of new officers for the next six months (July thru December). So mark your calendar and join us on the links.

MEMORIAL DAY FISHING CONTEST

Special Services is donating space on 8 fishing boats Mon/Tues/Thur Friday of next week. The first 7 boats go to the departments of the Captain's Cup organization and the 8th boat will be reserved for the women. A trophy will be awarded for the largest fish caught. All fish will be cleaned and turned in to the Galley for the Memorial Day Fish Fry. ENS. Oelberger is the coordinator for the women's team. The schedule is as follows:

MONDAY	0800-1200 AirOps	1300-1700 ADMIN
TUESDAY	0800-1200 Public Works	1300-1700 Com Harbor/Crash & Fire
THURSDAY	0800-1200 NAVFAC	1300-1700 NMCB-4
FRIDAY	0800-1200 Supply	1300-1700 women

5. RESULTS OF CAPTAIN'S MEET HELD TUESDAY, 29 APRIL 1975

AA Thomas Richard BABBIT - Viol. Art. 92, UCMJ, failure to obey a lawful order by killing a Laysan Albatross. NJP AND: Forfeiture of \$190.00 pay for 2 months; extra duty for 45 days, RIR to E-1 (suspended for 6 months).

FOCA Earl A. DUCHINI - Viol. Art. 86, UCMJ, failure to go to appointed place of duty. NJP AND: Forfeiture of \$50.00 pay for 2 months (1 month suspended for 6 months); extra duty for 20 days; forfeiture of \$100.00 pay for 1 month (vacated from previous sentence).

SN Darold G. HILL - Viol. Art. 108, UCMJ, willful damage to government property; viol. Art. 134, UCMJ, drunk and disorderly. NJP AND: Forfeiture of \$150.00 pay for 2 months (1 month suspended for 6 months); extra duty for 15 days.

UTCA Dennis L. FOJIA - Viol. Art. 128, UCMJ, assault and battery. NJP AND: Forfeiture of \$125.00 pay for 2 months; extra duty for 45 days; RIR to E-1 (suspended for 6 months); forfeiture of \$125.00 pay for 1 month (vacated from previous sentence).

6. LAWN MOWERS. Lawn mowers are available at General Services. Call 495/2488 for delivery. Other tools available include rakes, hoes, axes, edgers, shovels, post-hole diggers, hand saws, hedge trimmers, roto-tillers, and wheel barrows. Delivery is generally made in the afternoon, and pickup normally will be the next working day. Wood is available for pickup at the General Services building (629) for quarters with fireplaces. General Services is open each day from 0730 until 1630 and on Saturdays from 0800 to 1200.

7. REQ AND ZONE INSPECTIONS. Will be conducted Friday, 2 May, at 1000. Inspectors unable to inspect will find their own reliefs. All REQ's will be secured from 0730 until after inspection, with the exception of watchstanders. There will be a brief for inspectors at 0945 in the Executive Officer's office. Special interest item for REQ's is REMOVE TAGS ON DOORS. REQ inspectors this week are:

A/REQ/STE -- LCDR STRAIN
D -- LCDR CALVAN

R -- CWO SCOTT
BAR/578/215 -- LCDR WILSON

Zone inspectors are:

RMC KLEPAC

ADCS LAKLITZ

ANIC LINTON

Special interest items for the remainder of May are as follows:

- 9 May - Wastebaskets, cleaned thoroughly inside and out.
- 16 May - Light fixtures, cleaned inside and out
- 23 May - Floors, scrubbed, waxed, and polished; rugs clean. Includes floor space under bunks, lockers, and other furniture.
- 30 May - Windows, cleaned inside and out.

8. DISBURSING NOTES

Insurance/savings allotments - Personnel who signed up for allotments with the American Fidelity Life Insurance Company are requested to drop by the Disbursing Office and sign allotment forms before 15 May. Requests for allotment action forms signed during the interview are not considered automatic registration of allotment.

Reduced withholding tax rates effective 1 May - The Disbursing Office has received the new tax tables and commencing next payday, 15 May, paychecks will reflect the increase in pay.

... - Viol. Art. 88, UCMJ, failure to go to appointed place of duty. NYP NPD: Forfeiture of \$50.00 pay for 2 months (1 month suspended for 6 months); extra duty for 20 days; forfeiture of \$100.00 pay for 1 month (vacated from previous sentence).

SN Darold G. FILL - Viol. Art. 108, UCMJ, willful damage to government property; viol. Art. 134, UCMJ, drunk and disorderly. NYP NPD: Forfeiture of \$150.00 pay for 2 months (1 month suspended for 6 months); extra duty for 15 days.

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A/REQ/SITE - LCDR SWAIN
D - LCDR CALIAN

E - CWO SCOTT
BAR/578/215 - LCDR WILSON

Zone inspectors are:

EMC KLEPAC

ADCS LANKLITZ

ANIC LUTEM

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K. R. Miller
K. R. MILLER
Executive Officer
Acting

IN THE LONG ASSOCIATION between man and birds, few species have aroused more controversy than the Midway Islands' famous albatrosses. Coleridge's Ancient Mariner ascribed supernatural power to the albatross, but the modern mariner of the United States Navy respects it for more tangible reasons—particularly if he has served at the Midway Naval Station in the North Pacific.

He knows the two species that nest there by the thousands as gooney birds, or just gooneys. The gray and white Laysan albatross (*Diomedea immutabilis*) he calls "white gooney," and the sooty-colored black-footed albatross (*Diomedea nigripes*) "black gooney." And he has mixed emotions about these marvelous creatures with their seven-foot wingspread.

Gooneys Imperil Planes

On the positive side, the gooneys are a morale builder on one of the key military bases in the Pacific area. Playful Laysan albatrosses, resembling overgrown sea gulls engaged in ritualistic dances, provide more genuine amusement than the double feature at the Midway movie house.

Pro-gooney sentiment runs high in the Navy homes along Midway's iron-wood-shaded streets, where these magnificent sea birds build their shallow nests all over front lawns and back yards, in utter confidence. They are as much a part of the household as the family dog or cat, and anyone seeking to harm them would have an irate housewife to contend with.

Pilots and operations officers in Midway's control tower, however, see another side. These men sweat it out while the great radar-equipped picket

lations of the Pacific Fleet's Barrier Forces, roar down the runway and take off through hundreds of soaring gooneys. Even before clearing the runway, a plane may hit a goose-size gooney and have to return for repairs, leaving a gap in the radar barrier of our national defense. It is only by great good fortune that so far there have been no crashes or loss of lives.

Two decades of battle between the U.S. Navy and the albatross have seen the use of just about every weapon short of the atomic bomb: clubs and flares and rocket-launching bazookas, smoke and ultrahigh-frequency sound waves. Since 1954 the Fish and Wildlife Service of the U.S. Department of the Interior has kept a team of scientists assigned to seek an agreeable solution to the problem. Agreeable, that is, both to conservation-minded citizens, who wish to see the birds preserved, and to the Navy, concerned about safety of personnel. As the man in charge of this project, I have become closely acquainted with Midway and its beloved but troublesome gooneys.

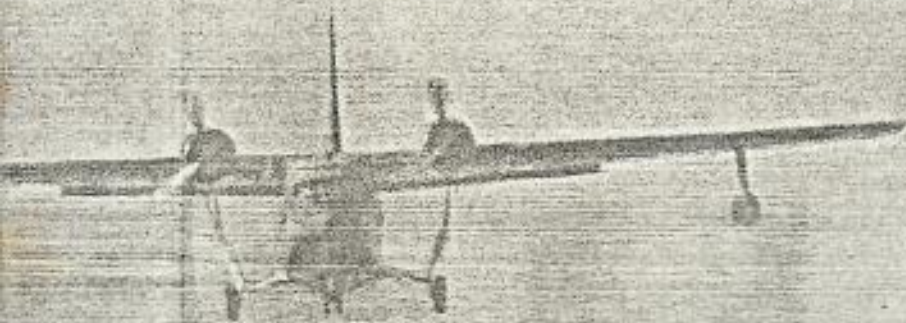
Midway's gooneys did not become widely known until Pan American Airways built a base for its trans-pacific clippers on the mid-Pacific atoll in 1935. A hotel on Sand Island was appropriately called Gooneyville Lodge, and a golf course received world-wide billing as the only one with gooney birds nesting on fairways.

The Navy's airfield, constructed shortly before World War II, played a vital part in turning the tide of the war in the Pacific. The gooneys took in stride the Japanese bombings during the Battle of Midway, as well as the elimination of many thousands of

The Gooney Birds of Midway

By JOHN W. ALDRICH, Ph.D.

Research Staff Specialist
U. S. Fish and Wildlife Service



reduce hazards
to aircraft. As
Midway's postwar air
traffic grew, the rate of

bird-plane collisions became alarming.
When I arrived at Midway eight
years ago, our plane hit two Laysan
albatrosses. In the passenger cabin, I
was unaware of the birds' impact un-
til we landed and I heard of it from
the flight crew. As unmistakable proof

PLANE AND ALBATROSS
compete for airspace above
the Pacific's Midway Islands.

Soaring gooneys cannot turn fast
enough to evade craft over the na-
val airfield, and planes at take-off or
landing also lack maneuverability.

Result: collisions at closing speeds
up to 200 miles an hour, often cripp-
ling the plane as well as killing the
gooney. Collisions have cost the U. S.
Government some \$250,000 a year.
By coincidence, this plane is a Grum-
man amphibian called Albatross.

they showed me the dents in the plane's wings.

I had landed in mid-November, when birds arriving on the nesting grounds swarmed in great numbers over the runways. During this season four out of ten planes operating in daylight hours struck birds. And about one in 15 collisions caused damage: broken windshields or antennas, dented radomes and cowling; torn leading edges of wings and stabilizers; and bent propellers. Some seriously damaged planes came close to shooting off the runway and into the lagoon.

Albatross Families Refuse to Move

Nobody wanted to slaughter the albatross. We simply hoped to annoy the gooneys enough so that they would go away. But how? A report about a series of experiments conducted by Philip A. DuMont and Johnson A. Neff of our team made discouraging reading.

First they had tried smoke: Daylight flares drifted orange clouds over some 130 black-footed albatrosses that had not yet started to lay eggs. "No birds moved."

840 Next, a burning truck tire was placed near

five black gooneys sitting on eggs. All the birds were within six feet of the flame, which produced a dense, black cloud and an acrid stench. "One bird moved because of the heat but returned to its egg within a few minutes. None of the birds left the area."

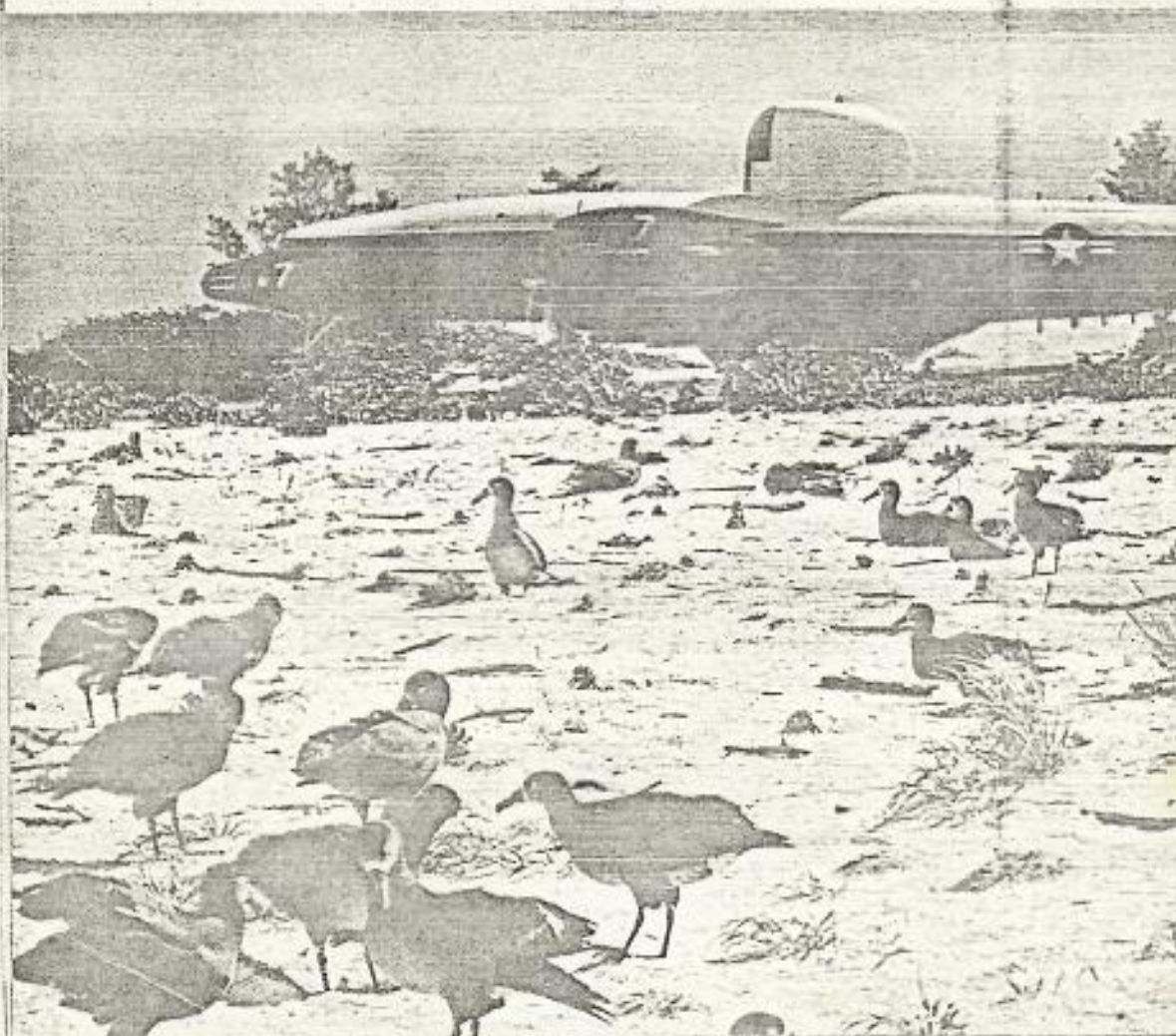
Marines fired a mortar. "Birds no more than 200 feet from the mortar continued to sleep, and none of those nearer were seen to move away."

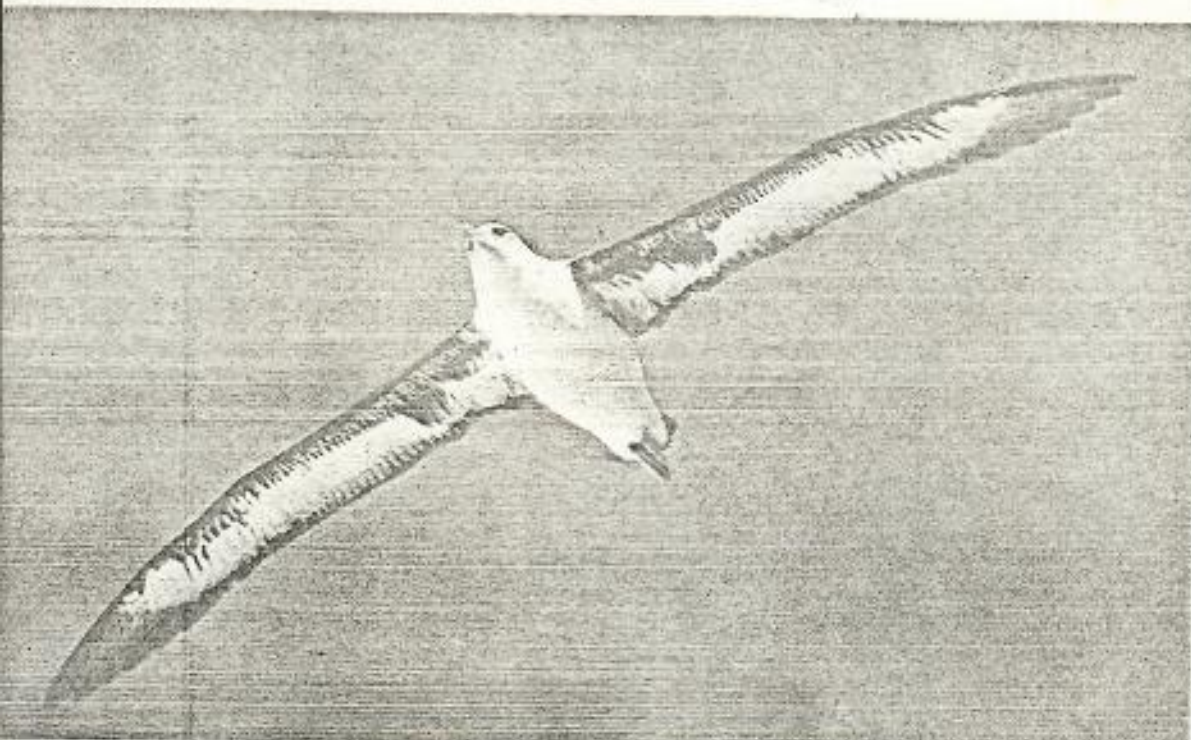
Bazookas did no better. "Birds on eggs within range of the backflash had feathers ruffled, but none moved."

