

Hawaiian Gazette.

U. S. WEATHER BUREAU, July 16.—Last 24 Hours, Rainfall, .00. Temperature, Max. 81; Min. 74. Weather, clear, with strong trades.

SUGAR.—96 Degree Test Centrifugals, 4.36c. Per Ton, \$87.20. 88 Analysis Beets, 11s. 1 1/4d. Per Ton, \$87.00.

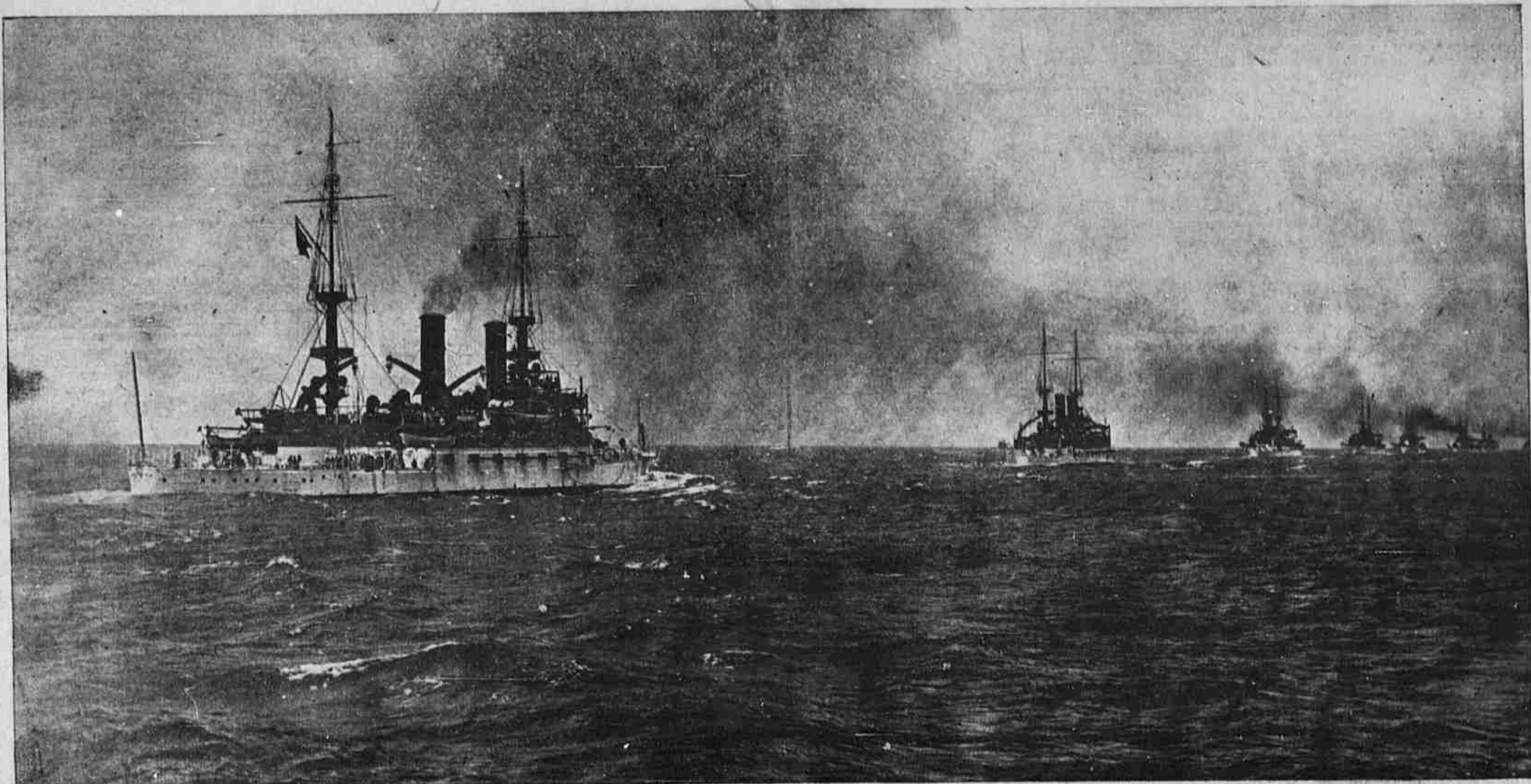
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HAWAIIAN GAZETTE, FRIDAY, JULY 17, 1908.

—SEMI-WEEKLY

WHOLE NO. 3025

BATTLESHIP FLEET ARRIVED HERE IN FINE TRIM



BATTLESHIPS PASSING DIAMOND HEAD.

—Advertiser Photo.

