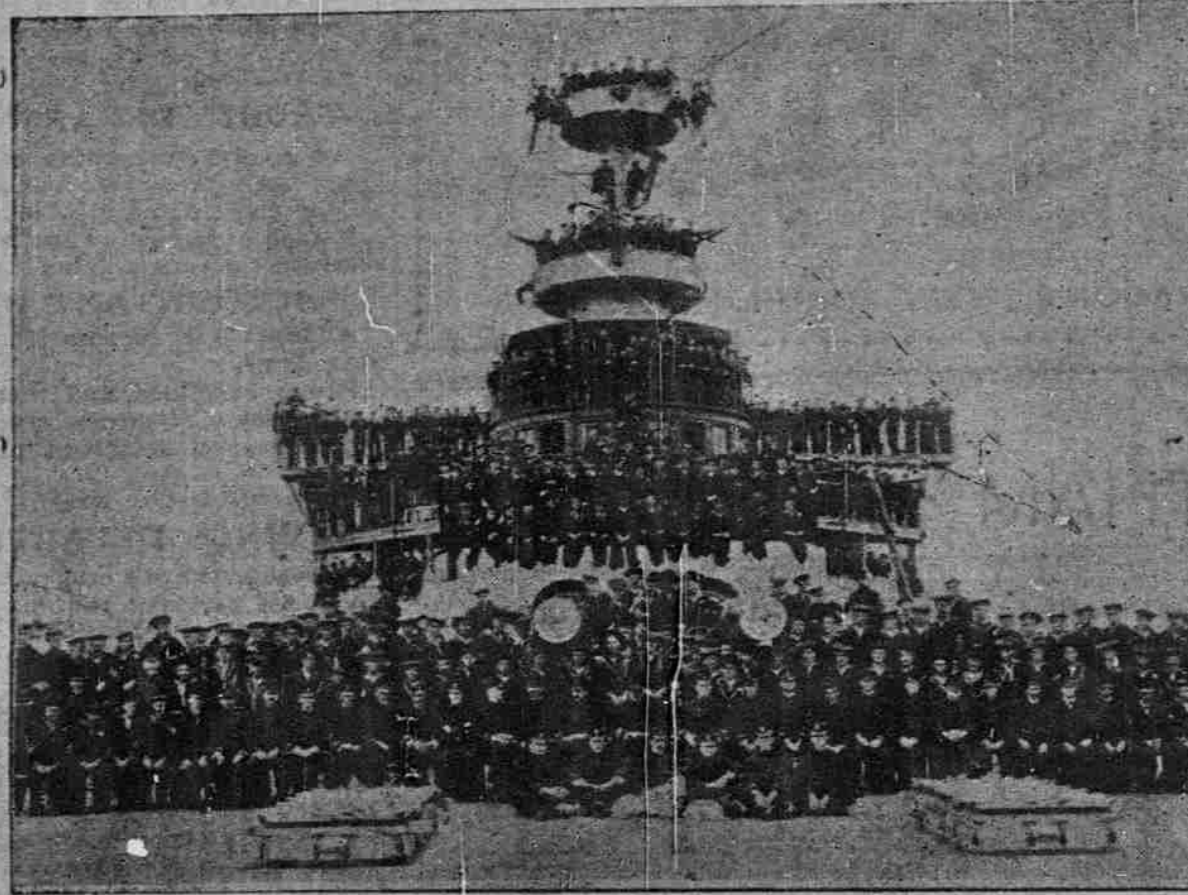


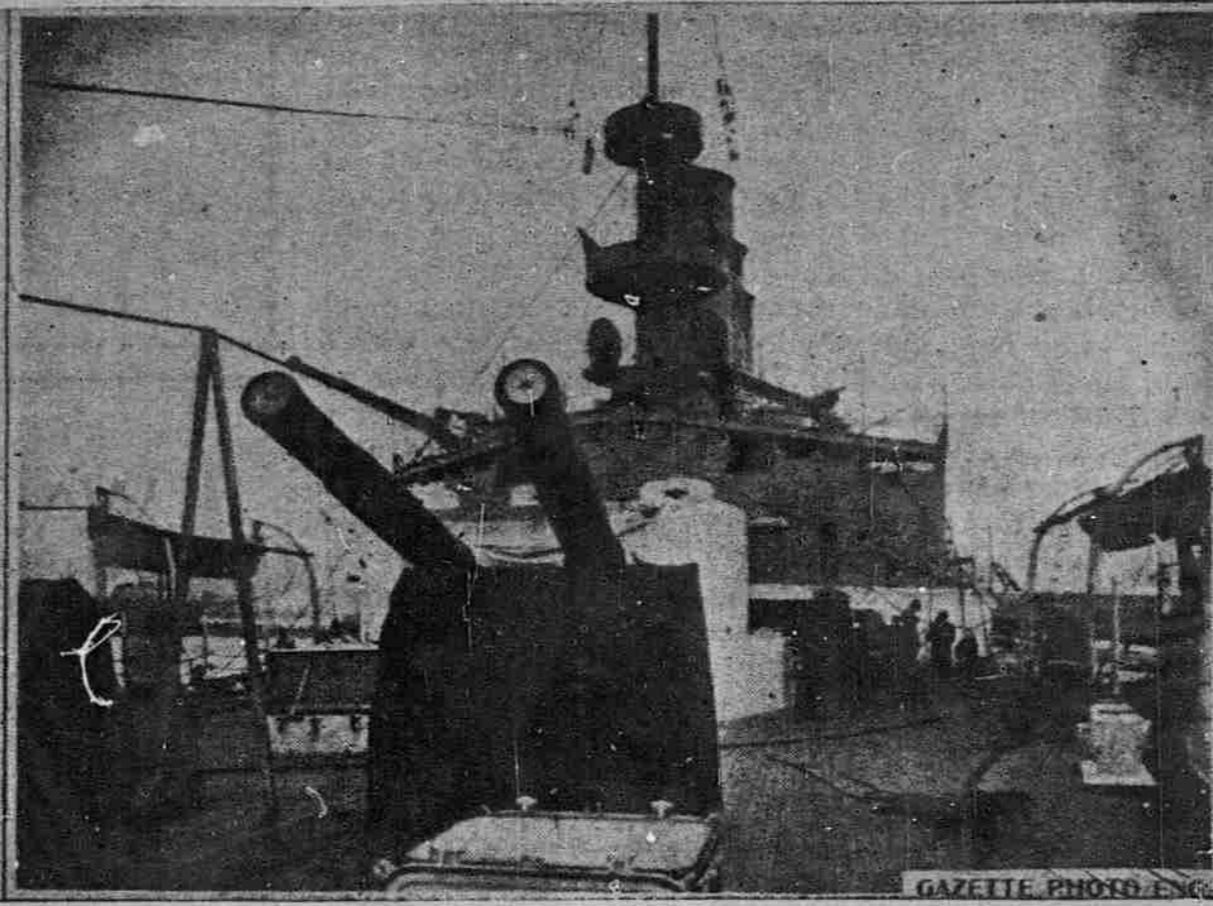
# AMERICA'S STRONGEST SQUADRON.



Newport      Machias      Olympia      Kearsarge      Maine Scorpion      Arkansas Nevada      Alabama      Atlanta  
**VESSELS OF NORTH ATLANTIC FLEET ASSEMBLED AT PENSACOLA.**



Officers and Crew of Battleship Alabama.



After-turret of the Battleship Missouri in which the charge of the twelve-inch gun at left prematurely exploded killing thirty-two men and wounding two.

## WEAKNESS

When you are weak, nervous, and all run down, everything seems to go wrong. Ayer's Sarsaparilla will build you up, make your nerves strong, and give you pure, rich blood. Here is what a nurse of large experience says about it.



Mrs. E. H. Chappell, Stawell, Victoria, sends us her photograph, and writes: "I have been a nurse for thirty-five years, and I take great pleasure in recording my experience with Ayer's Sarsaparilla and Ayer's Pills. I have used these medicines in different parts of the world, both for myself and my patients. I have had great success with them, especially in cases of nervous prostration, impure blood, skin diseases, and weakening illnesses in general. I most heartily recommend these medicines to all sufferers from any of the above-named distressing complaints."

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### FREE TO MEN, AND WOMEN, TOO!



Do you want to be a big, husky man, with vim and power in your every action, with courage, self-confidence and ambition to "do things"? Do you want to get rid of that feeling of gloom, that weakness in your back, that nervous, worn-out feeling which unfits you for business or pleasure? Do you want to feel like a man all over, to hold up your head with the knowledge that you are the man that nature meant you to be? I know that no man remains a weakling because he wants to. I am sure that you want to overcome every indication of early decay that has shown itself on you. I don't think the man lives who would not like to feel as big and strong as a Sandow, and I know that if you have a reasonable foundation to build upon I can make you a bigger man than you ever hoped to be. I want you to know that, you who can't believe it, and I want you to have my book in which I describe how I learned that strength was only electricity, and how I learned to restore it; also I want to tell you the names of some men who will tell you that when they came to me they were physical wrecks, and are now among the finest specimens of physical manhood. I can do just as much for women as for men. I have thousands of letters from grateful women, who had spent years and money trying to get relief from drugs, and who came to me as a last resort and are cured now.