Loudspeakers sent sound waves of varying lengths toward the gooneys. "No birds left the area," said the report, which indicated that gooneys are undisturbed by ultrahigh frequencies, though sonic research continues.

On the target range, gooneys nested in the line of fire. "One black gooney continued to sit on its egg 3½ feet in front of, and a foot below, a rifle muzzle."

Why do gooneys seem not to fear man or machine—at least not enough to be scared away permanently? Perhaps because they



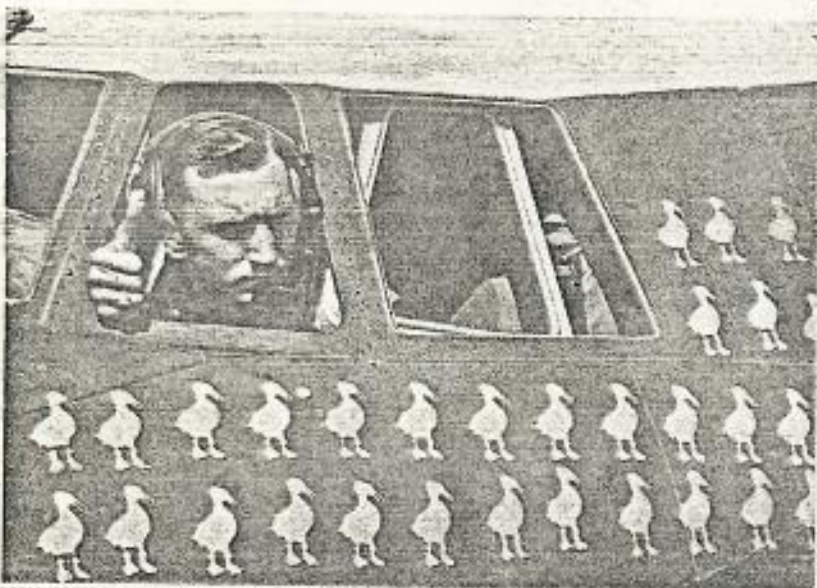


Effortless wings stretching seven feet from tip to tip, a Laysan albatross, or "white gooney," soars above Midway atoll. Graceful in flight but awkward on land, the albatross becomes an undignified gooney bird when it arrives at its nesting grounds.

Ignoring a four-engine neighbor, black-footed albatrosses, or "black gooneys," colonize a strip of sand near a Navy radar picket plane. Heads of chicks protrude above nests—shallow holes scooped in the sand.

Scratch 32 gooneys, says the tally outside the cockpit of a Navy plane. Though collisions have cost no planes or lives, they have canceled missions. On take-off, crewmen station themselves at windows to watch out for the wheeling birds. The more numerous Laysans constitute the major hazard. Antenna guy wires on Eastern Island also take a toll of birds—up to 50 a week in nesting season.

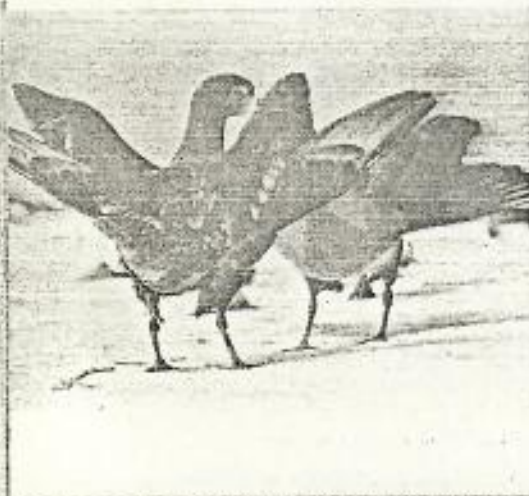
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PODACHROMES BY ROBERT B. GOODMAN © NATIONAL GEOGRAPHIC SOCIETY



KODACHROMES BY ROBERT G. GODDARD 'N. S. S.



have had no enemies on the oceanic islands until relatively recent times. Man's first serious impact on the gooneys probably came with the Japanese plume hunters at the turn of this century, when the trade in feathers for ladies' hats was at its peak.

Feather hunters completely wiped out albatrosses on several North Pacific islands, but U. S. authorities stepped in before they could finish them off on Midway and other islands of the Hawaiian chain.*

At the end of World War II, a survey estimated Midway's Laysan albatrosses at 110,000 and the black-footed species at 53,000. A more recent estimate reported 200,000 Laysan and 17,000 black-footed gooneys, making Midway second only to Laysan Island—about 390 miles to the east—as a gooney nesting ground.

In view of this history, we knew that we were confronted with two species of wildlife lacking the usual nervous, or fear, responses. Before we could hope to propose ways to control the gooneys, we would have to find their Achilles' heel. This could only be done by a thorough study of the birds' life history and behavior. We realized that the task would take years and would require banding and observation of thousands of birds.

And so, soon after our arrival, biologists on bicycles were exploring every part of the great bird city. We grasped nesting birds by the neck—firmly, for gooney beaks can inflict painful wounds—and clamped numbered aluminum bands on their legs. Others we ran down before they could gain enough headway into the wind to take off (page 848).

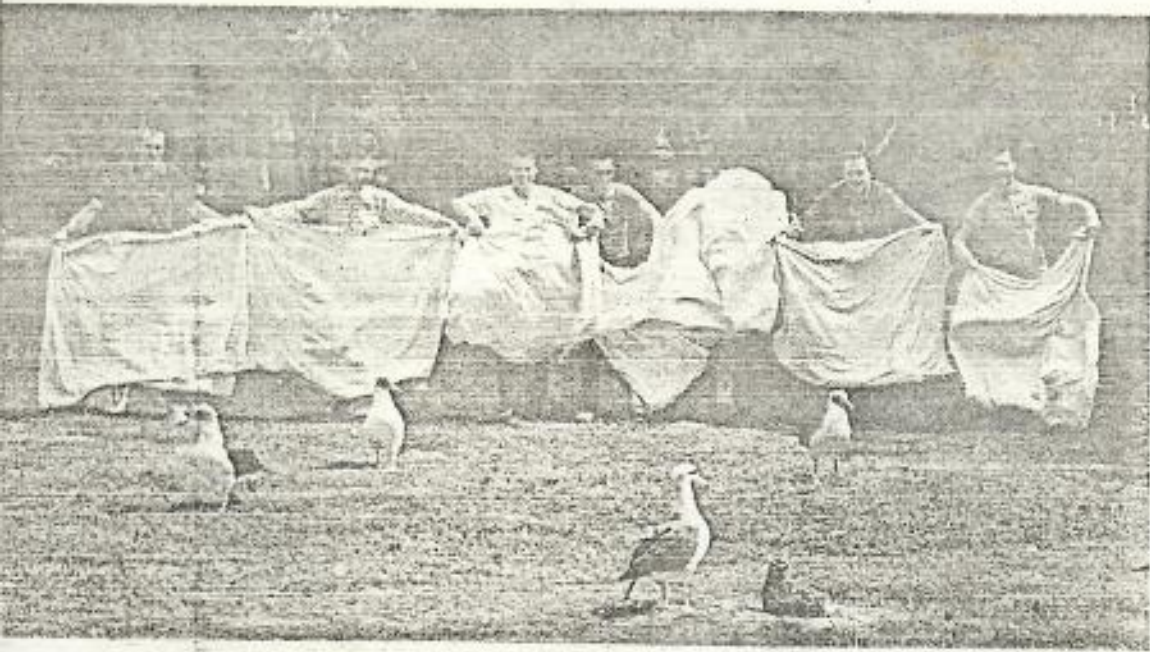
Housewife Tips Off Scientist

Now, after ten years of study, we must list some experiments that looked promising at first but then failed to produce satisfactory answers.

For example, Hubert W. Frings, a professor of zoology at the University of Hawaii who investigated gooney behavior for the Office of Naval Research, heard from a sailor's wife that when she hung out her laundry the birds were frightened. Thereupon Dr. Frings kept walking toward gooneys

*See "Bird Life Among Lava Rock and Coral Sand," by Alexander Wetmore, NATIONAL GEOGRAPHIC, July, 1925.

Black-footed albatross (top) raises bill high and utters a cowlike moo during ritual dancing at the start of the breeding season. Gooneys also bleat like sheep, squeal like pigs, cackle like hens, twitter like songbirds, and shriek like children. Wings akimbo, the couple in center does a Midway mambo. Bill to bill, the partners at left bob heads in mutual admiration. Ornithologists believe that courtship inspires the displays, though the performances continue for months. Sexes look identical; hence bird watchers are unsure who is dancing with whom. Both species engage in such dances.



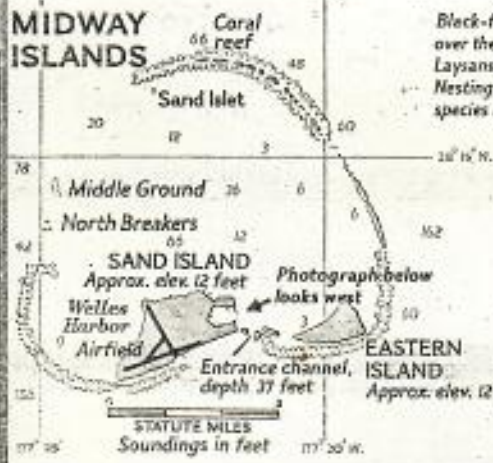
Flapping bed sheets, Navy men advance like bullfighters against nesting gooneys. Midway's naval commander ordered Operation Bed Sheet after ornithologist Hubert Frings found that the birds retreated before any large surface such as a coat, sheet, or cardboard. The orders sanctioned "any procedure which does not injure or kill the birds. Gooneys can bite hard, so beware of their snapping beaks." Like everything else, the sheets failed. After beating a strategic retreat, the birds quickly returned.

Refusing to budge from a grader's path, young gooneys force rescuers to carry them to safety. Grading levels dunes that create updrafts on which the albatrosses soar. 843

ACROSSHOREVUE BELOW AND SPREADINGS BY ROBERT E. GOODMAN © N.Y.S.



MIDWAY ISLANDS



Black-footed albatrosses occur over the entire flight range. Laysans within dashed lines. Nesting islands of both species are circled.



Downy chick peers from its nest. Albatrosses mate for life and lay one egg a year.

Site of battle between man and bird lies 3,200 miles west of California, 2,500 miles east of Japan. Coral Midway consists of a reef-sheltered lagoon, Eastern Island, and 1,055-acre Sand Island (below). It is one of several leeward islands of the Hawaiian chain that comprise virtually the entire nesting range of Laysan and black-footed albatrosses. Map shows present nesting and flight ranges.

The airfield serves as a steppingstone for transpacific flights and berths Navy picket planes, part of a radar early-warning system. In 1942 the atoll gave its name to the decisive Battle of Midway, in which Navy flyers destroyed four Japanese aircraft carriers.



KODACHROME BY ROBERT T. BOOLMAN © S.P.A.



while holding up large squares of colored cloth or cardboard. "Any flat surface moving toward them seems to make them panic," he reported, "especially red surfaces." But once the panic was over, the birds were back.

Next Dr. Frings tried a grid of electrically charged wires, ten feet apart and six inches off the ground. He found that no birds would nest in that grid, even after the electricity was turned off. But the grid was judged to be

more hazardous to humans than to the birds.

We tried two more noise-making schemes. First, carbide exploders. These are metal cans containing lumps of calcium carbide on which water drips, to produce a highly explosive gas. Every few minutes, automatically, a spark ignited the gas. The noise was like cannon, and it bothered lots of people on Midway. The gooneys just shook their heads.

And then there were taped distress calls, which received much attention from Dr. Frings. He had recorded sounds of birds in trouble and discovered that by playing his recordings he could scare away other birds of the same species. This technique had often worked with starlings. But the recordings to date have proved only mildly disturbing to Midway's black gooneys. To white gooneys, not at all.

Birds Forget How to Land

But we were not discouraged. We felt sure that continued banding and surveillance of gooneys would reveal the facts needed to control them.

We do not yet know at what age our two species begin to breed, but evidence points to seven years, more or less. Parents spend nine months of the year incubating their single egg and rearing their offspring. They spend the other three months at sea, gliding close to waves and occasionally alighting on the water as ducks do. They range the North Pacific from America to Asia and north into the Bering Sea, catching fish and squid, and sometimes following ships for refuse (map, page 844).

The gooneys start coming back to Midway late in October. This is a great event for the people on the island. After several months at sea, the birds apparently cannot remember how to alight on land. They have to learn all over again, the hard way.

In they glide from the blue Pacific, over the line of breakers on the barrier reef. Across the pale-green lagoon and the brush-covered dunes they come, along the beach, down the main street of the residential section.

Each heads unerringly toward the spot it has used for years for nesting. We have recaptured several of the first birds banded on nests near former Gooneyville Lodge—still laying eggs on the same site 26 years later.



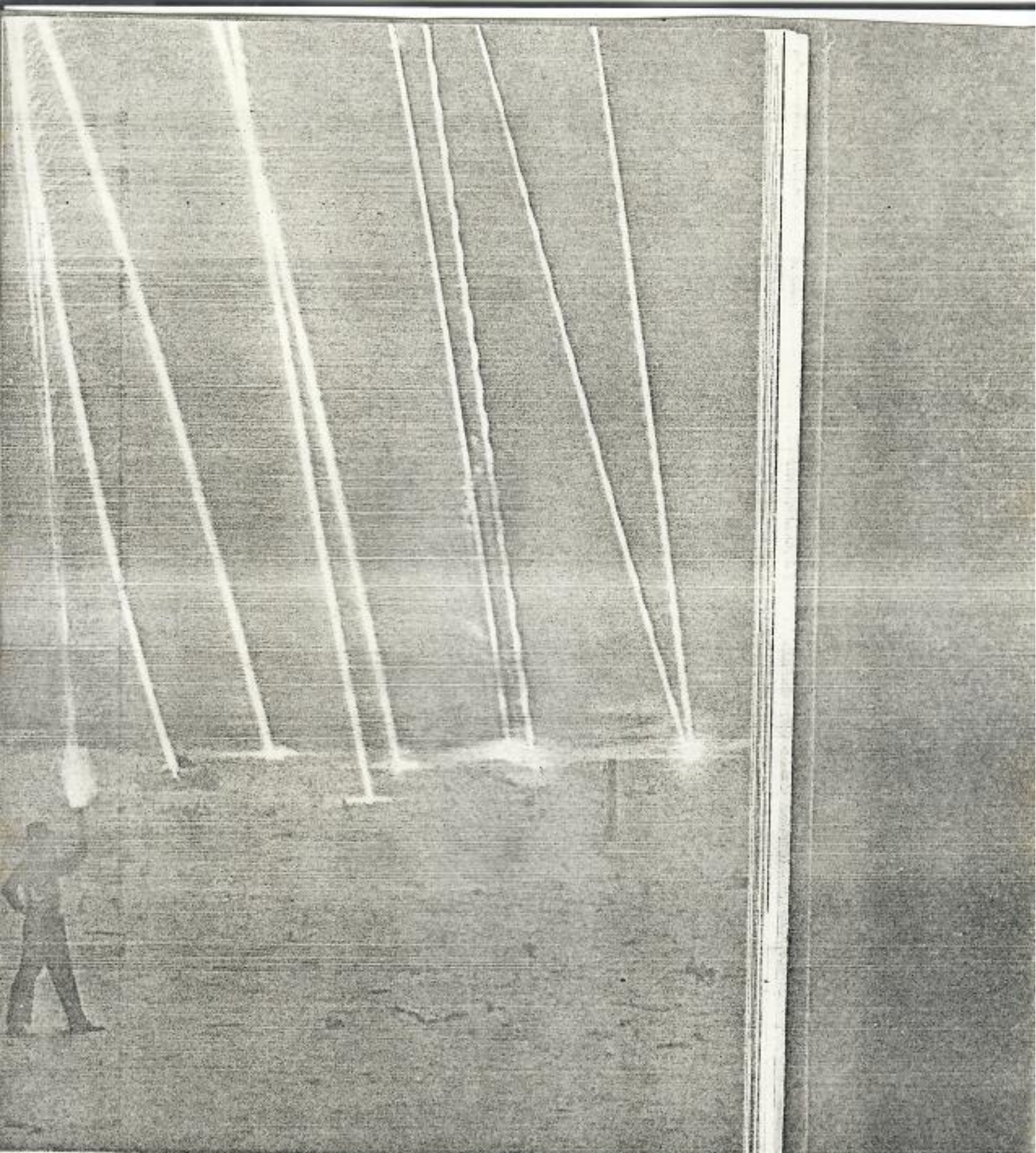
Will mortars rout gooneys? Helmeted sailors prepare to fire smoke bombs against a large concentration. When the smoke blew away, the birds still held their ground.