MAGNIFICENT beyond any spectacle of the kind these waters have ever seen before was that which presented itself to the waiting thousands as the vessels of the Atlantic fleet rose, one after another, out of the Eastern horizon, as in column formation they advanced with stately movement. There was an impressiveness about that column of twelve battleships which even the immensity of ocean could not destroy. Slowly the column moved, as something so great and powerful that haste was unnecessary. So slowly the vessels moved, in fact, that the smoke from their funnels was not left behind by their speed, but was carried forward over the port bow by the fresh north-east trade wind.

Honolulu testified its appreciation of the spectacle and the importance of the event by turning out on masse to witness it.

The morning opened with the trade wind kept bringing up in battalions from the northeast, but which could scarcely keep their formation after they passed the gulf and reached the southern half of the sky. But by 9:39 o'clock, when Captain Neilson's glass first brought the smoke of the Connecticut out of the blur of cloud where the sea and sky meet, the sun had got the mastery of the clouds, and there was no further fear of rain.

Then began the procession toward Diamond Head and the heights that adjoin it and stretch along toward the east, and buttress it on the north. It was a procession that numbered thousands. It was made up of all ages, all classes, all races, and all nationalities. It went to the rendezvous in every kind of conveyance. Of course, the street cars carried the larger number. But by automobile, and carriage, and scores on horseback, people found their way to Diamond Head, or Kaimuki. The Rapid Transit Company ran their cars on the King street line in threes, and the biggest car the company operates was used; and they were crowded. As many as 175, it is said, piled themselves in some way on a single car, scarcely one for three or four hours but carried a hundred on a trip.

At the end of the car line in Kapiolani Park the procession took up its march along the narrow and dusty road which leads around Diamond Head. The trees grow thick on the seaward side of this road, preventing a view of the ocean, until the sharp grade near Judge Dole's residence brings the way-farer above the trees. At this point the ocean burst upon the view, and to all but the earliest arrivals the column of the fleet as well. As people reached this point exclamations of surprise, of wonder, and of admiration broke from one after another. But still the procession moved on to the level points in the road near the lighthouse and the Lookout Station, and the greenward of their grounds was the attractive point for most.

Along this point of the road for a half an hour before the Connecticut was abreast of Diamond Head there were hundreds of people and scores of vehicles. It was a fine point of vantage. It was well occupied.

But not all were content to stop even here. The very ridge and crest of Diamond Head itself were occupied by many daring ones, who thus made of the ancient crater an amphitheater for this modern spectacle.

The course of the fleet from the Leper Settlement past Diamond Head was nearly due west. From Diamond Head, after the column came in view, the position gave perspective, so that while the whole twelve vessels were in view, each individual vessel stood out clearly to the eye, moving, seemingly, toward the spectator. As they came nearer and nearer, more and more of outline and configuration was made clear, until, as each vessel passed before the spectators, it stood out in all its massive solidity as a floating fighting machine. The view of the fleet from here was superb. Diamond Head juts out considerably from the general coastline, bringing the vessels, as they proceeded along an undeviating course, nearer to the spectator. As the fleet passed Diamond Head, the vantage point of view changed to the Waikiki beach, and the procession

Schroeder on Pearl Harbor

The Pearl Harbor naval station will be made a model for the world, a complete station, arranged with a view to the best efficiency. This is the sentiment that Rear-Admiral Schroeder has expressed in connection with the work of the Naval Board, of which he is the head, which commences its work today for the establishing of a naval station on the Federal reservation at Pearl Harbor. It was in order that the work of this board might go forward without the least delay while the fleet is here that the flagship of the Rear-Admiral came into the harbor to dock and did not lie outside with the other ships of her division.

There are no naval stations in the world like the one planned for Pearl Harbor, the nearest approach to it being one of the Italian naval stations, now the admiration of the naval men of all nations. The naval stations of the United States, like those of every other naval power, are the evolutions of former wooden-ship building yards, changed from time to time as the exigency arose, patched up to meet the changing conditions of naval construction, the buildings being put where possible instead of where most convenient, and the arrangement made to fit conditions existing.

At Pearl Harbor the authorities have an absolutely clear field to go on, and a free hand to place the various buildings so as to make a complete equipment arranged as a homogeneous whole. Nothing is in the way of a perfect arrangement, and there are no old equipment plants or buildings to be used up as best they might.

Much data for the use of the board has been gathered by Engineer Parks, who has been on the ground for sometime, and the engineers of Captain Otwell's staff have been working out the details.

