

"Gods" Restless Over Islands Hula Storm Hawaii Due For Growth As Statehood Takes Hold

HONOLULU, (AP) — The ancient sleepy Kona Coast of the island of Hawaii. Polyoesian gods are restless on the island of Hawaii.



UNDER FIRE: Hula dancers extend their arms in a dance to the Hawaiian fire goddess, Pele — a dance which a minister charges is idolatrous and harmful to Christian principle.

The dance of Pele, the goddess of fire, is under attack.

The Rev. Glen Fisk, Congregational minister of Hawaii's oldest church, says Pele's hula is idolatrous, and dances honoring the old gods "might become a stumbling block to those weak in Christian faith."

"I happen to know," he says, "that there are many folks out here who still hold on to the old superstitious beliefs—like sprinkling salt around the house after a funeral, or placing ti leaves in the house when there are visitors to drive away evil spirits."

Two members of his congregation have resigned from a hula troupe that performs the dances. In the Pele hula, dancers do not go through the usual swaying of the hips. They gather around a fire pit, pointing to the fire and making gestures.

Mr. Fisk says he did not tell the two dancers to quit the show but he approves of the action.

Mrs. Winona Beamer, whose hula troupe lost the dancers, says she fears that a proposed program of Hawaiian pageants intended as a tourist attraction could be impaired by the attack.

But no support for the minister's views could be found among other clergymen.

The Rev. Samuel A. Keala said: "It is not worship but acceptance of tradition. We should admire tradition and the culture of past."

"I have seen the Pele hula. Those who participate in it are far from being idol worshippers."

HONOLULU (UPD)—The taste of statehood has Hawaii drooling at the prospect of what it can do to its cities. Even creating new ones.

There is, for instance, Henry Kaiser's announcement that he will build a \$500-million model city for 50,000 people at the south-eastern tip of Oahu.

The project will have the aid and blessing of the Bishop Estate, one of the islands' largest landholders, and the entire development—covering 6,000 acres—will be on leasehold land.

To be called Hawaii-Kai, the city-to-be will—according to the plans—transform barren hills and swampy lowland into a vision of loveliness. The area will have "everything" — hotels, apartments, homes, service areas, plus a huge man-made beach and a sea-water lake that is currently a muddy fish-pond.

The James Campbell Estate, another big land-holder, has already started building its own new city at the other end of the island of Oahu. Envisioned several years ago, the Campbell project got off the ground last year when Standard Oil of California announced it would put a \$50-million refinery in the industrial park planned for the area.

Once Standard Oil was in, other firms began to lease property in the industrial tract. An assortment of heavy industries is now scheduled for the area, and around it are springing up the houses, the schools and the supermarkets that will serve the people who work in a section that was once a sugar-cane field.

Land—any land—on Oahu is considered a gold-mine. Much of it

is held in lease by the large estates, but some of it, like the site of the new Ala Moana Shopping Center, was created by the owners.

Ala Moana to islanders today means the biggest shopping center they've ever seen. Due to open in August, the \$12-million center spreads itself over 50 acres of land patiently created with coral fill over the years by tycoon Walter Dillingham.

The shopping center is the king of Hawaii's shopping areas, but it is by no means the only one. With every new residential development, there are more stores on the land to serve the people. Economists predict that the construction industry may bring in a billion dollars by 1965.

Most of the building is in and around Honolulu on the island of Oahu. But the other islands are beginning to show signs of growth, too. One large island firm has announced plans for a luxury beach development on the island of Maui to rival famed Waikiki.

Only legal details are holding up the start of this project. Before long, \$36 million will be poured into the area, which is expected to have 11 hotels. The name of the area is Kaanapali. Remember it; someday it may be as famous as Waikiki.

Reaction Tester May Aid In Cutting Road Deaths

BUFFALO, N.Y. (AP) — What would you do if your right front tire blew out while you were driving at 60 miles an hour?

How would you react if a child darted in front of your car on a busy downtown street?

There are no set rules for driver reactions but there may be patterns of human behavior which figure in that instance when you could save a life—maybe your own.

Engineers at Cornell Aeronautical Laboratory Inc. don't profess to have the answers but they think they have a device that could

play an important role in lessening the number of highway deaths.

The dynamics division at CAL recently completed a feasibility study for such a device which they say would investigate scientifically the factors that effect the driver in traffic situations.

The machine, still in the drawing board stage, is known as a "driving simulator."

Comprised of four basic parts—a mock-up, driving simulator, visual display system and physical environment phase—the device could be useful in gathering data for future highway construction, automobile design and legis-

lation aimed at reducing highway slaughter.

As far as CAL is concerned the device can be constructed to good use. That's the affirmative report made to the U.S. Department of Health, Education and Welfare. Estimated total cost of construction: Nearly four million dollars.

The CAL plan calls for an automobile to be placed within a half hemisphere. The walls of the hemisphere would serve as screens for highway scenes which would be piped in through a closed-circuit television network.

To make the driver more at home—or on the road—the simulator would provide bumps and other highway shocks to the chassis of the car. Engine noises, controlled by the acceleration pressure, would add to the sensation of zipping along the highway.

Engineers liken the simulator to an airplane mock-up which is used in training military and commercial airline pilots.

However, the device would be more useful in the study of driver reaction than the pursuit of driver training. One designer in the dynamics division of the laboratory summed it up this way:

"Accident reduction is our immediate goal . . . the first consideration to be studied is the behavior of the driver in accident situations."

RUNS IN THE FAMILY
PORTLAND, Maine (UPD) — "Pick the right ancestors if you want to live long," is the advice of 97-year-old Alfred Burke, whose mother died at 96, father at 92, brother at 95 and sister at 89.

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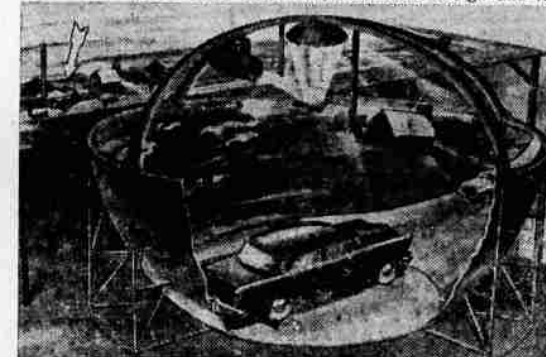
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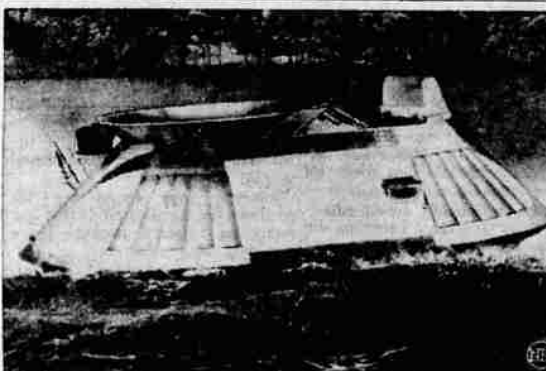
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TO SAVE A LIFE: A televised view of a model traffic situation is mirrored around an automobile in this artist's conception of a proposed "driving simulator."



ON CUSHION OF AIR: Experimental air-car rides over a lake in Woodridge, N.J. Using conventional piston engine, the air-car lifts itself six to 12 inches off the surface and travels in any direction over unobstructed land as well as water. The car is under development by Curtiss-Wright.



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