Red smoke rolls from a hand-placed bomb among nests of black gooneys. The billowing stream turned some chicks red but caused no visible signs of annoyance. The troops retired from the field.

846



EDSCHOENBERG BY ROBERT E. GOODRICH © NATIONAL GEOGRAPHIC SOCIETY



ESTACHEROME BY ROBERT D. GOODMAN © NATIONAL GEOGRAPHIC SOCIETY

Rockets' red glare shows the gooneys still there. This experiment with flares fired by Very pistols proved the birds no easier to scare by night than by day. 847

The gooneys approach in a long, flat glide on motionless wings. Down go the wing and tail flaps, and the broad webbed feet.

But brakes aren't set soon enough. Touch-down speed is far too great. The landing gear collapses. The exquisite gliding mechanism becomes a disorganized spectacle of gyrating wings and disheveled feathers sprawling across the ground. New arrivals seem embarrassed as they pick themselves up to the noisy accompaniment of neighbors' squeals, groans, and clapping bills.

Both species of bird nest in colonies, but the black-footed albatross prefers the open beaches, while the much more numerous Lay-

san, or white, favors the shelter found at the edge of a clump of bushes or in the shade of an ironwood tree. Areas near runways offer many such protected sites, with the result that the Laysan suffers the heaviest toll from airplanes and is the chief menace to flyers.

Nest building differs, too. Both species scoop shallow depressions in the sand, but Laysans add weeds, sticks, and debris. The nest builds up as the incubating bird pulls in anything within reach. During storms the raised nests form little islands against the flood.

The egg is about four inches long, white or pale buff in color, and usually blotched with reddish brown. The parents sit on the egg by turns, one incubating while the other goes to sea to feed and drink, often for two weeks or more. The change-over is an amusing ceremony: The parent examines the egg closely and talks to it with a gentle cheeping sound before settling down over it.

The incubating parent never leaves the egg unattended, even though the bird may be buried up to the neck in windblown sand. It



ILLUSTRATIONS BY ROBERT B. GOODMAN © A.S.E.

Like a plane taking off, albatrosses need a running start upwind to get airborne.

White gooney wins a race with a leg bander, whose final lunge gets him a face full of sand instead of the bird. Navy men such as this young officer help ornithologists band albatrosses in a long-range study. Resulting knowledge about the birds' movements may help control and protect them.



may lose a quarter of its weight for lack of food and sea water. (Albatrosses cannot remain healthy by drinking fresh water; special glands at the base of their bills secrete the excess salt taken by drinking sea water.)

The off-duty parent roams far over the North Pacific. A Laysan albatross banded while incubating an egg on Sand Island was caught three weeks later, 2,300 miles away.

Gooney Tries to Hatch a Tin Can

One afternoon friends invited us to a cook-out. Nearby, gooney birds sat serenely on their eggs, gabbling and going about their normal gooney business. They accepted us as

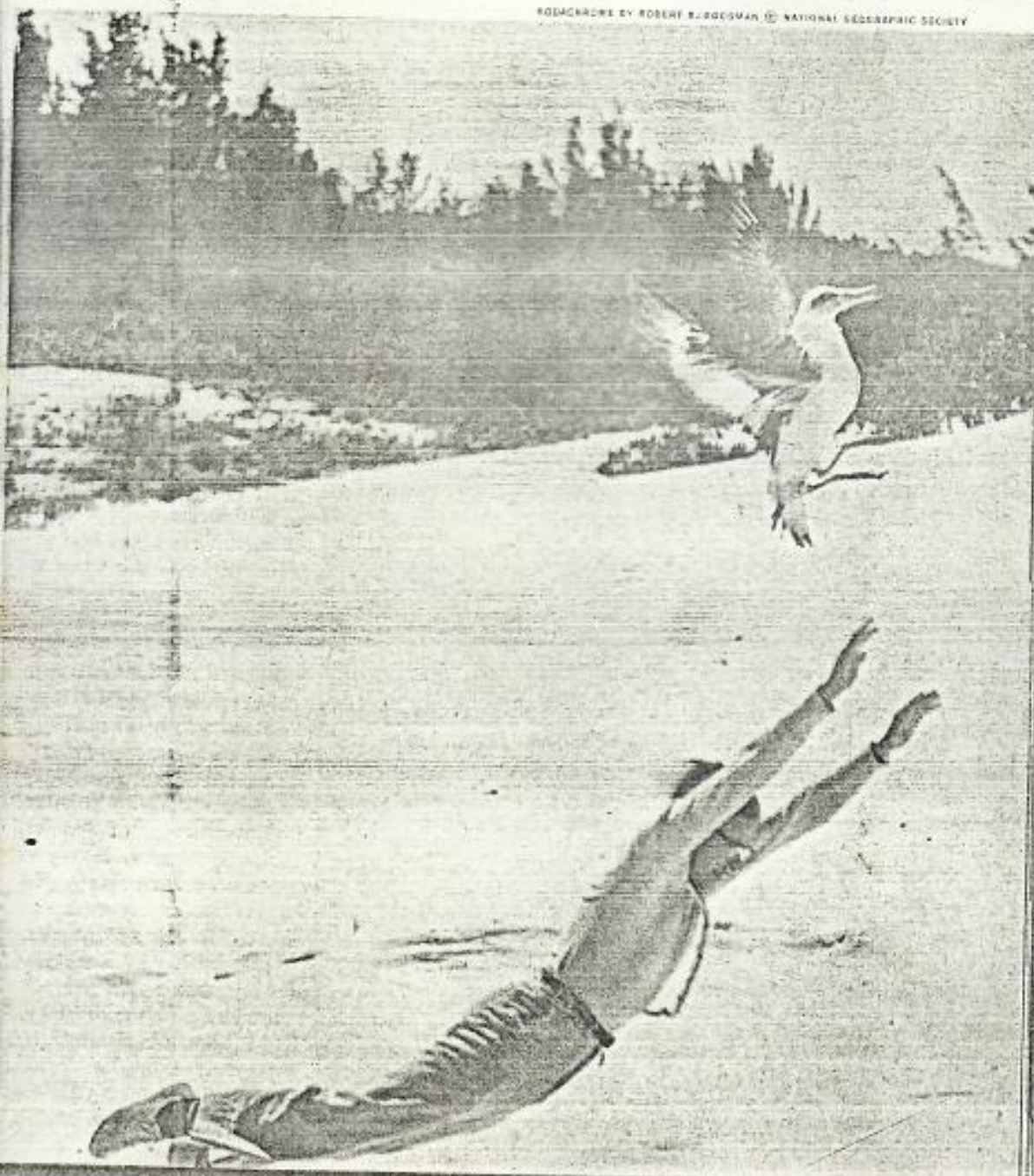
part of the colony. Even the family dog received no more attention than an occasional thrust of a bill, which he respectfully avoided.

We put gooney behavior to the test by substituting briefly a tin can for an egg. The patient parent sat on it with the same solicitude it had shown for its own egg, simply shifting about more than usual in quest of comfort.

Albatross chicks appear in January, after about nine weeks of incubation. For the first two or three weeks of its life, each chick is continually attended by its parents, one of which forages for food far out over the sea while the other takes its turn at the nest. The young albatrosses are fed by regurgitation,

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PHOTOGRAPH BY ROBERT B. ROSSMAN © NATIONAL GEOGRAPHIC SOCIETY



placing their bills inside those of their elders.

In summer the fuzzy chicks reach full size. The parents' feeding visits tend to become fewer and finally stop, and the young, having exercised and tested their wings in the wind for weeks, take off alone over the ocean.

Probably at least two years will elapse before the young again set foot on dry land, and another four to six years before they nest.

Albatrosses possess an extraordinary homing ability. Two of our team members, Dale Rice and Karl Kenyon, banded 18 Laysan albatrosses and shipped them by air to distant points in the North Pacific. Fourteen returned to their nests on Midway. One, which had been released in Puget Sound in Washington State, covered 3,200 miles in 10 days. The

Gooney brings bus to a halt. Birds get in the way of everything on Midway. While coming in for landings, they sometimes spill and injure cyclists. But the islanders enjoy their antics.

850

long-distance record was a 4,120-mile flight from the Philippines, in 32 days. We abandoned all idea of exiling nesting albatrosses from Midway to other islands.

As a step toward control, we determined to find out which segments of the white gooney population presented the most danger by soaring over the runways. We zoned the Laysan albatrosses on Sand Island according to the distance of their nest from the runways. One of us held the birds while another painted aniline dye on their breasts.

Gooneys nesting within 750 feet of the runway we dyed violet; those at a greater distance, green; birds from the still farther distant residential section, yellow. Those two miles away on Eastern Island, we dyed red.

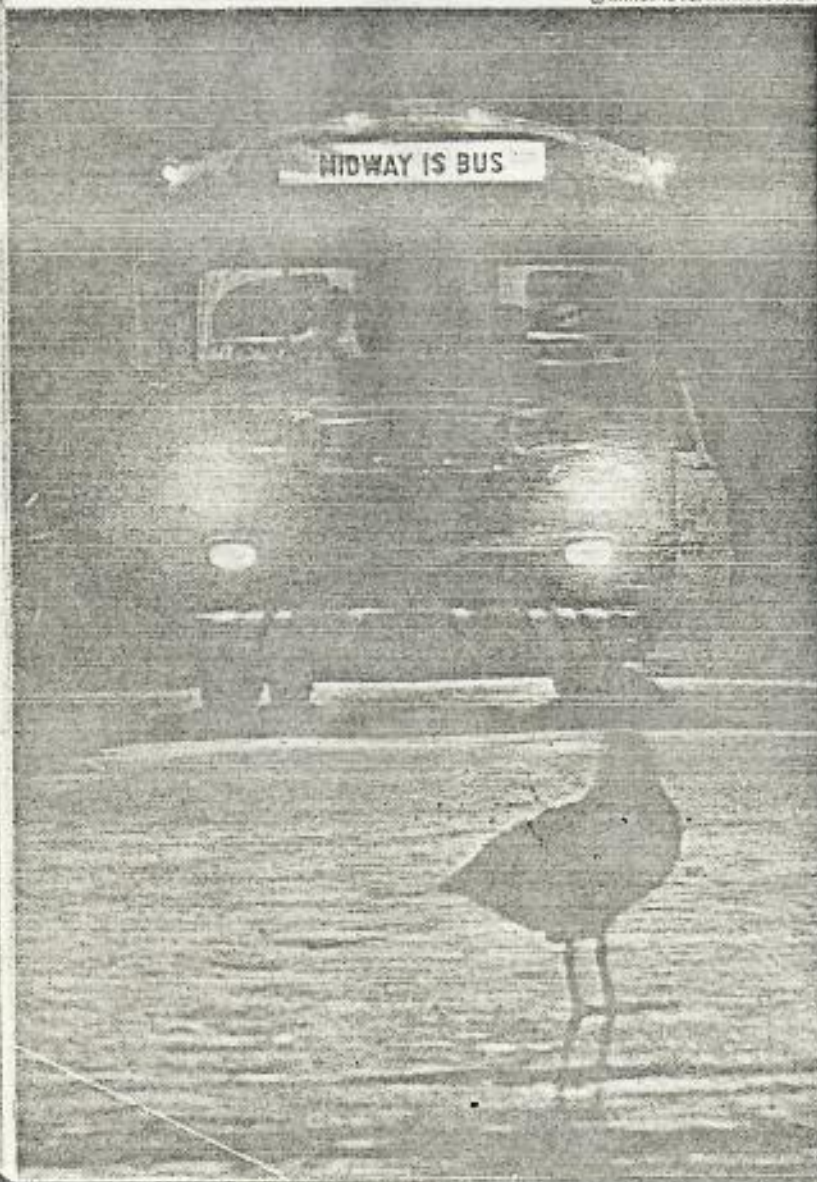
We discovered that two-thirds of the dyed birds above the runways came from nests within 750 feet. Half of one percent came from the residential area. Only one red-marked bird came from Eastern Island.

We found, too, that albatrosses whose eggs had been destroyed now appeared far more frequently over runways than before. Deprived of their eggs, they made no effort to re-nest. They simply cruised aimlessly about. We calculated that these unemployed gooneys constituted a hazard to aircraft five times greater than nesting birds.

At one stage we considered reducing the nesting population, or at least eliminating the group shown by our color marking to be the greatest hazard to the planes. In an experiment, albatrosses were eliminated from a zone on each side of the most frequently used runway. But to our surprise, the number over the runway increased.

The explanation seems to be that non-nesting birds, seeking homesites were attracted by the depopulated strip of land in

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a thriving gooney colony. And since they were not yet tied down to nests or young, they spent most of their time cruising about over the area. We abandoned this reducing plan.

We kept looking for exploitable characteristics of the albatross. At last we found the clue.

Gooneys seemed to concentrate over portions of runways bordering uneven terrain. Level areas had relatively few gooneys overhead. When the significance of this dawned on us, we intensified our surveillance.

For several years, team members Karl Kenyon, Dale Rice, and Chandler Robbins observed patiently. The conclusion was inescapable: Albatrosses tend to soar over dunes and old wartime revetments. These deflect the nearly continual winds upward, producing air currents ideal for gliding.

If all the land adjoining the runways could be leveled, we reasoned, the hazard to aircraft caused by flying gooneys would be very much reduced. Furthermore, if we prevented nesting for some distance from the runways—by hard-topping the surface—we would decrease bird flights over those areas.

Seabees leveled and black-topped a stretch alongside the most frequently used runway, where soaring gooneys were numerous. Studies by Chandler Robbins immediately showed

fewer bird-plane collisions over that runway.

Thus the Navy arrived at its answer to the problem: Level and pave broad strips within 750 feet of the center of each runway. Unfortunately, birds nesting beside the runways would have to be eliminated; otherwise the homeless gooneys would soar aimlessly over the traffic zone, increasing the hazard.

In January of this year some 17,000 birds—mostly Laysans—were eliminated from strips near runways. Seabees began leveling and paving, a task that should be finished this fall. Only then can we evaluate results.

Carl W. Buchheister, President of the National Audubon Society, observed the bird-strike problem on Midway at first hand as a guest of the Navy.



ESTABLISHED BY ROBERT S. GOODMAN © NATIONAL GEOGRAPHIC SOCIETY

Bed check by gooney patrol finds birds nesting peacefully. Not everyone loves gooneys, so the Navy tries to curb vandals.

"Continued research is needed if Midway is to remain a nesting site," he said. "And the Hawaiian Islands National Wildlife Refuge, four islands of which could accommodate half a million birds, must be held absolutely inviolate [map, page 844]. The future of these two species depends on it."

The Navy's measures affected about 7 percent of Midway's Laysan and 11 percent of its black-footed albatrosses—less than 1 percent of the world population. Midway's other birds are welcome to their accustomed nests.

Thus Navy families along Nimitz Avenue will enjoy seeing their gooney birds return each autumn. And the airmen appear to have won, at least temporarily, in the Navy's war with the gooneys.

NAVY PICKS EXECUTIONERS FOR TOUGH MIDWAY TASK

By Gene Hunter

Seven percent of Midway's "gooney bird" population is being executed by a hand-picked crew of the most emotionally stable sailors on the island, the Navy said yesterday.

The program has the reluctant blessing of naturalists and bird lovers who realize the goonies must be killed to protect airplanes from their increasing onslaughts.

Since 1958, the Navy estimates, the albatrosses, affectionately known as gooney birds, have struck airplanes more than 2,000 times, inflicting \$250,000 worth of damage.

This is \$1 in damage by each of the 250,000 gooney birds which make Midway their base.

Cmdr. C. F. Zirzow, former Navy director of natural resources; Carl W. Buchheister, president of the Audubon Society, and Ira N. Gabrielson, president of the Wildlife Management Institute, held a press conference yesterday at the Reef Tower to discuss Midway's gooney bird hazard.

Killing 20,000 albatrosses and spending \$500,000 for paving portions of the island is the only solution, they agreed.