Efficiency of the Ships

The Atlantic fleet arrives at Honolulu in a state of greater efficiency than it has been at any time, even when newest from the shipyards. On the entire twenty-one hundred mile run from San Francisco, during which daily evolutions were performed by the battleships in line, the "breakdown" flag was not once displayed from any of the sixteen vessels. This is a wonderful record, and one of which Admiral Sperry and his officers may feel justly proud.

The "breakdown" flag, which is the signal broken out by a vessel when, through accident to steering-gear or engines, she becomes for the time unmanageable and unable to keep her place in the formation, was a frequent sight during the run of the battleships down the eastern South American coast, a sight which grew less common as the men in command learned their vessels, the engineers their engines, and the weak spots in the gear strengthened. From the Strait north the flag was used at times, but not once has it been flown between San Francisco and this port.

This is a tribute to the value of the practical lessons learned by the men of the fleet on their long voyage, and a demonstration of the value of such a cruise as the Atlantic fleet is taking in teaching that a battleship can be taken care of when thrown on its own resources. On the Pacific coast it was found that there were few damages to the battleships requiring attention, repairs having been made by the way and these repairs being found to be satisfactory.

The battleships in and off port today are in better shape for cruise or business than they have ever been at any time, and the men aboard them are responsible for their fine condition.

To Sail One Day Ahead

It was announced aboard the flagship yesterday that the date of sailing for the South Seas and Australia had been changed to Wednesday, July 22, instead of Thursday, the 23d. The fleet will leave Honolulu at 6 p. m.

The division now at Lahaina will return to Honolulu on Sunday after finishing coaling there. None of the warships now at Honolulu will go to Lahaina for coaling or any other purpose save the Nebraska.

BOSTON, July 17.—The Anti-Imperialists have endorsed the candidacy of Bryan for the Presidency.

HOW MELBOURNE IS PREPARING

(Associated Press Cablegrams.)

MELBOURNE, Australia, July 17.—The program arranged for the entertainment of the officers and men of the American Atlantic fleet provides for daily entertainments while the fleet is in the harbor, for dinners by the Governor and the city officials, and for receptions to Admiral Sperry and his officers.

HEPPNER, Oregon, July 14.—A cloudburst yesterday did much damage here, but there was no loss of life.

MANILA, July 15.—The constabulary has stormed Cotu, in Mindanao. Fourteen outlaws were killed.

SANTANDER, July 15.—In a storm here fifty-seven fishermen have been drowned.

LONDON, July 15.—The Prince of Wales and suite have sailed in the Indomitable for Quebec, to attend the fetes on the 30th anniversary of the founding of the city.

COLUMBUS, Ohio, July 15.—The Prohibition National convention is now in session. R. H. Patton has been chosen temporary chairman.

FRIEDERICHSHAVEN, July 16.—Flight of Count Zeppelin in his airship yesterday was postponed for a week on account of an accident. Count Zeppelin has made the most successful airship flight so far recorded, having remained in the air over twelve hours and directed his machine over a great expanse of territory.

LONDON, July 16.—Baron Komura, who has been here as the Japanese Ambassador, and who it is expected will be named as Minister of Foreign Affairs in the Katsura Ministry, will sail for Tokyo on the twenty-seventh of this month. He will return to Japan via America.

CHICAGO, July 16.—Judge C. C. Kohlsaat, of the United States Circuit Court, yesterday rendered a decision to

WASHINGTON, July 16.—The Vicksburg and the Princeton have been ordered to service in the Atlantic coast defence. It is expected the ships will stay at Honduras as they proceed to the Caribbean Sea.

The Marietta is now at Jamaica, and has been directed to be ready to proceed to Puerto Cortez.

The cruiser Tacoma will take one hundred and fifty marines from the Isthmus to Honduras, where the rebels are threatening the seaports.

The cruiser Albany has arrived at Annapolis.

WASHINGTON, July 16.—The gunboat Marietta, Captain William J. Maxwell, has been ordered to Puerto Cortez, and her commander has received orders to make a thorough investigation of the situation at Paducah.

PANAMA, July 17.—One hundred and sixty marines have been ordered to prepare themselves for field service. It is believed that they are to be sent to Honduras. The cruisers Des Moines and Albany each carried one hundred marines to Annapolis on Sunday.

PARIS, July 17.—Count Boni de Castellane, the former husband of the Princess de Sagan, who was Miss Anna Gould, has asked the courts to award him the custody of his two children and compel the mother to pay twenty thousand dollars annually for the support of each.

COLUMBUS, Ohio, July 17.—The Prohibitionist National Convention has named E. W. Chafin, of Chicago, as its candidate for President, and A. E. Watkins, of Ohio, as Vice President.

(Continued on page 5.)