

NAVY FLYERS BEAT ARMY IN TAKING PHOTO OF KAULA

The Navy Air Service seems to be under the opinion that they have slipped one over on the Army Air service by taking pictures of Kaula Rock before the Army did.

The way that it happened was that the Army was asked by Lighthouse service to take a number of photos of Kaula Rock to see if it was possible to make a landing on it. The light house service wished to put a light on it but has never been able to make a landing. Francis Gay and one Hawkins are said to be the only persons who have ever been on the island.

The Army agreed to take the photos for the Lighthouse Service. They made plans to come here and do so in the early part of last week bringing a single motor scout ship on the Kaula.

It happened that the friends of Commander Rogers of the Naval Air Service talked him about the Army doing the navy's work by taking photos on an island and it was his idea to persuade the permission of the Admiral and send two motor sweepers with two Dyer boats aboard to Kaula to make the flight to Kaula and take photos.

One of the sweepers put into Nawiliwili with his boat but in making the flight into the water crashed on it. The other was put into the water somewhere on the west side of the island. The boat then made a stop to Kaula and took the pictures. The return was made to Nawiliwili where the boat landed and Commander Rogers and the two pilots had lunch at Kaula. Mr. Rice's work was to look for the flyers in the absence of Mr. Rice at Kaula.

Eventually Commander Rogers made the flight to Nawiliwili to inform General Mitchell that he had already taken the photos and it was not necessary for him to make the flight. However he was disappointed owing to the fact that the General had gone to Kaula with the party of Army polo players.

After lunch a flight was made to Fort Allen where the ship remained overnight returning to Honolulu Friday morning.

Inspector General Mitchell, assistant chief of the Air Service and Mr. Mitchell made the trip on the Kaula. Lieutenant Francis DeBaska and Lieutenant Donald Woodard also made the trip. Lieutenant Woodard was General Mitchell's pilot and Lieutenant Woodard was pilot of the scout ship.

The Army however was in no hurry to take the pictures as they did not see to make the trip until Saturday morning. The ship was loaded at Kaula and when it left, Mr. Mitchell, took the pictures. The Army however was in no hurry to take the pictures as they did not see to make the trip until Saturday morning. The ship was loaded at Kaula and when it left, Mr. Mitchell, took the pictures.

The lunch was on Colonel Smith. "Still" he declared "these are nothing to our Louisiana average food and I'm going to send a crate of them up here. You must bring them on in a barrel if you play a joke like this with our troops."

The guests at the luncheon were Lt. Col. Sydney Smith, Infantry; D. O. L. Capt. F. M. Child, 37th Infantry; First Lieut. H. T. James, 37th Infantry; First Lieut. J. A. Lewis, 37th Infantry; First Lieut. Sam. French, 37th Infantry; Second Lieut. A. C. Hamilton, 37th Infantry; Major Samuel Woods, of Kohala and Charles Edwards Smith. The luncheon was perfect in every appointment, decorations and all. Later Lieut. Col. Smith and Major Woods went with Captain Richard to inspect the Papahou army camp. Then all the officers drove to the Volcano for the week end.

ARGENTINA TO DEVELOP MANY NEW AIR ROUTES

By Associated Press to Tribune-Broadway
BUENOS AIRES—Argentina is considered to hold the premier position in aviation in South America, possessing five airmen in the vicinity of Buenos Aires and 15 others scattered over the rest of the country. The flying schools established in these airmen have turned out so far 16 military and 224 civil pilots.

Although the first airplane flight in Argentina was made in 1909 by the Frenchman Revoit, aviation in this country only really started after the Armistice with the arrival of an Italian military air mission in 1918 with Ansaldo and Fiat machines, being followed the same year by British aeroplanes representing Curcio. A new wave with Handley Page airplanes and French military missions arrived in 1922 when Fernan, Moran and Fouch machines, German flying men with Udet airplanes arrived this year.

The first flight over the Andes was made in 1919 by Lieutenant Godey, a Chilean army officer, whose attempt was followed the same year by Lieutenant, an Italian. The late Captain Zeno and Lieutenant Freni of the Argentine army flew over the Andes and back in 1920 and during the same year Captain Almonacid, Argentine, flew to Santiago, Chile. Later, the French, Italian and Chilean aeroplanes flew in a city across the Andes. The Argentine army has since then been active in aviation, and in 1922 it was organized as a separate branch of the Argentine army.

land forces, and the chief of army operations, Admiral R. W. Howler, the director of war plans of the navy, Rear Admiral W. E. Shoemaker, and the assistant chief of operations, Rear Admiral E. H. Jackson, for the navy.

To this board, a staff returned every major problem involving the national security, and all items of information and all rumors which may have a remote bearing upon the national defense. The new organization is a network over the entire country, having representatives in every naval district and army corps area where officers of the two services meet regularly to discuss the defense of the nation under their charge and its relation to the national strategic plan.

The Joint Aeronautical Board has been made virtually an adjunct of the super-council through an order which requires its recommendations to be referred to the higher tribunal. A similar restriction upon the Joint Maritime Board, composed of the assistant secretaries of War and Navy, brings this agency of defense under the same directing control.

The indication of the scope of the new plan is given in the following partial list of subjects recently presented for the consideration of the board:

- Functions and Mission of the Army, Navy and Marine Corps.
- State of the Panama Canal Zone.
- National Policy Bearing Upon Strategy.
- General Policy for the Army and Navy Relative to the Supply, Maintenance and Functions of Aircraft.
- Project for Army Aviation Stations.
- Policy Relative to Development of Aircraft in the Army and Navy.
- Policy Relative to Uses of Night Airships by the Army and Navy.
- Joint Army and Navy Action in Coast Defense.
- Extent and Development of Bases Required for Certain Campaigns.
- Determination of Functions of Marine Corps in Peace and War.
- Defining Plans for Section of the Coast.
- Course of Instruction, Army War College and Naval War College.
- Joint Use of Certain Plans as Aviation Bases.
- Comment on Proposed Legislation Relative to a United Air Service.
- Comment on Proposed Transfer of Army Transport Service to the Navy.
- Allocation of Shipping to the Army and Navy in War.
- Selection of Sites for Field Detachable Stations.
- Establishment of Radio Company Headquarters.
- All Details, Plans, for Certain Areas.
- Requirements in Building Naval Vessels from Aircraft.
- Coordination Between the Staff War and Navy Departments in Matters Affecting National Policy.
- Comparability and Control of General Services War.
- Cost of Fuel Oil Supply and Storage.
- Emergency Available for Military and Naval Personnel.
- Requirements in the Army, Navy and Marine Corps in Various Areas in Various Cases of National Emergency.
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