After an eight-year study, experts have found that only the gooney birds which nest along the island's runway present a hazard to aircraft.

These are the birds which fly from their nests into the paths of airplanes.

At first the Navy tried paving sample areas and found the birds could no longer nest where concrete was placed.

But the gooney is a creature of habit. Those displaced by paving became "unemployed birds," in Zirzon's words, and created a greater hazard than ever.

So those birds which have nested beside the runway are being destroyed. The 20-man execution team places 50 goonies at a time in a sealed truck and destroys them with carbon monoxide fumes. The birds die within two minutes.

The goonies, loving human beings, are so docile they permit themselves to be picked up and taken to their doom.

The 250,000 goonies share the two-square mile island with 3,000 sailors and dependents. Midway residents become attached to the albatrosses, learning their individual habits and fretting when one of their favorites isn't seen for a time.

That's why members of the execution squad must be emotionally stable - so they won't crack up when they slay the goonies.

They must also be able to disregard the Navy's strict regulations regarding goonies. It is ordinarily a court martial offense to harm an albatross.

Only those birds known to nest along the runway are being destroyed. The threat of disciplinary action still hangs over anyone who molests a gooney.

Cat's aren't allowed on Midway. And any dog caught chasing a gooney is penned up or deported.

Except for their entertainment value, albatrosses perform no known service to mankind or nature.

They stagger while walking on land - a trait that helped earn them their nickname - but nature lovers consider them the most graceful bird in the world when aloft.

Buchheister said of the execution program:

"This is the most humane way of eliminating the birds. I could find nothing not in accord with the best humane methods. The Navy should be commended for its patience and care in this work."

Gabrielson said it does no good to attempt to transplant the birds. Some have been removed from Midway to Japan, the Philippines, Hawaii and the West Coast.

One out of every four returned to Midway. It took the slowest one 10 hours to get back to his home island.

Goonies also nest on Lisianski Island, Laysan Island, French Frigate Shoals and Pearl and Hermes Reef - geographically but not politically a part of Hawaii. Naturalists worry that these islands may someday become a part of the State.

"If those islands ever got in the hands of people who put up hotels, we'd lose the albatross," Buchheister warned.

Honolulu, "very good." Ramos returned the compliment.

"POLICE CHIEF PAUL is a very good administrator," he said. "He's doing a very good job. All of the morale is high. I don't know any problems in the department."

Last year, Paul took no sick leave at all and only 12 days of vacation time.



PAUL At the end of the year, he had a total of 64.25 days of

MORALE IN the Hilo department appears high. A few years ago, when Paul made headlines in a fight in a bar with Honolulu Deputy Chief Arthur Tarbell in Honolulu, the officers and men raised a defense fund to help pay Paul's legal fees.

"We're back of him all the way," one of the men said at that time.

TARBELL

Among Kauai County's men Raymond X. Alf, Chief Edwin K. Croand, Police Commissioner Frank Perreira.

"The first I've heard of special treatment," Tarbell of a statement that Police Commissioner Yashiro Yama-

MAGATA told The Advertiser he backed Kauai Police Chief George

\$51,999

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avy Land

General Services Administration has accepted \$651,999.99 bid of Harry Monick of Honolulu to 13 acres of the Ala-A-Hua Reservation lands. Monick's bid was accepted over that of Arch Department Co. and James Y. Wong, both of Honolulu.

unimproved land is on Kamehameha about 6.5 miles from downtown Honolulu and adjacent to the Ala-Halawa Housing Area.

Monick hasn't indicated where he intends to make the land.

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SAVE \$\$\$\$!

SAVE TIME!



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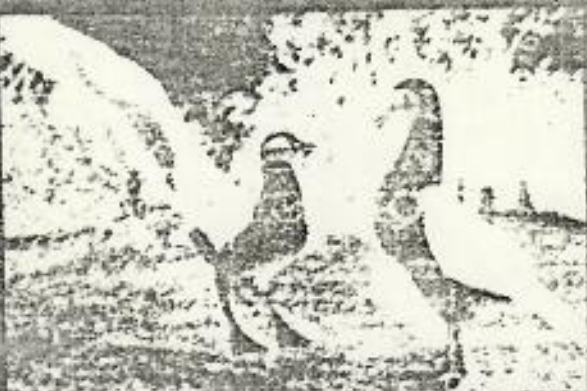
AUTO CENTER, INC.

Navy Picks Executioners For Tough Midway Task

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The program has the reluctant blessing of naturalists and bird lovers who realize the goonies must be killed to protect airplanes from their increasing onslaught.



Midway goonies at play, but marked for death.

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DEPUTY CHIEF Freitas also came here from the Honolulu Police Department, where he was detective captain. He arrived in 1943.

He has held the title of assistant chief and deputy chief since his arrival.

Lane is a quiet-spoken police administrator and author of several articles on traffic safety, civil defense and police efficiency. He is a life member of the International Association of Chiefs of Police and a graduate of the FBI National Police Academy.

THERE ARE 107 men in the Maui Police Department. The force is spread over the tri-tribes of Maui, Lanai and Molokai.

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Local Firms Get \$200,000 Navy Jobs

Five contracts for \$200,000 worth of construction work were awarded to local firms by the Navy in the first two weeks of 1964.

Honolulu Roofing Co. will reroof 68 homes at Moanaina Terrace for \$90,000. A \$61,918 contract went to the Hudson Roofing Inc. for building repairs at Pearl Harbor.

Richard R. W. Tom Inc. has a \$36,338 contract for repairs at the Marine Barracks Theater. Standard Plumbing Co. Inc. will renew \$19,147 worth of water-line system at Camp Smith, and a \$4,623 contract for building construction at Barber's Point went to Capitol Builders Ltd.

JA Seminar Set Tomorrow

A management seminar for officers of Hawaii Junior Achievement companies will be presented by the Young Presidents Organization of Hawaii at 3:30 a.m. tomorrow at the JA building.

The seminar is designed to give the high school JA business leaders a better understanding of the functions and responsibilities of management in today's business world.

INCOME TAX

\$5 BRUCE \$3

PENDLETON

5th YEAR

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Local Firms Get \$200,000 Navy Jobs

Five contracts for \$200,000 worth of construction work were awarded to local firms by the Navy in the first two weeks of 1964.

Honolulu Roofing Co. will reroof 68 homes at Moanalua Terrace for \$60,000. A \$61,918 contract went to the Hudson Roofing Inc. for building repairs at Pearl Harbor.

Richard K. W. Tom Inc. has a \$36,338 contract for repairs at the Marine Barracks Theater. Standard Plumbing Co. Inc. will renew \$19,147 worth of water-loose system at Camp Smith, and a \$4,828 contract for building construction at Barber's Point went to Capitol Builders Ltd.

JA Seminar Set Tomorrow

A management seminar for officers of Hawaii Junior Achievement companies will be presented by the Young Presidents Organization of Hawaii at 9:30 a.m. tomorrow at the JA building.

The seminar is designed to give the high school JA business leaders a better understanding of the functions and responsibilities of management in today's business world.

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Big Birds Termed Threat to Jet Age

MIDWAY'S GOONEYS MUST GO, U.S. RULES

WASHINGTON, Oct. 27 (UP)

The big gooney birds of Midway island are about to get their comeuppance.

The Fish and Wildlife Service has decided they have been kicking the military around long enough.

The ugly, pelican-like albatrosses have been a collective nuisance for years to airplanes which land and take off at lonely Midway. They perch on incoming planes before the airships come to a halt, and they stay there until after take-offs.

The Birds, sporting a wingspread up to seven feet, add considerable weight to a plane. Furthermore, in the matter of cleanliness they leave much to be desired.

The clumsy birds occasionally crash into windshields off air force, navy, and the military air transport service planes. Sometimes they get chopped up by propellers. This is bad for the birds, and conceivably could be equally bad for a planeload of people.

And now that jet planes are being used in increasing numbers, the defense department fears that some of the gooneys may be sucked down the air intake vents, thus causing a plane to explode.

So, the birds have got to go. But it seems they are about as hardy as the infamous starlings of downtown Washington. They don't scare easily. The gooneys began getting familiar with planes and people in World War II, and have grown progressively contemptuous ever since.

The birds insist upon laying their eggs close to, and sometimes on, the airstrips. The eggs, plus Mama and Papa Gooney, become a traffic hazard.

A couple of Fish and Wildlife experts--Philip A. Dumont of Washington and Johnson A. Neff of the Denver research laboratory--will arrive on Midway early in November, the beginning of the gooneys' nesting season. They will study the situation and recommend control measures for the fowl.

There was a similar problem on Ascension Island in the South Atlantic during World War II. It was discovered that the sooty terns of that faraway place would move elsewhere on the island, well away from the airstrip, if all of their first laying of eggs in areas close to the airstrip were destroyed.

This procedure will be tried on Midway. Some electric current also may be used to shock the gooneys away from the runways.

There is no thought of shooting the birds. Midway has been a federal wildlife refuge since 1946--and you just don't shoot anything on a wildlife refuge. It's against the law. Same way in Washington, home off the starlings, which has been a bird sanctuary since 1906.

And if the gooneys are as cantankerous about leaving as the starlings are, then biologists Dumont and Neff have their work cut out.

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Unions, Dispute Job Stat

WASHINGTON, Oct. 27 (AP)—The AFL and CIO accused labor secretary Mitchell and the administration of using "hand-picked" statistics to boost Tuesday's election for liberals.

MITCHELL promised that leaders of the labor organizations had "more" the facts and administration for "considerations." He said he stood "silent" when the unemployment rate was higher under Truman.

Simultaneously, Sen. Mitchem, Democratic chairman, accused Eisenhower of falling "full story" of unemployment his Monday night address to the nation.

He said the president mentioned that total unemployment had dropped 4,000 in October. He said that taking 700,000 new jobs needed, the nation has "slipped back" 600 jobs since August.

AFL PRESIDENT Meany and CIO V. Emil Rieve issued statements attacking Sen. Mitchell's Tuesday night speech in which he said Democrats of "trying to get the voters into a GOP congressional caucus."

Meany accused Mitchell of painting "a rosy picture."

Republicans

(Continued from Page 1)
at the request of General Emmons."

And General Emmons got the idea from local intelligence men,

18 Months Are Added to 9-Year Term in Prison

Reginald K. Kaluna, 27, who is serving a nine-year minimum sentence at Oahu prison for the

Floods, Slides Kill Near 500 On Italy Coast

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ANDERSON, H. C. (1940) Honolulu Star-Bulletin, Saturday magazine
 6 January: 1.

ZIT

HONOLULU STAR-BULLETIN, SATURDAY, JANUARY 6, 1940



A garden party at Midway while special life is afloat. —All photos by Ray Hunter.

Midway--Worker's Dream

By H. C. Anderson

ANYONE going to Midway for the United States engineers will find that the mode of travel may vary considerably. Some are transported swiftly by plane to arrive there within nine hours from Honolulu. Others take the slower route by boat—usually a naval vessel.

The USS Oglala was preparing to cast off from her berth at Pearl Harbor when we alighted from a bus and climbed the gangplank. There were 17 in our party. The apparent confusion that surrounds any ship leaving port was in evidence.

We had expected to be assigned quarters placed to get away from it all. Mine were no different. Most fascinating spots we had not encountered. Instead of the barren sand dunes we had been led to believe existed, we viewed a young forest of trees and magnolia bushes so densely grown as to be almost impenetrable. These were bordered by a white, sandy beach, essentially coral and billowy, regardless of the air temperature. The clearing the beach was the warm waters of the lagoon—15 miles in circumference—and in the distance a ring of breakers marked the reef which cradled all.

Here was something we had dreamed of—a place to get away from it all. Mine were no different. We had expected to be assigned quarters placed to get away from it all. Mine were no different.

allowed each man—except Saturdays and Sundays—when there are permitted. Many of the contractors workers (our future financiers) draw and hoard their beer. On weekends, when small bottles are arranged, beer is at a premium. The hoarded cans are then produced and sold at a profit for whatever the market will bear.

Sometimes when a vessel arrives and supplies are brought ashore, cans of beer, seemingly become abandoned, drift off into the bushes and bury themselves in the sand. This uncanny feat preceded the introduction of an intoxicating game called "treasure hunting," and was followed by a boat in fifteen prices.

A looked for excitement at Midway is the arrival on Fridays of the clipper, "Lantern" from Honolulu. The following day another arrives from Wake Island with mail for the island.

A daily international hunting on the beach for glass balls. The balls, broken glass from Japanese and Russian fishing nets, have attracted thousands of onlookers. They are of varied sizes, many are encased with sea shells and marine growth and are found in quantities after a storm.

For birds the island is a sanctuary. Thousands of terns and frigate birds hover overhead, always squawking. There are the beautiful, bonin birds that stream viciously if one approaches too close and the birds that moon constantly in the bushes at night as if they were in pain.

The lovely, white sand beach that almost palmed together, sunset quarter—brilliantly contrasted with each other. And the girls in their sarongs that nod from twig to twig clinging placidly to their mates, until, in their happy vein, they throw back their heads and open their small backs while their little throats pulsate as they burst into song.

We cannot write about the antics of the dooneys for when we arrived they had flown away to some distant, vndersteas.

But there was something the dooneys forgot. They left behind them many unloved, unloved eggs. And soon the shells pattered and our stepped baby dooneys to gaze upon a strange world. Without a mother to guide them they waddled about on the sand—aimless but indifferent to the friendly approaches of the boys who offered them food.

They were the most pathetic sight on Midway. They knew not how to eat or fly for they had not been taught. Indeed to diminish their gorgeous wings were meant to fly with and their efforts were futile, to be sure. They would run along the beach, gradually gaining momentum. When at

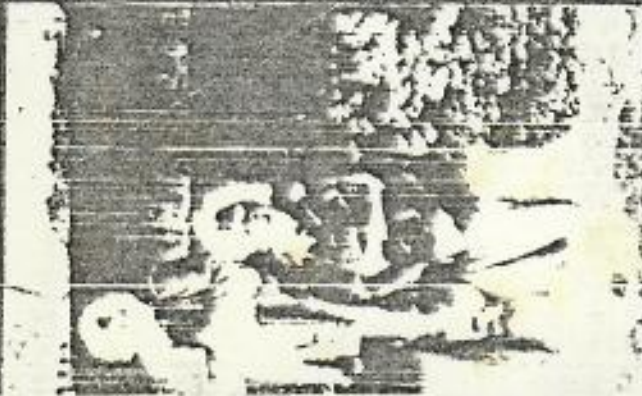


Tennis balls and the flowers are one of Midway's curiosities. Tennis balls and flowers are one of their curiosities. Tennis balls and flowers are one of their curiosities.

URDAY MAGAZINE

AND FEATURE SECTION

HONOLULU STAR-BULLETIN, SATURDAY, JANUARY 6, 1940



All Photos by Ray Munnich.

er's Dream

inating spots we had ever encountered. The barren sand dunes we had been invited to visit were a young forest and magnolia bushes so densely grown almost impenetrable. These were bar, white, sandy beach, so refreshingly cool, regardless of the air temperature. The beach were the warm waters of the 6 miles in circumference—and in the string of breakers, marked the rest of the day. As something we had dreamed of—a get away from it all. There were no cars, no automobiles, no trucks, no cars

allowed each man—except Saturdays and Sundays—when they are permitted. Many of the bottomless waters, our future fishermen's day and heard their beer. On weekends when small parties are organized, beer is at a premium. The boarded cars are then produced in a sort of a profit for whatever the traffic will bear. Sometimes when a vessel arrives, and supplies are brought there, cases of beer, beer, etc. come down and stroll off into the bushes and bury themselves in the sand. This unassuming habit preceded the introduction of an unassuming game called "treasure hunting" and was followed by a blast in container prices.

A looked for event on Midway is the arrival of Fridays on the slipper. Letters from home. And the following day another arrival from Wake, bearing with mail for the mid. A belly, the ship is hunting on the shells of glass balls. He balls, broken back from Japanese and Russian fishing nets, have drifted thousands of miles. They are of varied sizes, many are encrusted with sea shells and marine growth and are found in quantities after a storm. For birds the island is a sanctuary. Thousands of terns and frigate birds hover overhead, always squawking. There are the beautiful, box n birds that scream, usually if one approaches too close. And the birds that nest consistently in the bushes at night as if they were in pain.

The lovely, white live birds, that always galloped together, never quarrel—usually contented with each other. And the going was a canaries that hop from twig to twig chirping plaintively to their mates. In their happiness, they throw back their heads and when their small beaks write their little throats pulse at they burst into song.

We cannot write about the antics of the poorers for when we arrived they had flown away to some distant rendezvous.