Why should you be suffering when you know that your friends and neighbors are being cured? Why, then, money you spend for drugs in a few months, if invested in my treatment, will assure you health and happiness for life. Don't you believe it? Then send for this book with the proof that I can give you, and you will be convinced. Don't wait a minute. Send for this book now. If you will inclose this ad. I will send it sealed, free, and will give you the names of your own neighbors who are cured. I will tell you whether I can cure you or not, if you will tell me your troubles.

DR. M. G. M'LAUGHLIN, 906 Market St., San Francisco.

### THE TRAGEDY ON THE MISSOURI.

Newspapers that hailed with enthusiasm the establishment of new records in rapid-firing with big guns in our navy are now urging restrictions in that line, in view of the distressing accident on the battle-ship Missouri. They think that the spirit of rivalry prevailing throughout the squadrons may have tempted the gun crew in the Missouri's turret to disregard necessary precautions. It was during target practice off Pensacola, on April 13, that an explosion in a 12-inch gun turret cost the lives of five officers and twenty-seven men. The fire spread below, threatening the magazine; but through the presence of mind of officers this was flooded, thus saving the ship from total destruction. In the accounts of the accident printed in the newspapers several individuals are mentioned as having distinguished themselves by their coolness and bravery. Captain William S. Cowles prevented the beaching of the ship and also plunged into the gas-filled chamber and assisted in the work of rescue. It is said that Chief Gunner's Mate Monson saved the ship from destruction by closing the magazine doors at no little risk to himself. He was assisted by Able Seaman J. E. Knight, in spite of burns so serious that they caused his death.

Many experts express the belief that the explosion was the result of a "blow-back;" in other words, gases and particles of matter in combustion that still remained in the bore after the previous shot were blown back by the wind and ignited the powder which had been inserted in the breech, from which burning material dropped to the handling-room below and set off other charges which were in readiness to be sent up to the turret. It appears that the ordnance officers aboard the Missouri had taken extra precautions against such an accident, and for three days no firing with large pieces was done on account of the direction of the wind. It is also denied that the gun crew was trying to establish a record in quick-firing. Secretary Moody, according to the Washington despatches, thinks that the accident may have been due, in part, to disregard of the naval regulations regarding target practice. The reports say that a thousand or more pounds of powder were lying in the handling-room of the turret in front of the open magazine at the time of the explosion. A board of inquiry is investigating the accident, but as most of those who could give information about it were killed, the belief prevails in some quarters that the truth may never be known.

The papers are calling for more precaution in the loading and firing of the big guns, but they prefer to withhold comment until the report of the board of inquiry has been made public. It is recalled that last year guns exploded on the Iowa and Massachusetts, killing about fifteen men, and soon afterward a special order was issued to prevent a repetition of these accidents. "In view of the horrible tragedy," says the New York Evening Post, "the Navy Department should do something to prevent practice tests from being turned into mad rivalry in 'beating the record.' We lost more able seamen and officers yesterday than perished in the entire Spanish-American war." This accident, observes the Pittsburg Dispatch, "is a startling evidence of the cost of life as well as treasure which may be entailed by an undue and reckless pursuit of the policy of naval expansion." The Army and Navy Journal remarks:

"The accident on the Missouri is only one of a series which has attended the development of modern war-ships, modern ordnance, and high explosives. The accidents are among the penalties of naval greatness, and they are common to all navies. We have had our share, but no more than our share of them, and shall doubtless have others as our navy increases, but we shall not halt in our naval policy because human genius is not capable of absolutely eliminating the possibility of accidents. Every mishap, great or small, is a powerful incentive to increased vigilance. Every life lost on the Missouri places a sacred obligation of greater alertness upon every member of the service, and thus by placing before officers and men a high example of sacrifice and devotion to duty the personnel of the navy is steadfastly advancing to a standard of efficiency, discipline, and courage unparalleled in the navies of the world."

The New York Press believes that such accidents are bound to occur, and thinks that our gunners are running the risk that will eventually bring our navy up to perfection. To quote:

"Because of a railway wreck, with a sacrifice of scores of lives,

reasonable minds do not argue that traveling by rail should be abandoned. Men in the service of the navy who lose their lives by premature discharges of guns and unprevented explosions of munitions at target practice are taking the risk which is inseparable from the business of war—both its making and its preparation. They are taking the risk which is necessary in peace times to the perfection of the fighting machine as in war it is necessary to the successful application of the machine to the more dangerous work." It is said that the Missouri had been provided with fans to expel the gases from the turrets, but the draft may have been too strong for them.

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