



ATTEMPTED BRIBERY OF NEPTUNE FAILS

Attempts on the part of the country's leading universities to obtain exemption for officials of their institutions from punishments and fines decreed by the Royal Court in connection with the traditional equatorial ceremony failed dismally here on 9 July 1937, when Neptunus Rex spurned offers of various and sundry Honorary University Degrees in exchange for immunity to the persons of Dr. Paul Seig, Dr. M. L. Brittain, Dr. Charles Derleth Jr., and Dr. J. W. Bell.

Said Neptunus (Bandmaster Murphy) "Even though I personally should be tempted by the offer of a university degree in music, I doubt very much whether my royal court would permit acceptance."

In spite of this praiseworthy display of loyalty on the part of institutional administrative boards toward their respective officials, the dignitaries were nevertheless compelled to earn the much coveted diploma by individually running the gauntlet and thru submission to various other forms of choice tortures meted out by a court and judge that knows neither justice nor mercy.

Similar efforts to save the person of Lt. Joseph Walters, U. S. N. R., by the Postal Department and that of Mr. John Terry by the Associated Press met a like fate.

Whatever else may be said of the rapacious and cruel Neptune and his bevy of high-binders, it is at least an established fact that they will have no part of bribery.

HIGHLIGHTS

(Continued from page four)

on Thursday, 1 July. The firing was a creditable performance for all hands concerned, for with only a short time for concentrated drills the practice was finished without a hitch.

Thursday afternoon, after the firing, we moored to pier 2 at Honolulu, and settled down for four interesting days in port. A tea dance was given for officers and R.O.T.C. students on the Alexander Young roof on Friday afternoon.

Friday night the ship received orders to prepare to get underway at 0500 the following day to assist in the search for the plane of Mrs. George P. Putnam and her navigator, Mr. Fred Noonan. Our plans for other entertainment and a reception aboard on Monday were abandoned, and the ship was made ready for sea. Early Saturday morning, 3 July, the ship left Honolulu and went to Pearl Harbor for fuel. At 1300 we were underway for the Howland Island area. Details of our two weeks in search of the missing fliers are subject of a separate article in this issue. During this part of our operations, we crossed the Equator and had the traditional and ancient initiations of Pollywogs into the Order of Shellbacks. The COLORADO fueled the Coast Guard Cutter ITASCA, the minesweeper SWAN, and the destroyers CUSHING, LAMSON and DRAYTON, in addition to searching the Phoenix Islands south of the Equator, before returning to Pearl Harbor.

As we were far behind our schedule because of the unexpected duty in the Howland Island area, only a brief stop outside Pearl Harbor was made on 16 July to receive necessary provisions and to receive and deliver mail. Then the ship set course for San Francisco. The original schedule called for a return to Seattle to disembark the Washington unit, then to San Francisco to disembark the California, thus giving the California unit a night in Seattle. This had to be changed to allow the COLORADO to conform with her future operating schedule which included a period in the Navy Yard at Bremerton.

The cruise has been interesting and eventful, and it is felt that the extra week was well worth the experience in crossing the Equator, in participating in the search for Mrs. Putnam and Mr. Noonan, and in seeing the Navy in one of its many and varied peacetime duties.

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