But there was something the goonsys forgot. They left behind them many unblanched eggs. And soon the egg is parted and out stepped baby goonsys, to gaze upon a strange world. Without a mother to guide them they waddled about on the sand—lame but indifferent to the friendly approaches of the boys who offered them food. They were the most pathetic sight on Midway. They knew not how to eat or fly for they had not been taught. Instinct told them their outstretched wings were meant to fly and their efforts were pitiful to behold. They would run along the beach, gradually gain momentum. When at their maximum speed, they would spread their



Tennis under the trees is one of Midway's most popular forms of exercise. Taxis and motion pictures are at their disposal. Tennis, golf, swimming, fishing, boating and picnicking are available. On it one for a week, a Saturday.

traces and excitement arrived on the deck. We were instructed to carry our gear aboard.

We stowed our gear on the main deck—wherever we could find space on a deck—over-
laid in a pile. The Ogilby hauled in her lands, let
her way through the sternal, stood out to sea.
We were off for Midway.

The trip was not a pause cruise. Condi-
tion was necessary and cheerfully accepted. We
were assisted greatly by members of the crew
who depicted themselves of comfort to get us
They furnished a few cots, which were placed
between the trunks. These without seats in the
mattresses upon a pile of lumber on the bare
iron deck.

On the morning of the fourth day we anchored
off Midway. About noon a breeze came along-
side. Happily we boarded her, via a Jacob's
ladder. Our baggage followed, then cargo which
we helped to load.

Toward evening the breeze was loaded, a lug
made fast, we moved slowly toward the reef. As
we moved goodbyes to our friends on the Ogilby
we were firmly convinced that the harbor part
of our contract had been completed.

The breeze made slow progress. It gained
heavily, became cold. We sought shelter under
a tarpaulin. Then the houses ported. The milk
had remained, we were again under way.

It was 10 o'clock that night when we landed
shores, huddled and hungry. A truck, equipped
with, whisked us up to the mess-hall where an ex-
cellent meal was served before us. Subsequently
we were assigned quarters—large, airy dormi-
tories with comfortable bunks for some, two and
three men rooms for others, according to what
each man needed.

Small as it is, Midway proved to be one of the

best of our larger in the island, but the green
plains and stream to the cliffs, stupor and long
of thousands of assorted birds.

A full hour went with overtime for good with
—sped in each and time off. Comfortable sup-
per had been served. Truly a dream realized.
The workers of whom there were about 250
—distributed a cheerful, but dis-organized group.

There were no sets of rules or regulations and
they were not needed. During our three months
on the island we knew of only one time trouble
and we learned to deal and tolerance on each
when a worker asked for something without say-
ing "please."

Naturally, in any large group there are differ-
ences, petty jealousies, charges of discrimination.
It has been said that one must be a hand-
shaker to get by at Midway. The opportunity to be
in front cases, the truth. On the other hand,
now undertake a comment about Midway are
made by disgruntled employees who have no just
cause for complaint.

Another situation exists at Midway which is
highly exploitable. Among the entire work force
there are about 25 experienced carpenters.
They are men of skilled tradesmen could be found
The nuts and bolts of the skilled work on the
island are done by the men who have mastered the
art of the profession.

Due to the depression, we have today mil-
lions of youngsters who have not had the opportu-
nity to learn a trade. They must have a
chance. And with a few years of prosperity,
these youngsters will have mastered the profes-
sion and replaced their elders. Then watch us
addition to the world.

Education is one of Midway despite its size
to the workers. Two cents of book per day are

could purchase a few more. They might want a
calculator, they would stand with a few dollars
protection under their small coats.

And later they would spend the local for
batteries, going out to the island's power station
to buy. They had jobs to do, they had to buy
dinner, they had to go and they had to work.
The workers were not in a hurry to go.

And one day they had to make the effort. About
after four days, would swim together toward the
other island. When the emergency kit swept
them back, they would make a statement about it
to report the last distance. Their wings would
spread, they would be quickly, race over the water
for a short distance—then collapse.

So they would drink about the last person until
gabbled up by a shark, or until some outboard
operator picked them up and returned them to
the beach to die. The island is cluttered with
the carcasses of these poor creatures.

Of the three birds on Midway, the Com-
mercial Pacific Cable Co. sent me to the great
net creator for which the island is today, for it was
the pioneer company. (Other battles are the
American Army and the U. S. engineer organiza-
tional).

The cable between Guam and Midway was
completed June 23, 1921, the one between Hon-
olulu and Midway, July 4, 1923. Prior to that
time the signal staff were there for emergency
contingencies. This staff was composed of B. W.
Culley, a diver, D. Morrison, assistant, and
D. C. Rowland, B. Butler.

W. S. Fraser, present superintendent for the
company, at Honolulu, arrived there in 1924
to take over the cable, and gradually erected
the building which is now on the island.

The company's compound today is a garden
spot. The seeds have grown into a variety. No-
kai, pine and other tropical fruits. The
condition here is included into hundreds. Com-
fortable houses shelter the employees. A modern
kitchen supplies fresh vegetables. There is a
substantial compound with corn, bulls, enormous
hops, large turkeys, chickens and many
other animals.

The house of the printer, built in the
ground, and a small house on the hill, where
blenders are used for tea and the ball is
red in order to be distinguishable on the
island.

For those that can afford it, the five by three
and a reception at Midway are well worth the
investment. The Pan American Airways has
constructed a modern airport. The surrounding
structure is the most modern of its kind. With
all modern facilities, it is a comfortable haven for
the traveler.

It is years the people as they arrive, over the
island is a pleasure. Carefully they study the
the culture of the island. They are interested in
the people which might damage the place. As the
people are interested in the island, they are
interested in the island. They are interested in
the island, they are interested in the island.

parts of the cable company's compound. It re-
flects. Or one can observe and marvel at the
wonderful works of development accomplished by
a small group of pioneers.

The cypress trees, however, have no time for
play. They are the responsibility of checking the
cat for as possible, the safety and comfort of the
passenger on the next leg of the journey.

Quitting the job of Midway is not merely a
venture. One must have a post to get to know
the island, the big things that the island
has. Why do the birds quit their jobs at Midway?
Strongly, the real reason is not even. Some
have grievances, cannot get along. Some are in
need of dental work, or glasses. Others have a
rain storm place for just don't like the job.

After a few months the life becomes monoton-
ous. The sunsets are not so beautiful, the water
colored warm, the birds don't sing as well, the
evening are terrible and the life gets better us.
Consequently, we are overjoyed when—about
a month after, we had resigned—we were per-
mitted to return on the USS Quail, which had just
embarked outside the reef.

The weather was bad, the waters stormy. At
our berth came a squall, the Quail and rose on
the crest of a wave, we leaped, though the rig-
ging remained aboard. One of the first to greet
us was the captain of the ship who was not
averse to landing ahead in securing the berth.
We assisted in the unloading of the cargo.

This occurred, we were ready for sea. A
heavy breeze, which the Quail was to return to
Pearl Harbor, had made fast to the towing cable
and we had visitors of a long, strenuous journey.
Accommodations for 12 were available. The
reminders were given mattresses and cots and
told to help themselves to any part of the deck.
The ship rolled heavily and we considered the
best of a hazard. Finding a good spot under a life-



... could enjoy swimming, fishing and
... longer in the shade of the green
... and later in the chips, shapins and soap
... thousands of assorted birds.

... hour week with overtime for added work
... and excellent food. Compared to our
... the workers—of whom there were about 250
... established a cheerful, self-disciplined group
... we were no sort of union or revolution and
... were not needed. During our three months
... the island we knew only our little shore
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... er, we doubt that 25 experienced consti-
... from our skilled tradesmen could be found.
... pull the burden of the skilled work on the
... almost who have registered their professions
... of pleasure in the foregoer of a
... and

... wings and their disorientation to rise. But all this
... could obtain were a few inches; their wings could
... folded, they would stand with a few dried
... protrusion upon their outflukes.

... And getting out, they would stand on the beach for
... hours, going out and the lagoon toward eastern
... island. Instead, again, had them that in that
... position they must get up and foot their webbed
... feet were ready to swim with.

... And one day they would make the effort. How
... other hour they would swim bravely toward the
... other island. When the grouping had seen
... them back, they would make a suspense effort to
... to keep the last distance. Their wings would
... to fold; they would literally race over the water
... for a short distance—then collapse.

... So they would drift about the lagoon—until
... grabbed up by a hawk or until some waterbird
... waterbird picked them up and returned them to
... the beach to die. The island's canteens with
... the corpses of these holy geese.

... Of the three outfits on Midway, the Com-
... mercial field cable Co. is entitled to the great-
... est credit for what the island is today, for it was
... the pioneer company. Other outfits are: Don
... American Airways and the U. S. engineer firm,
... Boston.

... The cable between Guam and Midway was
... completed June 20, 1924, the one between Pea-
... rdi and Midway, July 4, 1963. Prior to that
... time the signals that went there for preliminary
... arrangements. This staff was composed of B. W.
... Goble, in charge; E. Morrison, assistant; and
... O. C. Reed and J. E. Butler.

... W. S. Foster, present superintendent for the
... company, at Honolulu, arrived there in 1924
... The signal tower they gradually erected there
... buildings, brought fuel and seed logs from Ho-
... nolulu, began planting. They brought also a few
... chickens.

... The company's compound today is a garden
... spot. The sides have grown into stately Napo-
... leon palm trees and four magnolia bushes. The
... scowies have multiplied into hundreds. Com-
... fortable houses shelter the employees. A modern
... garden supplies fresh vegetables. There is a
... substantial barnyard with cows, bulls, enormous
... hog, large turkeys, chickens and more that we
... cannot recall.

... They have a tennis court in the compound,
... and a uniform golf course on the beach, where
... blazers are used for tees and the golf balls are
... red in order to be distinguishable on the white
... sand.

... For those that can afford it, the title is given
... and a location on Midway goes well worth the
... investment. There, Per American Airways has
... constructed a modern airport. The outstanding
... structure is the one included in the hotel. With
... all modern facilities and the old Pan Am ser-
... vice, the hotel is a comfortable haven for a cop-
... er traveler.

... To watch the geese as they arrive over the
... island, the pleasure certainly is great. I have
... seen the birds at all times of day, but especially
... in the morning, when they come in the flocks,
... the birds are in the air, and the island is
... a picture of activity. The birds are in the air,
... and the island is a picture of activity.

... through Goosey's lateral nose at the air-
... port. The middle temperate, straw-colored
... feathers of the bird's head and neck are
... wonderful work of art. They are accented by
... a small amount of red.

... The stripes are, however, helpful in
... identifying the individual birds. They are
... notched and notched, and the plane is
... as far as possible the color and contrast of the
... pattern of the feathers of the sparrow.

... During the fall of Midway, I saw merely a
... pattern. One day, however, I got to know
... him, to know his habits, and the place.
... Why do the birds quarrel, and at Midway?

... Strongly, the red noses, I suppose, open. Some
... have a greenish, cannot get along. Some are in
... need of dental work or glasses. Others have a
... been some place or just from the job.

... After a few months the birds become
... out. The sunsets are not so beautiful, the water
... not so warm, the birds don't sing as well, the
... mosquitoes terrible and the flies bother us.

... Consequently we were employed when—about
... a month after we had resigned—we were per-
... mitted to return on the USS Quail, which had just
... departed outside the reef.

... The weather was bad, the water unkind. As
... our large cargo ship, the Quail and rose on
... the crest of a wave, we began, caught the tail
... and stumbled aboard. One of the first to greet
... us was the captain of the ship who was not
... adverse to landing a board in securing the buoy.

... We assisted in the unloading of the buoy.
... The compartments we were ready for sea. A
... heavy bag, which the Quail was to return to
... Pearl Harbor, was much needed in the towing cables
... on the head wires.

... Accommodated to us were available. The
... remainder were given our assets and cot and
... to help themselves to any part of the deck.
... The ship rolled heavily, and we considered the
... coil a hazard. Finding a good spot under a life

... ing our mattress. We had it up and covered
... in the green side door to us. Meanwhile we
... sat by the engine room door, swayed by jolts with
... the crew.

... In a few hours we prepared our Elyon's mat-
... tress, found a spot on the main deck, turned in.
... Then a hour small orchestra from Siberia. We
... enjoyed our former performance.

... On our first attempt we were successful for
... about an hour. Then the ship lurches, started
... up a substantial amount of ocean, finally sub-
... siding in us. The pressure was released
... throughout the trip. Finally we became resigned
... to our plight and finally ignored the mattress.

... As the day passed we got to know the Quail
... officers and crew were friendly. We felt as
... though we had been out for a long time, but
... our anxiety to reach Honolulu, we would have
... been glad to remain on the Quail indefinitely.

... The food was good, there was plenty of it and
... coffee was on tap, constantly. A good ship—
... even though we had to spit with an amount of
... mother's.

... It was slow traveling, though, with the heavy
... cargo behind. To speed it matters the captain
... had some trouble. Not being a seal expert, we
... knew not how they were supposed to function,
... but they looked nice up there and did keep the
... ship moving—even if a little bit were sideways.

... And so we ploughed through choppy seas and
... over long swells—the swiftest walk we ever in-
... dulged in.

... On the eighth day we reached Oahu, entered
... Pearl Harbor and docked. Happily the boys we
... needed for a cot. We turned and took one last
... lingering look at the Quail. A situation of good
... phenomena from the coast's dawn.

... Then we drove off, headed for Honolulu. Full
... energy and renewed in the bank, we were in a
... relaxed mood. And we were a good bit
... more we had participated in a pioneering pro-
... ject—something creative—and glad because we
... had been able to serve Uncle Sam.

★ SATURDAY ★ MAGAZINE ★

★ AND FEATURE SECTION ★

HONOLULU STAR-BULLETIN, SATURDAY, JANUARY 6, 1940



A garden party at Midway where social life is pleasant.—All photos by Ray Hunter.

Midway--Worker's Dream

By H. C. Anderson

ANYONE going to Midway for the United States engineers will find that the mode of travel may vary considerably. Some are transported swiftly by plane to arrive there within nine hours from Honolulu. Others take the slower route by boat—usually a naval vessel.

The USS Ogilby was preparing to coast off from her berth at Pearl Harbor when we slipped from a bus and climbed the gangplank. There were 17 in our party. The apparent confusion that surrounded my ship leaving port was in evidence.

We had expected to be assigned quarters

most fascinating spots we had ever encountered. Instead of the barren sand dunes we had been led to believe as truth, we found a young forest of trees, and magnificent bushes so dense as to be almost impenetrable. These were bordered by a white, sandy beach, palm trees, coral and billows, regardless of the air temperature. Climbing the beach was the well known of the Ogilby—16 miles in circumference—and in the distance a ring of breakers, marked the reef which encircled all.

There was something we had hoped for—a place to get away from it all. Here were no

aligned each man—except Saturdays and Sundays—when three are permitted. Many of the abstemious workers fear future "workers' draw" and hoard their beer. On weekends, when small parties are pranged, beer is at a premium. The bottled cans are then produced and sold at a profit for whatever the traffic will bear.

Sometimes when a vessel arrives and supplies are brought ashore, cans of beer seemingly become unwanted, still left into the bars and busy themselves in the bars. This activity had preceded the introduction of an intoxicating game called "Treasure Hunting," and was followed by a bust in container prices.

A favored for event on Midway is the arrival on Fridays of the clipper. Letters from home and the following day another arrival from Waike, bound with mail for the mainland.

A daily negotiation is running on the beach for glass balls. The balls, broken loose from jacks and flasks on being run, have deflated thousands of miles. They are in various sizes, many are encased with sea shells and marine growth and are found in quantities other to inform.

For birds the island is a sanctuary. Thousands of terns and frigates birds hover overhead, always squawking. There are the beautiful beach birds that scream loudly if one approaches too close. And the birds that roost constantly in the bushes at night as if they were in pain.

The lovely white sand birds that always pool around together, their bodies—slightly con- tained with each other. And the 3 or 4 men's sometimes that had from being being floating pleasure in their mates with in their happiness. They throw back their heads and open their small beaks while their little wings pulsate as they meet the sand.

We cannot write about the antics of the penguins for when we arrived they had flown away to some distant rendezvous.

But there was something the penguins target. They left behind their own, unattached eggs. And soon the peeling pointed and but attached baby penguins, to gaze upon a strange world. Without a mother to guide them they waddled about on the sand—some but indifferent to the friendly approach of the boys who offered them food. They were the most pathetic sight on Midway.

They have not yet to eat or fly for they had not been taught. Instead had their parents' wings were meant to fly with and their efforts were painful to witness. They moved not along the beach, gradually gain momentum. When at



Tenble under the heavens is one of Midway's most beautiful pictures are of their children. Tennis, golf, swimming, fishing, boating, and

FRIDAY MAGAZINE

AND FEATURE SECTION

HONOLULU STAR-BULLETIN, SATURDAY, JANUARY 6, 1940



All photos by Roy Hunter.

er's Dream

Nothing sports we had ever encountered if the Ocean King birds we had been we excited we viewed a young frigate and magnificent, bodies so densely green and almost impenetrable. There were for a white, sandy beach, apparently coolly, regardless of the air temperature the beach was the warm waters of the 6 miles in circumference—and in the ring of breakers exposed the reef it was from it all. Here were no de- of our immediate surroundings.

glowed each man—except Saturdays and Sundays—when fires are permitted. Many of the astute men workers local future prospects draw and hand their feet. On weekends, when small parties are arranged, beer is at a premium. The hoarded coins are then produced and sold at a profit for whatever the traffic will bear.

Sometimes when a vessel arrives and supplies are brought aboard, crates of beer seem to become coveted, and all into the bars and bury themselves in the sand. This uncanny feat preceded the introduction of an interesting game called Treasure Hunting, and was followed by a boom in chicken-pick.

A looked for a moment as Midway is the arrival on Fridays of the clips. Letters from home and the following day another arrives from Waka, found with mail for the mainland.

A daily migration is built up on the beach for plover. The birds, however, leave from the pier and Russian fishing nets, have killed thousands of miles. They are all varied sizes, many are encircled with sea shells and marine growth and are found in quantities after a storm.

For birds the island is a sanctuary. Thousands of terns and frigate birds hover overhead, always swooping. There are the beautiful bird's birth but almost visibility it was approximately two close and the birds that swoop constantly in the bushes at night as if they were in pain.

The lovelies, while few birds that always get captured together, never quarrel—blissfully content with each other. And the young of a few countries that had from long in their sleeping quarters to their mothers, until, in their happiness, they break their heads and open their small heads while their little throats pulsate as they burst into song.

We cannot write about the antics of the potters for when we arrived they had flown away to some distant rendezvous.

But there was something the potters forgot. They left behind them many abandoned eggs. And soon the shells pined and sat stupidly before gloom, to gaze upon a strange world. Without a mother to guide them they regarded about on the sand—lame but indifferent to the friendly approaches of the boys who offered them food.

They were the most pathetic sight on Midway. They knew not how to eat or fly for they had not been taught. Indeed, had their parents' wings were mangled by with and their efforts were pitifully feeble. They would run along the beach, gradually gain momentum, when at the moment of take-off, they would spread their



Towels under the overboard is one of Midway's most popular forms of exercise.

tailor and motion pictures are of their official look, we pulled our trousers and yep! We Terns, gull, swimming, followed by strong and

Trees and accessories arrived on the dock. We were instructed to carry our gear aboard.

We stowed our gear on the main deck—whatever we could find space on an already overcrowded ship, the Oglala hauled in her lines, tail her way through the chaise, stood out to sea. We were off for Midway.

The trip was not a pleasure cruise. Conviviality was necessary and cheerfully accepted. We were assisted greatly by members of the crew who deprived themselves of comforts to aid us. They furnished a few cots which were placed between the tracks. Those without cots laid their mattresses upon a pile of lumber or on the bare iron deck.

On the morning of the fourth day we anchored off Midway. About noon a barge came along side. Happily we boarded her, via a Jacob's ladder. Our baggage followed, then cargo which we helped to load.

Toward evening the barge was loaded, a tug made fast, we moved slowly toward the reef. As we waved goodbye to our friends on the Oglala we were firmly convinced that the hardest part of our contract had been completed.

The barge made slow progress. It moved heavily, became cold. We sought shelter under a tarpaulin. Then the towser parted. This mishap remedied, we were again under way.

It was 10 o'clock that night when we landed, tired, bedraggled and hungry. A truck awaited us, whisked us up to the messhall where an excellent meal was spread before us. Subsequently we were assigned quarters—large, airy dormitories with comfortable bunks for some, two and three-men rooms for others, according to what each man raised.

★

Small as it is, Midway proved to be one of the

blotting—or linger in the shade of the green pines and listen to the chirps, squeaks and songs of thousands of assorted birds.

A 14-hour week with overtime for added work—paid in cash and time off. Comfortable quarters and excellent food. Truly a dream realized.

The workers—at whom there were about 250—constituted a cheerful, well-disciplined group. There were no sets of rules or regulations and they were not needed. During our three months on the island we knew of only one lyric quarrel and we cannot recall one instance of malice when a worker asked for something without saying "please."

Naturally, in any large group there are differences. Justly rebukes, charges of discrimination. It has been said that one must be a hard shaker to get by at Midway. This appears to be, in many cases, the truth. On the other hand, many unalterable comments about Midway are made by disgruntled employees who have no just cause for complaint.

Another situation exists at Midway which is easily explicable. Among the crew working there, we should find 25 experienced construction men or called tradesmen could be found. This puts the brunt of the shakedown on the oddities who have mastered their profession and dispense the product in the category of a laborer.

But, due to the depression, we have today millions of youngsters who have not had the opportunity to learn a trade. They must have a chance. And, with a few years of prosperity, these youngsters will have mastered the trades developed and passed their elders. Then what is direstaters' law!

Intemperance is rare at Midway. Despite reports to the contrary. Two tons of beer per day are

could arrive were a few others, they might seem collapse, they would stand with a bewildered expression upon their small faces.

And later they would stand by the beach for hours, going out over the sign toward Eastern Island. Instead of going, bid them flat in that direction they might go and that their webbed feet were meant to swim with.

And one day they would miss the effort, find after hour they would be on their backs. It was the other hour when the changing tide swept them back, they would make a desperate effort to regain the reef. That was when we would spread, they would finally face out the water for a great floundering—then collapse.

So they would drift about the lagoon until gobbled up by a shark or until some waterfowl expatriate threw them in and returned them to the beach alive. The island is cluttered with the carcasses of these loopy givers.

Of the three parties on Midway the Commercial Pacific Cable Co. is entitled to the greatest credit for what the island is today, for it was the pleasure company. (Cable outfits are Pan American Airways and the U. S. engineering organization.)

The rivalry between Gann and Midway was completed June 21, 1933, the day between Honolulu and Midway, July 4, 1933. Prior to that time the only bid that went there for preliminary arrangements, it is still was completed by G. W. Collins of Chicago, D. Matthews, assistant, and D. C. Reed and J. B. Butler.

W. S. Frazar, present superintendent for the company of Honolulu, arrived there in 1934. He states that his probably started construction buildings, through financial aid and readings from Honolulu, began planning. They brought also a few computers.

The computers (around today is a green hair). The seeds have grown into sturdy, hardy, salt grass and low-lying bushes. The same areas have multiplied into groves. Comfortable bunks before the employees. A modern garden supplies fresh vegetables. There is a substantial bathroom with cold water, showers, soap, large towels, dishes and more than an average hotel.

They have a sports court in the afternoon and a shower for each of the beach. Water blankets were laid for tea and the post office and mail is made by a mailman in the white shirt.

For those that don't attend to the top by going and a couple of Midway men left with the construction. For some time ago we were working in the island. The company was in the island. The company was in the island. The company was in the island. The company was in the island.

The island is a beautiful place. The water is clear and blue. The sand is white and soft. The air is fresh and clean. The people are friendly and helpful. The food is delicious and plentiful. The accommodations are comfortable and convenient. The island is a great place to visit and a wonderful place to live.

The island is a beautiful place. The water is clear and blue. The sand is white and soft. The air is fresh and clean. The people are friendly and helpful. The food is delicious and plentiful. The accommodations are comfortable and convenient. The island is a great place to visit and a wonderful place to live.

part in the cable company's campaign, it is refreshing. Of the constructive and marvel of the wonderful work of accomplishment accomplished by a small group of pioneers.

The plans, construction, however, have not time for play. There is the responsibility of checking the errors and minute points of the slow, to measure as far as possible, the safety and comfort of the passengers on the next leg of the journey.

During the job at Midway it was nearly a man's job. One must be a bit of a hero to hold his own in the big show. The job is a lot of fun, but it is a lot of work. The men who work at Midway are a special breed of men. They are men who are willing to do whatever it takes to get the job done. They are men who are willing to sacrifice for the good of the company. They are men who are willing to work long hours and in difficult conditions. They are men who are willing to take on the most difficult tasks. They are men who are willing to do whatever it takes to get the job done.

After a few months the life becomes monotonous. The fun is not in the work, but in the camaraderie of the men. The men who work at Midway are a special breed of men. They are men who are willing to do whatever it takes to get the job done. They are men who are willing to sacrifice for the good of the company. They are men who are willing to work long hours and in difficult conditions. They are men who are willing to take on the most difficult tasks. They are men who are willing to do whatever it takes to get the job done.

The weather was bad, the water lumpy. As our barge came alongside the Oglala and rose on the crest of a wave, we waved. Caught the call and business captain. One of the last to greet us was the admiral of the ship who was not allowed to landing (though in spiraling the barge).

We arrived in one unloading of the barge. This afternoon, we were ready to see. A heavy fog, which the Oglala was to return to the harbor, was made fast to the towing cables and we had steam for a few, to some pleasure. Accommodations for 12 were available. The remainder were given mattresses and bunks and led to help themselves to any part of the dark.

The ship rolled heavily and we considered the rest of a holiday. Feeding a good left under a life,



A view of the cable company building at Midway, showing a large, multi-story structure with a prominent tower and a view of the ocean.

WAR CASE

◀ A FEMALE LAYSAN "FINCH" detaching and eating portions of the root of the "Beach Magnolia" (*Scaevola frutescens*) on Eastern Island, Midway.

The only three land birds inhabiting Midway Islands have been exterminated.

present war, very similar protection to that accorded on the other islands. Therefore, a feeling of greater security for the bird life of these islands had existed.

The loss of so interesting a species as the Laysan rail is a matter of deep regret to all who take an interest in birds. Moreover, it can easily be the forerunner of other misfortunes yet to be discovered, resulting from strenuous conditions during war activities.

Throughout the winter of 1939-1940 and the ensuing spring, the writer had numerous opportunities to observe the habits of the Laysan rail and the Laysan "finch" at Midway, where both were very numerous over almost the entire area of both islands.

The Laysan rail, although only about six inches in length and quite flightless, gave one the impression of being the quickest thing to be seen on two legs. Its cry was heard at all hours of the night, leaving one to suppose it was just as active then as during the daytime, when it might regularly be seen searching beneath the vegetation on almost any part of the two islands, with the exception of bare patches of sand near the shore lines.

The Laysan rail was chiefly an insect eater, and it rendered good service by its untiring attacks on the flies that were such an annoyance to residents at Midway, especially during the summer months. It was adept at catching them when they settled on the dead birds that are always in evidence among crowded bird colonies. Running up quickly, it often succeeded in catching a fly before it could escape. The rail then usually ran quickly away to devour the fly a few feet distant before returning. By



Photo by T. M. Blackman

By THOMAS M. BLACKMAN

THE news that Midway's only three land birds have recently been exterminated came as a shock to bird students in Hawaii, and application has been made to the Naval authorities for information regarding this event.

The official report, published in an article by Mr. George C. Munro in *The Elepaio*, Journal of the Honolulu Audubon Society, leaves no room for doubt. Due to the admittance of rats to both islands of Midway, the Laysan rail (*Porzana palmeri*) and the Laysan "finch" (*Telespiza cantans*) have completely vanished. And the third species, a large and flourishing colony of imported canaries (*Serinus canarius canarius*), two of which were last seen in the vicinity of the Cable Station on October 20, 1944, has apparently also been exterminated.

Although none of these birds was indigenous to Midway, their loss is a serious one to the bird life of the Hawaiian Islands. The flourishing colonies of the Laysan rail and the Laysan "finch" at Midway contained the only representatives of these species in the world, with the possible exception of a smaller number of the "finch" still believed to exist on Laysan.

Laysan Island, the original home of these two birds, lies 360 nautical miles closer to Honolulu than Midway, in the northwestern Hawaiian chain. It was long famous as the chief breeding place of the albatross that bears its name and of enormous num-

bers of various other ocean birds. From the year 1890 until 1904, the island was exploited commercially for the collection of guano for use as fertilizer. Shortly before the latter date, rabbits were imported and liberated by a resident on the island, and they increased so rapidly that in a very few years the entire vegetation of Laysan was on the verge of disappearing. The rabbits were dying of starvation, and the four species of small land birds, found exclusively on this small island, were faced with extinction owing to failure of the food supply.

Fortunately, two of these small land birds, the Laysan rail and the Laysan "finch," had been introduced on Midway and were becoming established. The rail was completely exterminated on Laysan, and the Laysan "finch" decreased until only a few survived there. The other two land birds of Laysan vanished from the face of the earth. One, a somber-colored little songster known as the "miller-bird," succumbed because it could not find the moths upon which it depended for food. The other, a small honey-eater, perished through lack of shelter and food.

In February, 1909, President Theodore Roosevelt issued an executive order creating the Hawaiian Bird Reservation. This sanctuary for bird life included all the islands of the northwestern Hawaiian chain with the exception of Midway. And with Midway under the jurisdiction of the United States Navy, its birds were receiving, up to the beginning of the

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SILTIES among the BIRDS

that time, other flies had generally settled, and the procedure was repeated. Should no fly then be present, or if the rail should miss catching a fly, it often walked around the dead bird to examine the opposite side and then proceeded to pick at it. Most of the dead birds had holes torn in their soft underparts, and rails were occasionally seen to examine these places for fly-maggots. On one occasion, a rail was seen to detach two or three feathers from a dead petrel's neck and release them.

In their foraging excursions, these rails were frequently seen to enter the burrows of petrels and shearwaters. Sometimes they would reappear almost immediately, but at other times they remained below ground for two or three minutes. I am unable to say whether the rails ate the petrel's eggs on these underground excursions, but they were observed to eat the contents of eggs that were found broken on the ground. It seems likely that insects of some kind were found within the burrows.

The Laysan "finch" was credited with doing much injury to various cultivated plants on Midway, but during my observations it obviously rendered good service in destroying

great quantities of the troublesome, sharply spined seed cases of the creeping plant *Tribulus cistoides*. It picked these up from the ground and cracked them with its strong bill to extract the seeds, which apparently formed its main food supply. It also ate the white berries of the "Beach Magnolia" (*Scaevola frutescens*), and on one occasion was seen to remove and eat portions from the root.

This bird has a pleasant though not very powerful song. Like the Laysan rail, it eats any eggs it finds, if they are not too hard to break.

In early February, when the Bonin Island petrels (*Pterodroma hypoleuca*), so abundant on Midway, were laying their eggs, a number of the eggs were seen scattered on the ground each morning. There was much speculation among the residents to account for this. On February 5, fourteen such eggs were counted within a few minutes, and 150 were seen on a half-mile walk the same day. In the early mornings, most of these eggs were unbroken; but as the day advanced, it was difficult to find an unbroken one, or even any of the contents in the shells. The shells all bore what appeared to be the marks of a bird's bill. There were, of course, no

rats at that time on either of the islands of Midway. Though I never saw either a rail or a "finch" break into one of these eggs, I twice saw a rail eating from one of the broken eggs, and on one occasion a "finch" was doing it. I heard of other instances of the "finch" eating eggs.

I was inclined to attribute the number of petrel's eggs on the surface of the ground to the accidental destruction of their nests by men walking on loose coral sand. It was not at all uncommon for one's foot to sink to a depth of a foot or more several times in the course of a short walk off the track. And each time one permitted this to happen, it probably left a bird entombed in its burrow or unable to enter it on its return. Birds in the latter predicament probably sometimes laid their eggs unprotected on the ground.

All of these things illustrate the disturbances that result from alterations of natural conditions. As an example of the disastrous effects produced on Laysan, it is on record that in 1923 only four species of plants remained out of 26 that had previously existed on the island. This was when the Tanager Expedition, sponsored jointly by the U. S. Biological Survey, the Navy Department, and the Bishop Museum of Honolulu, visited Laysan. One of its objects was the extermination of the remaining rabbits, and this is believed to have been achieved. Efforts have since been made to re-establish the vegetation of the island.

Bird lovers throughout the world are actively interested in preserving species that are threatened with extinction, but localities like these illustrate that it is not enough simply to protect the birds themselves. Care must be taken against the introduction of new enemies and against any threat to the food supply. Otherwise, unexpected dangers are apt to arise when it is too late to prevent serious damage. A better public understanding of these delicate relations in the world of nature is most important to the cause of conservation. Only with a broader knowledge of these basic principles can we expect wise legislation and intelligent participation by individuals.

▼ A LAYSAN RAIL catching flies. Advancing slowly until it is within a few inches of the dead petrel, the rail quickly runs up and often succeeds in catching the fly before it can escape

Copyright photo by T. M. Blackman



Long-Range Jets May Decide Battle

MATS or Gooney: Who Quits Midway

By JACK BOYER

Lois has been written and said about Mr. Glazmo P. Gooney, of Post Office Road 37, Midway Island.

In aviation circles he's known as a "hot pilot" one who doesn't fly by the rules, and in taxpayers' quarters he's viewed as a financial detriment.

For 10, these many years, Mr. Gooney and his blasé band of albatross followers have been sharing the tiny Pacific island with the big engine-powered birds of the Military Air Transportation Service.

RELATIONS between the two joint tenants has, at best, been strained. And it's been clear to many observers that one or the other will eventually have to go.

From a birdseye view, it looks like it will be MATS. Not because the gooneys are likely to have anything to do with it, but more probably because longer range jets will soon play be flying Great Circle routes that will bypass Midway.

However, until that happy day does arrive, you, and the gooneys might be interested in MATS' case last week to learn what the crazy birds are doing in the U. S. in damage to military aircraft.

BETWEEN FEB. 5, 1954, and March 12, 1955, 13 accidents occurred between the gooneys and various MATS planes. Three of the planes required replacement of propeller blades—a propeller blade for a C-97 costs \$1,269.13, for a C-124, \$7,340.40—ten others needed metal repairs to the leading edges of wings and/or engine cowling.

The fiscal office of MATS collected data on five of the 13 planes—four C-97s and a C-124—to show the damage gooneys inflict:

Labor repair costs, \$385.50, which does not include parts; temporary duty costs, \$382.80, and repair parts costs, \$5,831.94; total, \$6,600.24.

THE ONLY FIGURE MATS could give immediately on the expense involved with all 13 planes was the labor cost, which was figured at \$398.50 to cover the 599 hours of work needed to repair the aircraft.



Much of the damage can be blamed on the goony because of his non-conformist attitude.

Mr. Gooney and his ilk ignore basic flight regulations, they cross runways every which way, they never file a flight plan, and they don't adhere to any accepted flying pattern.

From the standpoint of the birds this is unfortunate, because in all cases when one of them rams head-on into a MATS "bird," the gooney comes out second best.

THIS FAR NO planes have crashed as a result of encounters with the birds, but the possibility is ever present. That is what worries MATS officials.

You've probably read about the cost figure—about \$6 million—experts who have tried to get the gooney to move to some other island, or at the least,

very hard, they have been run away at Midway, and back. The bird, it is said, is docile.

They appear to have no drastic solution of problem—either getting gooneys or moving MATS from Midway.

The only reason gooneys are still on the island is to protect the military base from the possibility of getting rid of the birds by sending to some other island, they have advanced jet planes to Midway.

But the war, Mr. Gooney says, will continue to the craft damage done by accompanying aircraft.

WHY DOES MATS want to fly into Midway? Honolulu to Tokyo route means a saving of about a million a year by having military planes land on the island rather than stop at Wake.

Admittedly, MATS saves by the cost of an aircraft damaged by a gooney.

But you'll have to see the cost figure—about \$6 million—experts who have tried to get the gooney to move to some other island, or at the least,



Photo: Art & Photo by Marie Street

your personality perfectly, Madam.

Harbor Presidential Unit citations for...
ALSO ARRIVING was the...
Jerry, commanded by Capt. Robert M...
of Arlington, Va., and...
the Far East...
by and depart...

AIN DUT!

Hotpoint Models!



costly rest...
des positive...
and wear. So...
and clean.



LUAU FOR UH PREXY—UH vice president Dr. Paul A. ... man, right, is pictured buying the first ticket for the June 17 farewell luau honoring retiring UH President George ... from administrative secretary Miss Akiko Taka. Looking on is Charles Lono Hapai of the college of agriculture, who is in charge of plans for the event in the A. L. Andrews Theater on the university campus.

Detor Jewelers, Ltd.

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BOYER, J. (1955) Honolulu Advertiser, 15 May: A-10.

Detor. Jewelers, Ltd.

CLAU FOR THE PEEKY—The president of Paul S. Detor Jewelers, Ltd., is pictured during the first check of the year 1955. The photograph was taken by the staff of the Honolulu Advertiser.



THE ONLY FRODO BAGGINS MATS—The Great Office of MATS, Inc., has announced that it has received orders for the production of 100,000 Frodo Baggins mats. The mats are made of a special material and are designed to be used in homes and offices. The mats are available in a variety of colors and designs. The Great Office of MATS, Inc. is located in Honolulu, Hawaii.



MATS of Gooney: Who Quits Matters

Long-Range Jets May Decide Battle
Honolulu Advertiser
Monday, May 15, 1955
A10

...and repair parts cost \$2,800. The labor cost was \$1,200. The total cost was \$4,000. The mats are made of a special material and are designed to be used in homes and offices. The mats are available in a variety of colors and designs. The Great Office of MATS, Inc. is located in Honolulu, Hawaii.

RELATIONS between the two nations... The Great Office of MATS, Inc. is located in Honolulu, Hawaii.

BY JACK BOYER
The jet has been... The Great Office of MATS, Inc. is located in Honolulu, Hawaii.

AINN OUT!

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AINN OUT!



Point Models!

AINN OUT!
AINN OUT!

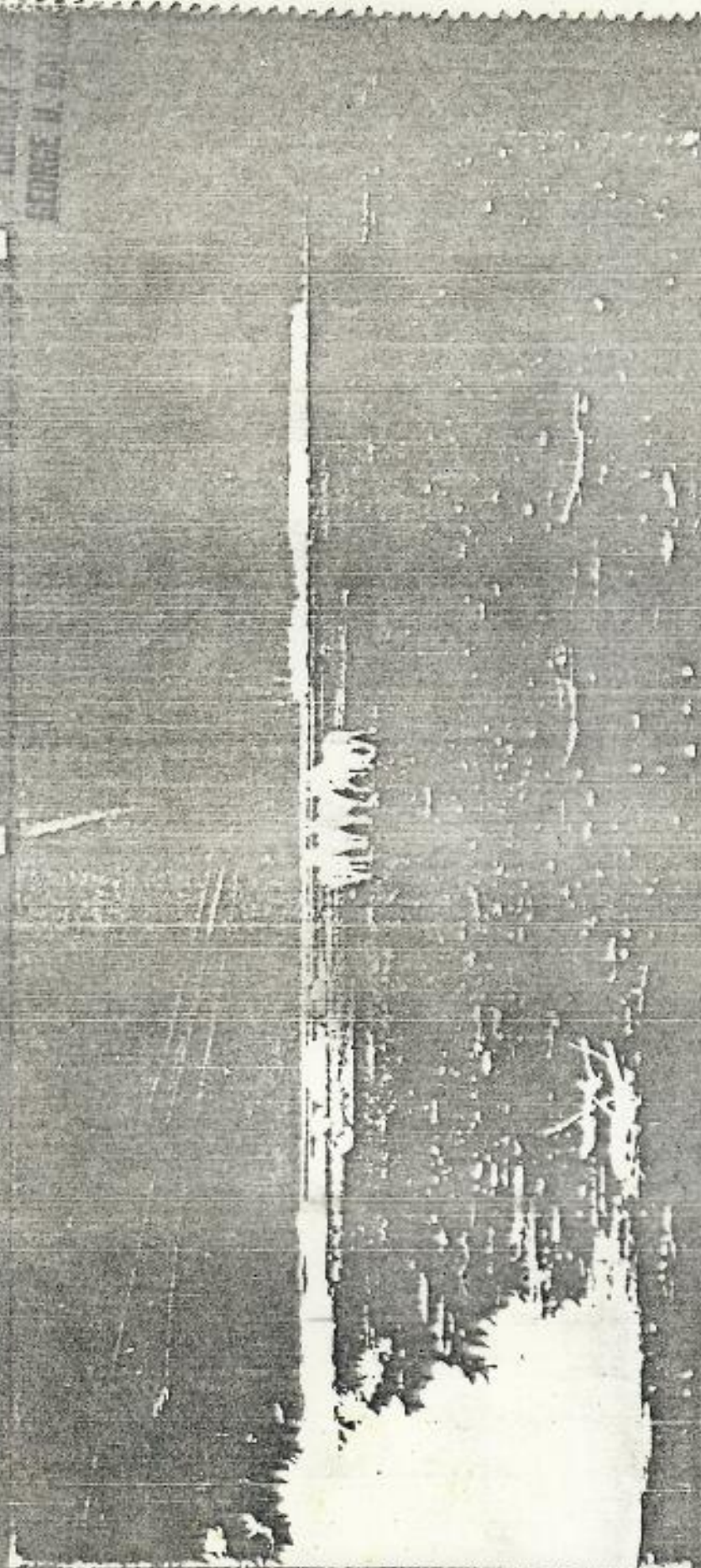
AINN OUT!
AINN OUT!



ique Shop

Those Donkeys of Midway

LIBRARY
GEORGE W. BAILEY



Good as the year when donkeys shed out a meagre residue on—of all milky places—Eastern Island, a portion of Midway. But not from 3600 memory is the struggle of their animals for water, for food, for life.
The author of this article is a man who knows Midway—and knows its donkeys, too!
He was medical officer with the cable company on Midway in 1928-29 and 1930-31. He was Medical Resident at the Queen's Hospital in 1932, resident physician at Leahi Hospital from 1933 to 1941, and medical director at Māhela Hospital, Kamae, from 1941 to 1950.
He's now living in Los Gatos, California.

By Donald R. Chisholm

A TOLLS HAVE a way of getting under men's skins, and distinguished sojourners on Midway of yesterday were known to call themselves the Eastern Island Nightingales. For among the early colonists of Midway

If any of you, Midway's donkeys turn tail as the photographer tries to get a little closer, it was along the beach margin of this broad and flat that the donkeys dug for water. In the distance, across the lagoon, is Sand Island, covered with wonton pine trees on the right and a great expanse of scaevola on the left.

They were "Carrie" and "Dovie"—two postmen that enabled the doctor to receive bottles of soap stock. Carrie was named the island at will like a celebrated character. One hatbox-riding crusader of the lagoon circuit, while Dovie honored the memory of an itinerant clergyman.

Obviously never in their own right, and not without fixed ideas, Carrie and Dovie came to Midway to serve a single purpose and having served it well they lived the rest of their lives without aim or action.

There were lives of supreme patience; of hardship and endurance; of driving rain, blistering sun, and those hot, burnt

When Dr. J. E. Doolittle's year of duty was completed, he returned to the States. By that time the donkey population had increased to three. Being despoilers of gardens, at expense to mainland, and of no further use as mounts, the donkeys were summarily banished to the Greener Past of Eastern Island.

There it was their destiny to tread and to bray and to be honored as "Patron Island Nightingales," a tribute to their raucous vocal habits.

By Donald R. Chisholm

ATOMLS HAVE a way of getting under men's skins and distilling quadruped, the common domestic dog named sometimes on Midway or by Keoni Kama, colloquially known as Jackass, were known to call themselves the Eastern Island M^hoohoo.

For among the east islands of Mid-

Gentle Little Carrie, who had the best of good manners, ate her peanut butter sandwiches daintily, and who, while impossible to shake, was not in the least obnoxious. This picture was taken shortly after the bad attack on herself by her benefactors; there the way have been providing whether to remain with them or return to wolbet.



After a celebrated character, the hatched which, whether of the name or not, while Howe belonged the mystery of an historical clergyman.

Obviously, however, in their own right, and out with of fad, then, Carrie and Dorse came to Midway to solve a single purpose and, having solved it, well, they lived the rest of their lives without him or action.

These were the of supreme patience of hardship and endurance, of receiving calmly, blistering sun, and bowing, harts, cables of plastic moments of basket, a few days of historical drive, and Jones years of diary isolation, cultivated by the obscure end of the title.

BUT LEFT to be seen at the beginning of July, 1940, the ability of cable between the United States and the Philippines was officially opened.

To facilitate its operations, the Central-Pacific Cable Company had established relay stations in Honolulu and on Sand Island of Midway. In these days Sand Island well merited its name. It was a barren expanse of flats and dunes, quite unlike Eastern Island, and the lagoon.

But it possessed some slight assets. It was higher than Eastern Island, it was better protected by the lagoon, and its northeast dunes provided shelter for the cable station. Above all, there was an abundant storage of rain water in the low, deep sand.

Soon after the station was in operation, a doctor, a man with a wooden leg, was employed by the cable company to reside on the island and watch over the health of the personnel.

Now it is too strong under the best of circumstances to have a wooden leg, but on Midway the doctor's leg persistently sank into the soft sand and severely handicapped him.

A resourceful man, the doctor thought of a novel solution for his handicap. He asked the captain of the station supply ship to bring him a donkey from Honolulu.

The good captain, always willing to oblige, presented the doctor not with one but with two of the animals. Carrie and Dorse had come to Midway, and soon the patient burro were providing trans-

WHEN THE doctor's year of duty was completed, he returned to the States.

By that time the donkey population had increased to three. Being despoilers of gardens, an expense to maintain, and of so further use as mounts, the donkeys were ultimately banished to the green half of Eastern Island.

There it was their destiny to breed and to live, and to be observed at Eastern Island, Nicholson, a relative to their Tahiti's local strain.

Although the proverbial sufferance, fortitude, and stolidity of this estimable creature never were put to greater test than when exposed to the bitterness of life on Eastern Island, natural increase produced a herd that numbered at least two dozen in its prime.

Each of them, doubtless, is usually appointed in a donkey's mind. On this basis Eastern Island at first might have impressed Carrie and Howe as a paradise.

At long as they were to the desert of Sand Island, they were figuratively to close on their own home.

Except for a broad fringe of sandy beach, Eastern Island was almost completely covered with a heavy growth of pandanus, that flesh-leaved bush that grows to five feet in height on so many of the Pacific atolls.

Here and there were large patches of boobenia and purslane. The latter, a succulent herb of considerable local value, Grass was scarce and that to be found was coarse. The donkeys browsed on the scraggles and grazed on the purslane. There was plenty of food for a while.

EASTERN ISLAND is only about one half a square mile in area. It is as flat as a table and elevated about eight feet above sea level. It lies very close to the reef on the windward side of the lagoon, and in stormy weather it is threatened with salt spray.

In pre-war days, breaks in the vegetation sheltered colonies of nesting albatrosses and boobies.

On the scraggles were reared those masters of the air, the Frigate birds, whose bodies weigh only three pounds but whose wings span seven feet.

Eastern Island was submerged with

petrel burrows, and there is no doubt that many a donkey lundered in one of them and died of a broken leg. For the most part, birds were the only companions the donkeys had.

Turtles and seals often crawled ashore on Eastern Island, but they were manifestations of indifference, and if a lone donkey ever made an overture, it was accepted as so much salt water luff.

In this society of birds, and sea-turtles, the poor donkey was an outcast as well as a castaway.

It had to seek companionship within the herd of father, within the two birds, for only enough the nightgales usually roamed the island in two separate bands, mostly as a solitary and a fraternity.

WAYS THIEF was the problem of water like Colledge's ancient mariner, the donkeys of Eastern Island knew the meaning of thirst—of water, water everywhere, and not a drop to drink.

At the southwest tip of the island was a low spot in which brackish water collected after a heavy rain. But it was a rare treat for the donkeys to be able to fill their bellies with this barely potable water.

As often as not the separate pool would be flooded with salt water or filled with sand.

The juicy leaves of the scaevola furnished the donkeys with most of their water, or, at least, the juice was available in an emergency. Nocturnal showers are frequent on Midway, and heavy rains are not uncommon.

I suspect the donkeys did much of their browsing and grazing when the foliage was wet.

Nevertheless, they must have worried of scaevola juice from time to time for livestock do not eat the leaves by choice. Certainly these desert islanders frequently became desperately thirsty. And when they did, they dug for fresh water.

All coral islands possessing sufficient rainfall and fine enough sand, retain within the litter a great reservoir of fresh water.

The sand of Eastern Island is quite coarse and lacks the capillary capacity to hold water for a long period. Flow, ever contrary to a low rainfall conditions, and water is obtainable on Eastern Is-

land. It is worth noting that many a donkey lundered in one of them and died of a broken leg. For the most part, birds were the only companions the donkeys had.

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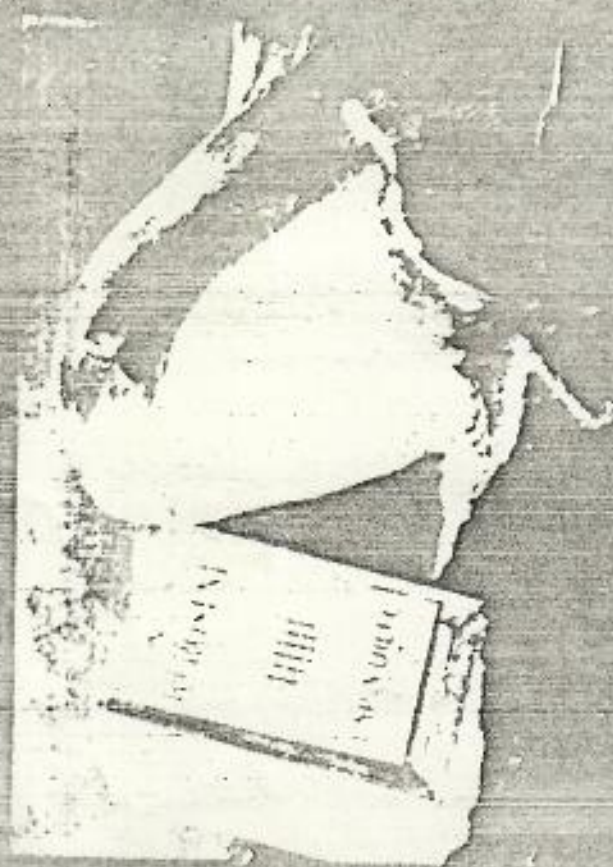
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Monster of the wood and keeper of the pound. This large tiger shark was caught from the beach of Eastern Island.

sure, with secretly bound that one of the others would pick up a line and put it in the line.

The stick was getting now over the water, we saw a large fish, a shark, and a large shark. The shark was the monster of the wood and keeper of the pound. This large tiger shark was caught from the beach of Eastern Island.

As often as not the separate pool would be flooded with salt water or filled with sand.

The juicy leaves of the scaevola furnished the donkeys with most of their water, or, at least, the juice was available in an emergency. Nocturnal showers are frequent on Midway, and heavy rains are not uncommon.

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Nevertheless, they must have worried of scaevola juice from time to time for livestock do not eat the leaves by choice. Certainly these desert islanders frequently became desperately thirsty. And when they did, they dug for fresh water.

source certainly. These closest neighbors frequently become desperately thirsty. And when they did they dug for fresh water.

All coral islands possessing sufficient rainfall and firewood sand, bring within the latter a kind reservoir of fresh water.

The sand of Fanning Island is quite coarse and it lacks the capillary capacity to hold water for a long period. However, contrary to a few casual opinions, sand water is obtainable on Fanning Island for some time following heavy rain.

When the U.S.S. Takawana visited Midway in 1961 in officially claiming the sand as an American possession, the ship's surgeon was delegated by the captain to examine the sand, growth and water.

His report in brief states: "On both islands several wells have been dug and water found at depths of from four to seven feet. . . . It becomes better adapted to drinking after standing some time."

Andrew Farrell, in his striking tale "Castaways from the Wandering Albatross" though the sand water of Fanning Island prevented sedition.

Whether the donkeys thought so or not, they knew the water was there at times in amounts that rewarded the effort to reach it. Choosing a location oddily close to the beach, donkeys would get down on one knee and would then use the other forefoot to scoop out a well.

IT WAS pathetic to see a donkey spend hours laboriously digging a hole four or five feet deep, only to learn it had sunk a dry well. A donkey's foot is not particularly well adapted for excavating. The work was hard and the walls of the hole repeatedly caved in. When the donkey was exhausted, or it felt it had dug deep enough, it stood helplessly over the hole, sniffing for water that often failed to flow.

In such a case the tantalizing smell of the damp sand goaded the thirsty animal to renewed effort. Only when the hole became too deep to work in would the beast admit defeat.

Sometimes three or four dejected

at a distance to swim to.

AT FANNING I had noticed that few donkeys could swim, and when they did they dug for fresh water.

We saw the soft sand in snowdrifts and a great deal of water in one or two ponds. The only fresh water found on Fanning Island for some time following heavy rain.

A careful examination revealed that the sand was a pity. As we previously learned, Little Carlie, in his first of his prison experiences, now being his second, encountered the day Carlie had to feel from one side of the island to the other. He had returned to the hill.

By now, perhaps better, as I shall explain, but which it was still shade by the water in the beach. The mother apparently proved our local status, perhaps with some reservation, for after leaving us a while she returned to the hill.

LOWERY LITTLE, after a long stay to the north, and returning for back to the island, found it tired but faithful, and it was all now the attraction was successful.

We all had had the same silent plea for some time. But the moment of decision was at hand, and we reluctantly agreed that it would be contrary to our own best interests to leave her with us to sand island.

Not only would it be unfair to send her from her mother, but sand island is that bare of trees, with a few scattered trees in the desert of 1961.

It would have been cruel to introduce Carlie to this paradise and then soon to have her back to Fanning Island, as a matter of later we would have to do.

So we gave Carlie the rest of the sugar and the sandwiches. She washed down with a quart of water, perhaps the last good drink she ever had. One of my companions remarked with considerable expression of feeling, that any animal that lived on Easter Island, descendant of Carlie, Nation or not, should have a gallon of beer a day, to which there was unanimous agreement. We were all lingering over the depart-

And it was a good thing. The donkeys were all the more so. The donkeys were all the more so. The donkeys were all the more so. The donkeys were all the more so.

One of the companions looked at me and said, "Little Carlie, is that the animal that you saw?"

It was an impossible to know. We had no other animal to compare with. We had no other animal to compare with. We had no other animal to compare with.

THEY ALL the time. When they decided to go to the water, they walked into the water. The donkeys began to walk into the water, and soon Carlie was swimming in the water.

The first best was to swim. The donkeys were all the more so. The donkeys were all the more so. The donkeys were all the more so.

This had indeed to be said. And we had the best of the water. The donkeys were all the more so. The donkeys were all the more so. The donkeys were all the more so.

We could not bear her pitiful eyes. We were all the more so. The donkeys were all the more so. The donkeys were all the more so.

WE STRUCK the Little Carlie again, and we then wondered if her mother took her back. It was a broken heart.

No Carlie and Donkey's first impression of Easter Island did not last. After every purchase plant had been granted to us, every central took, he shot

the donkeys were all the more so. The donkeys were all the more so. The donkeys were all the more so. The donkeys were all the more so.

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Those Donkeys of Midway



Come on the year when donkeys shed out a strange existence in—of all unlikely places!—Eastern Island, a portion of Midway. But not gone from memory is the struggle of these animals for water, for food, for life.

The author of this article is a man who knows Midway—and knows his donkeys, too!

He was medical officer with the cable company on Midway in 1928-29 and 1930-31. He was Medical Resident at The Queen's Hospital in 1932, resident physician at Leahy Hospital from 1933 to 1941, and medical director at Mabeline Hospital, Kansas, from 1941 to 1950.

He is now living in Los Gatos, California.

By Donald R. Chisholm

ATOLLS HAVE a way of getting under man's skin, and doubtless soldiers on Midway of Key, Equus island, colloquially known as Sycamore, were known to call themselves the Eastern Island Nighthawks.

For among the early colonists of Mid-

Way of man, Midway's donkeys turn tall as the phlographer tries to get a better closer. It was along the beach margin of this broad land flat that the donkeys dug for water. In this distance, across the lagoon, is Sand Island, covered with brownwood pines, on the right and a great expanse of *Scaevola* on the left.

They were "Carrie" and "Doris"—two donkeys of about 1928. Carrie was named after a celebrated character, the hapless wailing straggler of the salmon stream, while Doris honored the primary of an itinerant electrician.

Optimists looked to their own rights, and we without need look. Carrie and Doris came to Midway to serve a single purpose, and having served it well, they lived the rest of their lives without aim or action.

There were five of us, more patients of hardship and endurance, of driving rain, blizzards, ice, and lightning.

It was that month, the doctor in team the island as well.

WITHIN THE doctor's year of duty was completed, he returned to the States. By that time the donkey population had increased to three, being, respectively, a female, an expense to maintain, and of no further use as animals, the donkeys were ultimately banished to the grassy hills of Eastern Island.

There it was that donkey to breed and to beg and to be honored as Eastern Island Nighthawk, a tribute to their former great charm.

By Donald R. Chisholm

ATOLLS HAVE a way of getting under men's skins and doing unshaped supporters on Midway of yesterday were known to call themselves the Eastern Island Nightingale Jackasses.

For among the early colonists of Mid-

Gentle Little Carrie, who had the best of good manners, ate her peanut butter sandwiches daintily, and who, while impossible to shake, was not in the least obtrusive. This picture was taken shortly after she had attached herself to her benefactors. Here she may have been pondering whether to remain with them or return to her mother.



after a calculated character, the last-back wishing executor of the tame tortoiseshell Decie bore the memory of an itinerant churchman.

Obviously Tovey is their own fight, and not without fixed ideas. Carrie and Down came to Midway to serve a single purpose and having proved it well they lived the rest of their lives without aim or action.

There was fever of supreme pitilessness of knowledge and endurance of driving rain, blustering air, and howling hurricanes of biting winds, of persons, a few days of physical joy, and long years of dreary isolation, slumbered by the obscure end of the world.

BUT LIFE we begin at the beginning on July 4, 1907, the submarine cable between the United States and the Philippines, was officially opened.

To facilitate its operation, the Commercial Pacific Cable Company had established eight stations in Honolulu and on Sand Island of Midway. In those days Sand Island well merited its name. It was a barren expanse of flat and shallow, quite unlike Eastern Island across the lagoon.

But it possessed some distinct assets. It was higher than Eastern Island, it was better protected by the lagoon, and by northeast winds provided shelter for the cable station. Above all, there was an abundant storage of rain water in the low deep sand.

Soon after the station was in operation a doctor, a man with a wooden leg, was employed by the cable company; he resided on the island and within view the beach of the peninsula.

Now it is not enough under the best of circumstances to have a wooden leg, but on Midway the doctor's leg permanently sank into the soft sand and eventually attended amputation.

A remarkable man, the doctor thought up a novel solution for his handicap. He asked the captain of the station every day to bring him a sunny piece of beach.

The good captain, always willing to oblige, presented the doctor not with one but with two of the sandwiches. Carrie and Decie had never to Midway, and next the patient became more prodding travel.

WHEN THE doctor's year of duty was completed, he returned to the States.

By that time the donkey population had increased to three. Being despisers of gasoline, an expense to maintain, and of no further use as mounts, the donkeys were systematically banished to the green pastures of Eastern Island.

There it was their destiny to live, and to lay out to be improved as Eastern Island brightens, a tribute to their expert year of duty.

Although the inter-island sufferings, hardships and strains of this estimable equine team were not to greater than that which required to the happiness of life on Eastern Island, natural increase produced a herd that numbered at least two dozen in its prime.

Food is the item which is usually prominent in a donkey's mind. On this point, Eastern Island at first must have impressed Carrie and Down as a paradise.

Accustomed as they were to the desert of Sand Island, they were figuratively to stare at their new home.

Except for a broad fringe of sandy beach, Eastern Island was almost completely covered with a heavy growth of grasses, that freely leaved bush that grows to five feet in height on so many of the Pacific islands.

Here and there were large patches of leucaena and mesquite, the latter a voracious host of considerable size. When grass was scarce and that to be found was coarse. The donkeys browsed on the weeds and grasses on the peninsula. There was plenty of food for a while.

EASTERN ISLAND is only about one half a square mile in area. It is as flat as a table and situated about eight feet above sea level. It lies very close to the reef on the windward side of the lagoon, and in stormy weather it is drenched with salt spray.

In previous days, breaks in the vegetation obliterated evidence of weather, saltwater and sand.

On the whole, we found these animals of the ill, the Egyptian shrike whom he had made only heard previously but whom we saw every day.

Eastern Island was unpopulated with

petrol, batteries, and there is no doubt that many a donkey lundered in one of these and shed of a broken leg. For the most part, birds were the only companions the donkeys had.

Turtles and seals often crawled about on Eastern Island but they were mostly of indifference, and if a lone-some donkey ever made an overture, it was accepted as so much salt water taffy.

In this society of birds and sea creatures the poor donkeys were an outcast as well as a cakaway.

It had to seek companionship within the herd or, rather, within the pen herds for solid comfort, the nightingales usually roamed the island in two separate bands, mostly as a society and a featherly.

WAYS THREE was the problem of water. Like Alexander's ancient manner, the donkeys of Eastern Island knew the meaning of thirst, of water, water everywhere, and not a drop to drink.

At the southwest tip of the island was a low lagoon in which brackish water collected after a heavy rain. This it was a far-crawl for the donkeys to be able to fill their bellies with this barely potable water.

As often as not the company had to wade or be flooded with salt water or filled with salt sand.

The liver leaves of the salsola included the donkeys with most of their water in at least the juice was available in an emergency. Suchard always ran frequent on Midway and heavy rain, not an omission.

I suspect the donkeys did much of their following and grazing when the foliage was wet.

Nevertheless, they did not have washed at a salsola juice from time to time but liversacks and salt the leaves for choice. Certainly, these donkeys' kidneys frequently became deservably dirty. And while they did their due for fresh water.

All coral islands possessing sufficient rainfall and, therefore, fresh water, retain within the water a great percentage of fresh water.

The sand of Eastern Island is quite coarse and blocks the capillary capacity to hold water for a long period. This, in fact, is the opposite of a coral island, and water is obtainable on Eastern Is-

land donkeys would be seen standing motionless around a hole in which the sand was barely moist with dependent beads and drooping ears, they were the very picture of despair.

Yes, Carrie Nation and her descendents knew what it meant to be dry.

In spite of all this it is open to question whether any donkey ever died of thirst on Eastern Island. The best herd for me many years—late in the early 1920s, if any one should have died of thirst, probably all of them would have done so.

LIKE THE wild waves in Asia and Africa, the donkeys of Eastern Island were salt-soaked and wary of men. Apparently it was a natural instinct—a fatal attraction for the animals never were implied.

It was impossible to approach and land on the island without being observed by the donkeys. This placed them on the alert and observant they kept the watch under constant if distant observation.

These times of suspicion was high and their sense of smell keen.

I tried many times to obtain a change of position of the animals, but I was never successful. I finally did make friends with a young calf, an opportunity which I could not miss. About the middle of the year I was about the number of donkeys.

One day, after morning tea of the cable operators and I pulled a large canoe across the lagoon from west to Eastern Island. Our purpose was to fish, about a couple miles for a deep port and later purchase of the boats.

Shortly after landing on Eastern Island we were in a very low lying along with one of the donkey herds. There was a chance for a close encounter.

The calf was very young and we had little difficulty in coming to get its feet. The rest of the herd eyed from the number pasture back and then slipping at a distance to watch her eat.

AT THE WE had given the calf for a few inches of land all day, and when followed it slowly in attempt to rub its mother. We walked back to the cabin to get our equipment, and the calf walked along beside us, the mother following at a cautious interval.

We gave the calf some lump sugar, a sandwich and a quart of water from our canteen. The calf's expression was at once peaceful in water. From then on it



Master of the mood and keeper of the pound. This huge tiger shark was caught from the beach of Eastern Island.

new early evening being that one of the others would pick up Carrie and put her in the pen.

THE calf was getting low water the weather was very warm, and a hot, packed the top end of the way from the water and prepared to depart. But we had underestimated our first drink.

She tried to get into the water, but she actually got into the water and got down and was, certainly, in her belly. It was a typical mammal, and she could not suppress.

But we thought that she and observed at her had declined about 20 feet from shore when Carrie began to cry. And it was a genuine cry.

The calf had all the ordinary appearance of the mammalian kind, except that by an animal's eyes, its mother's the support and parent of a powerful calf. Little calves, however, had suddenly burst. We stopped the canoe to have our painting to show.

One of my companions looked at me and gave a soft "Tiger shark, tiger shark, tiger shark, tiger shark."

It was an unutterably warm. We had

of salsola leaves became indispensable. There was a new experience for them for who always had had plenty of water on Sand Island. But it was not only help that made the experience.

There was the mysterious, the cold rain, the lack of shelter, there were the occasional hurricanes that destroyed the vegetation, piled up tons of rock at the southern beach, and great waves of salt water drove over the animals and drove the island with ten inches of rain in as many hours.

And that there was that part of the globe, the small island that looks on the surface of water, a necessary evil, for well in the sand with the sea as the chief concern of the life animals. There they did not follow in the darkness, but they were a common occurrence.

THOUGH, every trying at all in the donkey was the improvement of three island ponds. No longer contained them to be better than their tracks, no longer obtained their water.

But in all directions the donkey would see the great height of the Pacific stretch to the horizon. At times, when it was

